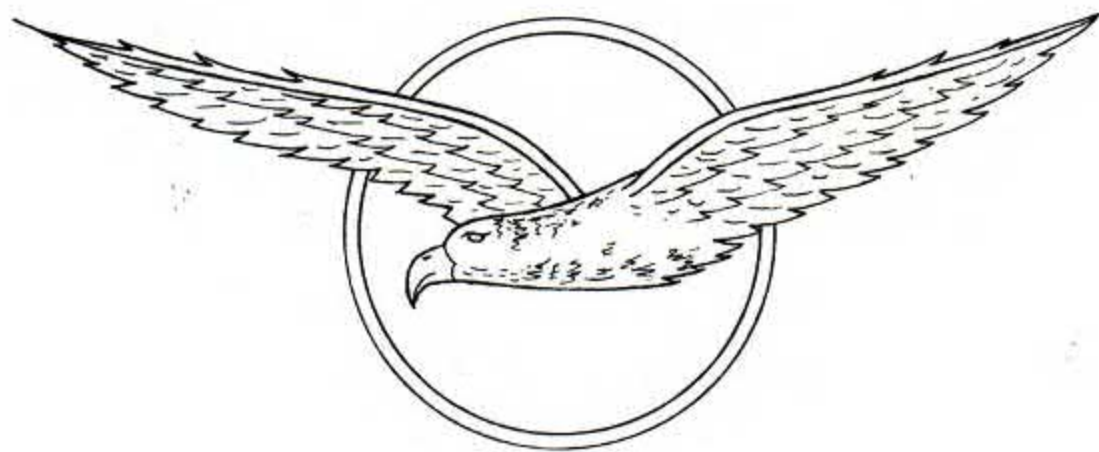


FLASH

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.....
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P.O.Box 855,
Eindhoven,
Holland.

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

This is the last issue before our traditional summer-reces, featuring a report on the 17th Royal Flush reconnaissance meet. Our anniversary issue (the next one) will appear around September 15th. Be sure that you have sent all information which could be interesting for publication by the time!

By the way, did you recognize our editor Gijsbert in this year's Royal Flush mascot on page 1?

We have found a solution for our Photo-Service problem: Mr.P.van Gemert has been found willing to run a new list which will be enclosed on an attached sheet. We wish him lots of success!

The Editors.

.....
Regular Correspondents:

H.R.Productions Spotting (NL)
Department (UK)
P.A.Jackson (UK)
P.Verduijse (NL)

For this issue our special thanks to:

F.v/d.Berk Th.Rombouts
P.v.Gemert S.G.Eindhoven
W.Jensma H.Sloot
P.v/d.Krommenacker K.G.Wright
G.v.Leeuwen

.....
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COVER PHOTOGRAPH:

One of the many pictures taken at the Royal Flush Meet. Seen here is Alconbury Phantom RF-4C AR66-421 while touching Florrnes' runway

Photo: J.A.Engels

M O V E M E N T S

Eindhoven (RNethAF)

S.G.Eindhoven

May 23: XT-452/S Wessex HU.5 R.Navy 707Sqn Yeovilton (together with 5 others coded: P/Y/T/W/U regs?)
 June 6: BA-16, BA-26 Mirage VBA BAF 2Wing/2Sqn Florennes
 15: 58-43 DO-28D Sky servant Luftwaffe AKG-52 Leck
 25: 22-26 F-104G Bundesmarine MFG-† Schleswig

Volkel (RNethAF)

G.v.Leeuwen, Th.Rombouts, F.v/d.Berk

April 25: 133345 T-33A CAF
 27-74 TF-104G Luftwaffe JABOG-34 Memmingen
 May 15: V-214 SP-2H Neptune MLD Valkenburg
 16: V-251 SP-13A Atlantic MLD Valkenburg
 21: 51-16 c/n 6718, 51-05 c/n 6707, 51-24 c/n 6777, 51-14 c/n 6721
 All F-104s of 51Wing/22Sqn from Istrana (Italy) on squadron-rotation till 30-5
 22: FX-32, FX-91 F-104G BAF 10Wing Kleine-Brogel
 XW-548 Buccaneer RAF 15Sqn Laarbruch
 28: 51-86 T-33A ItAF 51Wing
 30: 46-06 MM61992 C-130H ItAF 46Wing Pisa
 FX-03 F-104G BAF 10Wing
 June 7: FC-04 TF-104G BAF 10Wing

Twenthe (RNethAF)

H.Sloot

March 6: 27-09, 27-95, 28-29 TF-104G Luftwaffe WS-10 Jever
 9: CR68-452 F-4E USAF 32TFS Soesterberg
 16: 26-02, 25-07 F-104G Luftwaffe JG-71 Wittmundhafen
 19: 32-58, 32-75 G-91R Luftwaffe LEKG-44 Leipheim
 34-62 G-91T Luftwaffe LEKG-44
 24: 26-07, 24-05, 26-28 F-104G Luftwaffe JABOG-36 Hopsten
 May 25: 77-03 Alouette II Heer
 29: 27-34 TF-104G Luftwaffe JABOG-33 Buchel
 June 1: XT-899, XV-399, XV-406, XT-900, XV-428 All F-4Ks RAF 64Sqn
 XV-437/F, XV-461/N, F-4K RAF 54Sqn Coningsby (till 4-6)
 XV-296 C-130K RAF
 4: 35-51, 35-36 RF-4E Luftwaffe

Schiphol (Civil)

W.Jensma

May 14: XR-397 Comet RAF
 15: OT-CDC KY-3 DC-6 BAF 15Wing
 17: 64-BX c/n 60 Nord N-2501 Noratlas FAF
 141 (c/s FRAFG) SE210 FAF
 20: SM-27 DC-6B ItAF

Brustum (BAF)

S.G.Eindhoven

June 15: FT-01, 03, 04, 07(silver), 09, 10, 13, 14, 15, 16, 17, 24,
 FT-28 All T-33As of the BAF
 MT-12 (Rode Duivels), MT-15 (RD), MT-21 (RD), MT-26, MT-29,
 MT-32 (RD), MT-40, MT-42, MT-43, MT-47, MT-48, MT-50 All
 Fouga CM-170Rs of the BAF
 Due to the fact that the Royal Flush was being held at
 Florennes, all Mirages of 2Wing/2Sqn and 42Sqn were
 stationed at Brustum for the time being. The following were
 be seen on June 15th:
 BA-03, 10, 11, 16, 18, 24, 26, 27, 53, 62 Mirage VBA
 BR-04, 11, 14, 21, 25 Mirage VBR
 21: K-3019, K-3005 NF-5A RNethAF 315Sqn Twenthe
 Mirages to be seen on this day: BR-23, 11, 25 Mirage VBR
 BA-13, 16, 54, 10, 18, 53, 04, 26 Mirage VBA

Laarbruch (RAFG)

F.v/d.Berk

June 7: DT-450 s/n 14450 T-33A RDanAF 724Sq Skrydstrup
32-84 Fiat G-91R Luftwaffe WS-50
LM c/n 80 MS-760 Paris FAF
125 (ex 97125), 372 (ex 13372) F-5A RNoAF
WH-981/1 Canberra B.15 RAF 98Sqn
XV-300, XV-302 C-130K RAF
XW-765 "03" Harrier RAF 3Sqn

Koln/Wahn (Luftwaffe/Civil)

G.v.Leeuwen

June 13: 5801, 5803, 5804 DO-28D Luftwaffe FBSS
5850 DO-28D Luftwaffe JABOG-31
1102, 1103 C-140A Jetstar Luftwaffe FBSS
24129 VC-135B USAF 9500, 9510 T-33A Luftwaffe
30-58, 3307 G-91R Luftwaffe LEKG-43
31-13, 31-17, 3202 G-91R Luftwaffe WS-50
1602, 1604, 1605 HFB Hansa Jet Luftwaffe FBSS
D-9566 Canberra Luftwaffe D-9500 DO-27 Luftwaffe
D-9546 OV-10 Bronco Luftwaffe 12-05 Convair 440 Luftwaffe
7162 (white) UH-1D Luftwaffe FBSS
7056 UH-1D Luftwaffe HTG-64

Norvenich (Luftwaffe)

G.v.Leeuwen

June 12: 7100, 7125 UH-1D Luftwaffe SAR
28-31 TF-104G Luftwaffe JG-74 Neuburg
9526 T-33A Luftwaffe JG-74
9094 P-149D Luftwaffe OL-DO8 DO-27 Belg.Army
In the beginning of June JABO G-31 left for Portugal and
return in August. Only a few F-104s were still here:
21-63, 25-73, 25-78, 2042, 20-47, all F-104Gs of JABO G-31.
27-21, 27-31 TF-104G JABO G-31

Rhein-Main (USAF/Civil)

Th.Rombouts

April 26: PB64-540, 503, 527, 517, 681, 495, 537, 498, 531,
PB63-885. All C-130Es USAF 317TAW Pope
30224 KC-97L USAF Arizona ANG 30202 KC-97L USAF Utah ANG
20844, 20698, 20895 KC-97L USAF Wis.ANG
22697 KC-97L USAF Illinois ANG 50267 C-141A USAF 436MAW
40628 C-141A USAF 438MAW 70028, 50273 C-141A USAF 437MAW
00448 C-5A USAF 436MAW

Mildenhall (USAF)

K.G.Wright

May 26: 91475, 63645, 00356, 63636 KC-135 USAF
41847, 41841 RC-135U USAF 40644 C-141A USAF
LM63-873, 861, 857, 839, 814, 888, 784, 849. All C-130Es USAF

Lakenheath (USAF)

K.G.Wright

May 26: LN66-283, 735, 278, 256, 273, LN65-644, 614, 646, 635. All
F-4Ds USAF 48TFW

Chambery-Aix-Les-Bains (FAF)

P.Vercruijse

May 15: 116-RZ c/n 116, 88-RO c/n 88, 10-RW c/n 10, 326-RY c/n 328,
341-RS c/n 341. All SE-3130s FAF
68-EG c/n 2024? SE-3160 FAF LV c/n 57? MS-760 FAF
68-OJ c/n SA162, 68-OM H-34 FAF
313-TH c/n 221, 313-CA c/n 346, 313-DE c/n 427, 313-CX c/n 402.
All Magisters FAF
HS MH-1521M FAF
Gateguards: 2 Ouragan and 5-OR Mystere B.2

WEST GERMAN AIR POWER (PART VII)

Compiled and written by G.Hiltermann
Our special thanks to: G.Joos, WGAF
A.Luft, P.A.Jackson, E.Ragas, H.Sloot,
and K.Kramer

First we wish to give you the promised survey on the contents of the museums talked about in the last issue.

1 Luftwaffe Museum Uetersen: Displayed on 27-4-73 were:

Harvard AA-622 no s/n visible.	H-21C 8308 c/n 08
Magister AA-014 c/n 220	Gannet UA-106 no c/n
F-84F BF-106 no s/n	F-104F 2906 no c/n batch of WS-10
RF-84F EB-344 n/ s/n batch of AG-52	DO-27A 5738 no c/n batch of WS-10
T-33 EB-399 no s/n batch of AG-52	CH-34A 8034 no c/n
Sabre 6 JB-110 c/n 1643	Sycamore 7804 no c/n batch of HTG-64
G-91R4 BR-239 c/n 0113	Dornier DS-10 D-9534

Moreover there are some a/c left from WW II: Bestmann, ME-109, JU-52 and CASA-111.

Times when open:	in Summer (1 April - 30 September)	in Winter (rest)
Sunday	10.00 - 17.00	10.00 - 15.00
Monday	closed	closed
Tuesday - Thursday	15.00 - 17.00	15.00 - 16.00
Friday	14.00 - 17.00	14.00 - 16.00
Saturday	10.00 - 17.00	10.00 - 15.00

2 Helicopter Museum Buckeburg:

Merkle SM-67/V-3 D-9506	Sycamore 7833 c/n 13493 batch of HTG-64
Vertol H-21C 8307 c/n 07	Sioux O-85348 U.S.Army
Skeeter XN-348 Poyal Army	

Moreover parts of helicopters : S-64 (ex Luftwaffe?), and helicopters without any markings e.g. a Djinn.

We will continue to speak about the pilot-training in the Luftwaffe. We have to make a division in periods 1956-1963 and 1963-present (F-104G). To be able to fly faster than sound, to be able to make take-offs and landings on military airfields in the western world, all these abilities have their own effects on young people.

Whoever wanted to become a pilot in former days should be aware of the fact, that the training lasted 2½ to 3 years, and that a high condition of his body, his mind and his nature was required.

The pilot-training started at the Flugaerwartung regiment. After about 25 flying-hours on the Piper Cub an exam had to proof that the pupil was master over his aircraft and had talents to proceed.

At the Flugzeugfuhrer Schule A at Landsberg the future pilot was trained at the Magister. Moreover some hours were completed on the Harvard to be spent in flying blind and in stunt-flying.

The more advanced training was given at Furstenfeldbruck at Flugzeugfuhrer Schule B. In about 110 flying-hours the pupil was trained in formation-, stunt-, night-, and blindflying on jet fighters.

After that they were divided: at Erding the reconnaissance-pilots were specialized in their future tasks and at Oldenburg the same was done to the fighter-pilots. Their future aircraft were the RF-84F/G-91R and the F-84F/F-86 resp. In case some of the young pilots were not found well enough to become jet-pilots, they were transferred to Wunstorf or Fassberg for their advanced training on the Noratlas, Pembroke or to become helicopter-pilot (Flugzeugfuhrer Schule S).

How are things going nowadays?

After having completed the Flugaerwartung's training at Neubiberg successfully the young pilot moves on either to FFS"S" for transport- or helicopter-pilot or to the United States.

Overthere the German pilots are flying at Williams AFB with the 3525

Pilot training Wing, The WGAF-aircraft based there are painted in USAF-colours scheme (T-37 and T-38). The G-91R pilots are going back to Germany after having finished their training here, in order to get a more specific final training with Waffenschule 50. The F-104G pilots are going to the 4510 Combat Crew Training Wing at Luke AFB, where they get schooling on the Starfighter. Also these F-104G's are flying in USAF-colours. Finally, this pilot returns to Germany to complete his training at Jever with Waffenschule 10.

AIRCRAFT OF THE LUFTWAFFE

This month continuation of our Fiat G-91R3 list:

Note 1: The KD-registrations are the regs of the Dornier factory

Note 2: All c/ns are preceded by 91-1-...

c/n	old codes	new code	remarks	c/n	old codes	new code	remarks
301	KD301, ED101	3044		344	ED248, EC111, BD269		
302	KD302, ED102	3045	LEKG-42	345	ED249	3082	
303	KD303, ED103	3046		346	ED250	3083	
304	KD304, ED104, MD106	3047	LEKG-44	347		3084	
305	KD305, ED105, EC118	3048	LEKG-44	348		3085	
306	KD306, ED106	3049		349	MB252		
307	KD307, ED107, MA314	3050	LEKG-41	350	ED247	3086	LEKG-43
308	KD308, ED108	3051	LEKG-43	351	MA101	3087	LEKG-43
309	KD309, ED109	3052		352	ED103	3088	
310	KD310, ED110	3053		353		3089	LEKG-41
311	KD311, ED111, MA394	3054		354		3090	LEKG-41
312	KD312, ED112, MA901			355	BD250, MA107	3091	
313	KD313, ED113	3055		356	DG106	3092	
314	KD314, ED114	3056	LEKG-43	357	DG107	3093	LEKG-41
315	KD315, ED115			358	DG108	3094	
316	KD316, ED116	3057		359	DG109		
317	KD317, ED117, BD238			360	ER239	3095	LEKG-42
318	KD318, ED118, MA320	3058	LEKG-43	361			w/o
319	KD319, ED119	3059		362	DG102	3096	LEKG-41
320	KD320, ED120, MA318	3060		363		3097	LEKG-41
321	KD321, EC110, MD318	3061		364		3098	LEKG-41
322	KD322	3062	WS-50	365		3099	
323	KD323, ED104			366		3100	
324	KD324, MA316	3063		367		3101	LEKG-41
325	KD325, BD265	3064		368		3102	LEKG-41
326	KD326, BD253	3065		369		3103	LEKG-41
327	KD327, ED231	3066		370	DG118	3104	LEKG-41
328	KD328, ED232	3067		371		3105	LEKG-41
329	KD329, ED233, BD233			372		3106	LEKG-41
330	KD330, ED234, EB383, BD234	3068	LEKG-44	373		3107	LEKG-41
331	KD331, ED235, BD235	3069		374		3108	LEKG-43
332	KD332, ED236, BD236	3070		375		3109	
333	KD333, ED237, BD237	3071		376		3110	
334	KD334, ED238	3072		377	KD377	3111	
335	KD335, ED239	3073	WS-50	378	KD378	3112	LEKG-43
336	KD336, ED240	3074	LEKG-44	379		3113	
337	KD337, ED241, DD125, MD125	3075	LEKG-44	380		3114	WS-50
338	KD338, ED242, BD232	3076	WS-50	381		3115	WS-50
339	KD339, ED243	3077	WS-50	382		3116	
340	KD340, ED244	3078		383		3117	
341	KD341, ED245, XD331	3079		384		3118	
342	ED246, BD244	3080	LEKG-42	385		3119	WS-50
343	ED247	3081		386			
				387		3120	
				388		3121	

<u>c/n</u>	<u>old codes</u>	<u>new</u> <u>code</u>	<u>remarks</u>	<u>c/n</u>	<u>old codes</u>	<u>new</u> <u>code</u>	<u>remarks</u>
389		3122		451		3183	LEKG-42
390		3123	LEKG-42	452		3184	LEKG-42
391		3124	WS-50	453		3185	
392		3125	WS-50	454	MD317, MD303	3186	
393		3126	LEKG-43	455		3187	LEKG-43
394		3127	LEKG-42	456	KD456	3188	LEKG-41
395		3128		457	KD457	3189	WS-50
396		3129		458		3190	WS-50
397	MD122	3130	LEKG-44	459		3191	
398		3131		460	BD239	3192	WS-50
399	MD123	3132		461	MA317	3193	LEKG-41
400	MD307	3133	LEKG-42	462		3194	WS-50
401	MC249			463		3195	
402	MD127	3134		464		3196	
403	MD252	3135		465		3197	
404	KD404	3136	LEKG-43	466	MD302	3198	
405	KD406, or 405	3137	LEKG-43	467	BD251	3199	
406		3138	LEKG-44	468	BD256	3200	
407		3139	LEKG-43	469		3201	WS-50
408		3140	LEKG-43	470	BD258	3202	
409		3141	LEKG-42	471		3203	
410		3142	LEKG-43	472	MD301	3204	
411		3143	LEKG-41	473		3205	
412		3144	LEKG-43	474		3206	
413	DH120	3145	LEKG-44	475	MB248	3207	LEKG-43
414		3146	LEKG-42	476	DD303, MD303	3208	LEKG-44
415		3147	LEKG-44	477	MD304, MA304, MA392	3209	LEKG-44
416		3148	LEKG-41	478		3210	LEKG-41
417		3148	LEKG-42	479		3211	LEKG-42
418	DG234, MC125	3150	LEKG-43	480		3212	LEKG-44
419	DG235, MA235	3151		481		3213	LEKG-42
420	DG236	3152	LEKG-43	482	KD482	3214	
421	DG237	3153	LEKG-41	483	KD483	3215	
422	DG238	3154		484		3316	WS-50
423	DG239, MA239	3155	LEKG-41	485	MD310	3217	LEKG-41
424	DG240	3156	LEKG-41	486		3218	LEKG-44
425	DG241, MA241	3157		487	MC252	3219	crashed
426	DG242	3158	LEKG-41	2/6/70 on highway 75 Hanburg-			
427	DG243	3159	LEKG-41	Bremen			
428	DG244	3160		488		3220	LEKG-44
429	DG245	3161	LEKG-41	489		3221	
430	KD430, DG246, MA246	3162		490		3222	LEKG-41
431	KD431, DG247, MA247	3163		491			
432	DG248, MA248	3164		492		3223	
433		3165	LEKG-41	493		3224	
434		3166		494		3225	
435	MA121	3167		495		3226	
436	MD303	3168	LEKG-41	496	MD115	3227	
437		3169	LEKG-44	497		3228	LEKG-44
438		3170		498	MD117	3229	ES. 61
439		3171	LEKG-42	499		3230	LEKG-43
440		3172	LEKG-42	500		3231	LEKG-41
441		3173	LEKG-41	501		3232	LEKG-41
442		3174		502		3233	LEKG-41
443		3175		503	DG305	3234	LEKG-41
444		3176		504		3235	LEKG-43
445		3177		505		3236	
446		3178	LEKG-43	506		3237	LEKG-41
447		3179		507	MD103	3238	
448		3180	LEKG-42	508	KD508	3239	
449		3181	LEKG-42	509	KD509, MD314	3240	LEKG-44
450		3182	LEKG-43	510	XB106	3241	LEKG-44





c/n	old codes	new code	remarks	c/n	old codes	new code	remarks
511		3242		555		3285	LEKG-42
512	MD305	3243		556		3286	LEKG-43
513		3244		557	JB117		crashed
514		3245	LEKG-44		14/7/66 near Oldenburg		
515		3246		558		3287	LEKG-43
516	MD246	3247		559		3288	LEKG-42
517	DD120, MD120	3248		560	KD560, MB251, MD251	3289	LEKG-42
518	XB103	3249		561	KD461	3290	LEKG-44
519		3250		562		3291	LEKG-42
520		3251	LEKG-44	563		3292	
521	EC237, MD237	3252	LEKG-43	564		3293	LEKG-42
522	MI248	3253	LEKG-44	565		3294	LEKG-43
523	EC107			566	MB105	3295	LEKG-42
*524	MD249	3254		567	MC105	3296	LEKG-43
526	MD254	3256	ws-50	568		3297	LEKG-42
527	MD255, MA103	3257	LEKG-41	569		3298	
528	MD256	3258		570		3299	
529		3259	LEKG-44	571		3300	LEKG-43
530		3260	LEKG-44	572		3301	LEKG-43
531		3261		573		3302	
532		3262		574		3303	LEKG-42
533		3263	LEKG-44	575		3304	LEKG-42
534	KD534	3264	LEKG-41	576		3305	LEKG-42
535	KD535, DG310	3265	LEKG-42	577		3306	LEKG-43
536	DG311	3266		578		3307	LEKG-43
537	DG312	3267	LEKG-43	579		3308	LEKG-43
538	DG313, MA313	3268	LEKG-41	580		3309	
539		3269	LEKG-42	581		3310	LEKG-42
540	DD112, MA112	3270	LEKG-44	582		3311	LEKG-42
541	MD121, MA236	3271	LEKG-43	583		3312	KEKG-43
542	YAO18	3272	ES61	584		3313	LEKG-42
543		3273		585		3314	LEKG-43
544		3274	LEKG-42	586	KD586	3315	LEKG-42
545		3275		587	KD587	3316	LEKG-42
546		3276		588		3317	LEKG-43
547		3277		589	MB111	3318	LEKG-42
548		3278	LEKG-44	590	MB251	3319	
549		3279	LEKG-44	591	MB297, MD297	3320	LEKG-42
550	MD108	3280	LEKG-44	592		3321	
551		3281		593		3322	LEKG-42
552		3282	LEKG-43	594		3323	LEKG-42
553	MB114	3283	LEKG-42	595	KD595, MD124		
554		3284					

*525 reg: 3255

this article will be continued in the next
/issue

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1973 PARIS AIR SHOW REPORT

by P.v/d.Krommenacker

The most important commercial show for aviation is undoubtedly the "Salon de l'Aeronautique et l'Espace" held this year for the 30th time the 24th of May till the 3rd of June.

This year's show had about 700 participants with 150 a/c, mostly sports- and light business aircraft.

Military highlights were the first appearance of USNavy's air superiority fighter F-14A Tomcat of VF-124, four Viggens in operational use with F7 Wing Swedish Air Force and the first Jetstream for the RAF.

The airdisplay was seen by about 500.000 visitors, which were witness of the tragic crash of the fourth built Russian TU-144 Charger (reg. CCCP-77201). After appearance in various movements it flew over slowly, with flaps and undercarriage down. Then suddenly, the pilot pulled the a/c up like a fighter. Due to lack of speed and the high rate of climbing it lost aerodynamic controls and from about 3000 feet it made the shocking final dive, in which the pilot tried to restart the afterburners. This was in my opinion the reason for high vibrations and the first explosion. The a/c hit the ground killing many people, a sudden silence came over the airfield. Despite this crash the show continued with the most remarkable aircraft and display-teams.

Disappointing were the military factory demonstrators in camouflage coloured aircraft having only a civil registration like the Harrier T.2 (G-VTOL), the well-known Saab 105, the Agusta AB212 and the SF260. Here is the list of the a/c parked on the static display:

Great-Britain:

XV263 Nimrod Mk.1 203Sqn RAF
XX525 Scottish Aviation Bulldog RAF
XX475 Handley Page Jetstream RAF
418 BAC Strikemaster Muscat&Oman AF
XX112 Jaguar FGR.1 RAF

Italy:

MM5491 I-KMAK MB-326K It.AF
MM6491 G-91Y ItAF
MM61-2975 EI-1 SM1019 ItArmy
MM54290 I-FAZE MB-326G ItAF

Sweden:

7-25 37025 AJ-37 Viggen SwAF
7-65 37805 SK-37 Viggen SwAF

Germany:

41-20 DO-28D Sky servant (c/n is reg)
D-9575 M.B.B. BO-105

France:

33-TQ c/n 368 Mirage IIIR FAF
2-ET c/n 418 Mirage IIIE FAF
118-AG c/n A4 Jaguar A FAF
118-AI E3 Jaguar E FAF
M-5 Mirage Milan 5 FAF
408 Dervoitine 520 FAF (preserved a/c)
34 Etendard IVM FrNavy F-17
67 Atlantic FrNavy
1 Mirage F.1 FAF

U.S.A.:

157593 AA401 A-7E Corsair of VA-81
USS Forrestal USNavy
158925 LO145 P-3C Orion USNavy
84-28 c/n V65028 CH-53DG Heer

Spain:

C10 C-110 HA220 Super Saeta SpAF
TR12-3 CASA 212 Aviocur SpAF

Flying Display:

5-204 F-27M I.IranAF
XV802 Harrier FGR.1 20Sqn RAF
XV782 Harrier FGR.1 3Sqn RAF
XV212 C-130K RAF
XT511, XT134, XT206, XT193, XT242,
XW192 Sioux Blue Eagles Br.Army
01390 F-5E TigerII USAF
NJ-401 (Buz.No.not known) F-14A
Tomcat VF-124 USNavy
153037/1, 153036/2, 153034/3,
153035/4, 153375/5, 153376/6
F-4J Blue Angels USNavy
18 Etendard IVM FrNavy

No3, No4 Mirage F.1 FAF
E-1 Jaguar E FAF
A-1 Jaguar A FAF
No01, No02 Mirage G-8 FAF
F-ZBDC Alouette III Service Pompiers
F-ZBAL Alouette III Protection Civil
7-23 37023 AJ-37 Viggen SwAF
7-26 37026 AJ-37 Viggen SwAF
EI-338 Agusta AB205 ItArmy
6-22 MM5023N SH-3D ItNavy
I-AMKK MM-54390 MB-326K ItAF

Visitors and supporting aircraft:

0690 C-130 U.S. Marines (supporting Blue Angels)

61-20 C-160F FAF

E, I Frelon SA-321G Aeronavale

47-SH, 182-SL, 236-DV, 243-SJ. All Alouettes II FAF

JAH Al

ROYAL FLUSH XVII

Flash-Report by F. Klaassen and J.A. Engels with special thanks to AFCEAT's senior press-officer, Major Bodington and his staff.

Host base for this 17th serial reconnaissance competition between 2 and 4 ATAF was the Belgian Florennes AB; for nearly 2 weeks (the meet officially lasted from June 12-21), Colonel Barthelomy and his men were set up the heavy task to accomodate some 800 persons and 40 aircraft. For this reason the Mirages of the 2nd Tactical Wing, which is normally based at Florennes, had been transfered to Brustum AB for a few weeks (see movements).

Six nations actually took part in this year's ROYAL FLUSH, resulting in a variety of 3 different aircraft types. The teams were composed as follows:

<u>Nation</u>	<u>Unit/Base</u>	<u>Aircraft</u>	<u>Category</u>
Belgium	42 Squadron Florennes, Bel.	Mirage 5BR	Day
The Netherlands	306 Squadron Volkel, Holland	RF-104G Starfighter	Day
United Kingdom	2 Squadron RAF Laarbruch, Ger	Phantom FGR.2	Day/Night

4 ATAF

Germany	1 Sq., 51 Wing Bremgarten, Ger.	Phantom RF-4E	Day
United States	32 Sq., 10 Wing Alconbury, England	Phantom RF-4C	Day/Night

GUEST TEAM

France	3/33 Sq. Strasbourg, Fr	Mirage IIIR	Day
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Acting as "chase-planes" were French Mirages 3B, Bundesmarine TF-104Gs, F-5Bs of the RNorWAF, while RAF Canberrrs were photographing the targets after the mission.

The ATAF teams were competing for a variety of trophies, awarded for proficiency in both flying and support duties. Top prize is the "Gruenter Trophy", named after a former Supreme Allied Commander Europe, awarded to the winning ATAF team; 7 times this trophy has went to 4 ATAF and 8 times to 2 ATAF (in 1968 both teams ended on the first place). The "Rosier Trophy" is awarded to the best day-night ATAF team and a new trophy (the "Hunter-Trophy") was to be awarded to the best "day-only" team; the guest team from France competed only for this Hunter trophy. Furthermore individual prizes were awarded to pilots and crews gaining the highest percentage of marks in the day and day-night categories. Let's try to follow a "Royal Flush" pilot on his mission:

A typical Royal Flush XVII competition mission begins with the handing of three envelopes to the crew by the international judging staff. Inside the envelopes are certain mission data such as map coordinates and, most important, a present time over each of the three targets. The envelopes are given to the crew two hours before the first time. The crew must then plan their mission including a take-off time that will

permit them to reach the targets at the scheduled times. In the case of night missions, a scheduled take-off time is provided and permitted to take-off.

According to the Royal Flush XVII rules, the first target normally were more than 80 kms from Florennes. Each mission was to cover a total of between 750 and 1100 kms.

More than 100 targets of different varieties -- armour, signal, transportation, engineering, headquarters, command post and Army aviation were scattered throughout the central European region. These are termed "opportunity targets". These moving targets were furnished by the armies of several NATO countries and for the second time in the history of the Royal Flush the Army unit which produced the best opportunity target was also in title for an award: the "Kielmansegg Trophy". Other targets such as airfields, bridges, military installations, rail facilities, dams, etc., were also included. These were the permanent targets.

Opportunity targets for Royal Flush XVII were divided into three categories: pinpoint, line search and strip search. Day missions were either pinpoint or line search, while night missions were pinpoint or strip search.

Pinpoint targets are identified by specific coordinates on the flight map and require the reconnaissance crew to overfly that specific position. For the purpose of Royal Flush XVII, the targets radius of a pinpoint target extended a maximum of 500 metres.

A line search mission requires the reconnaissance crew to follow a certain geographical feature, usually a road or river. The crew had to photograph a precise starting and ending point of the line, normally covering a distance of 30 to 50kms. Somewhere along that line, not more than 300 metres to either side may be concealed target of military vehicles. It was up to the Royal Flush XVII crew to fly the line and photograph any targets along that line. After returning to Florennes they and their ground support personnel had to locate, identify and evaluate what and where the target, certain line search mission may not include a target and the crew is required to report this fact as well.

Strip search missions were flown at night and required the crew to photograph a strip of area using infra-red sensors and/or photo flash. (Photo flash were used on military ranges only).

Following each mission the crew was to return to Florennes and be required to prepare certain reports about the mission and the targets. This was normally done by radio after landing. The finished mission report must be supported with photographic documentation and must be in the hands of the judge not more than 30 minutes after film unloading from the a/c begins. Indeed it was fascinating to see both pilots and ground-crews at work!

Time for a FLASH back; the first Royal Flush in 1956 at Lahr, then a base of the French air force. Since this date the meet was held at another airbase every year (1959 Eindhoven); in 1963 the concept of the competition was changed though; each team operated from their home-base and only the final ceremony was held at a particular base. In 1970 this policy was changed for the conception as it was before 1963 and as we know it now. Unfortunately narrow defence budgets forced NATO to interrupt the cyclus of one Royal Flush a year; the meet has become a biennial happening alternating the Tactical Weapons Meet.

Your FLASH team visited Royal Flush on June 14th the second day of the meet, and of course nothing was yet to be said on the final scores.

These were revealed at the final ceremony on June 21:

Then finally, here are the serials which we noted at Florennes on the day of our visit, June 14:

Luftwaffe RF-4E AG-51: 35-33, 48, 56, 63

USAF RF-4C 17TRS: 68-562, 560, 567, 558

USAF RF-4C 32TRS: AR66-425, 421, 423, 64-083

RAF FGR.2 2Sqn: XV470/W, XV485/H, XV430/S, XV489/D

RNethAF RF-104G 306Sqn: D-8145, 8127, 8134, 8112

BAF Mirage VBR 42Esc.: BR06, 09, 10, 15

FAF Mirage IIR 33Esc.: 33-TD 364, TP 367, TS 370, TE 356





Target reconnaissance:

RAF Canberra PR.7 39Sqn Wyton: WT532, 530, WH773

Judges:

FAF Mirage IIB 2Esc. Dyon: 2-20 272, ZK 267

Bundesmarine TF-104G MFG-1 Schleswig: 27-79

Bundesmarine TF-104G MFG-2 Eggebeck: 28-10

RNoAF F-5B: 906 (67-14906), 594 (65-10594)

Visitors on 14-6: OT-ZKK B-14, ZKJ B-10 H-34

FT-15 T-33A BAF 70-76 UH-1D Luftwaffe

CM-01 Mystere BAF BR-04 Mirage VBR BAF

A/c on the base: FU-33,152,091,50 F-84Fs in open storage

BR-20,03,22 Mirage VBR BAF

BA-51,02,28 Mirage VBA BAF

Furthermore, report from G.v.Leeuwen, J.Struben, PJ.v.Kempen state the following visiting a/c. on June 12 and 22.

June 12: All teams arrived with five a/c.:

17TRS USAF: 68-566

2Sqn RAF: XV417/E, XV494/N

306Sqn Neth.F: D-8131

32TRS USAF: AR66-426

33Esc FAF: 33-TL 357

AG-51 WGAF: 35-38

XV187 C-130K RAF 70Sqn

51-03 C-160D Luftwaffe LTG-61

XV108 VC-10 RAF 10Sqn

41-AT c/n 91 Paris II FAF

62-WE 206, 64-BI 44 N-2501D FAF

58-38 DO-28D Luftwaffe AG-51

62-NB c/n 2 BR941 FAF

LK69-566, LM63-784 C-130E USAF

June 22: LK68-946, 944, 940, 936, C-130E USAF

LK566, 659 C-130E USAF

LM63-857, LM810 C-130E USAF

BR-27 (silver), BR-24, BA-17 Mirage V BAF

53-40 Noratlas Luftwaffe

OPEN DEUR KLEINE-BROGEL ON 29 JUNE 1973

FU-183 F-84F BAF (old camouflage)

FX-30,18,19,26,38,35 F-104G BAF 10Wing

ST-29 c/n 1029 Siai SF-260M Marchetti BAF Goetsenhoven

MT-18 c/n 275 Fouga CM-170R Magister BAF (Rode Duivels)

FT-29 T-33A BAF Brustum

FC-03,12 TF-104G BAF 10Wing

BA-48 Mirage VBA BAF 3Wing/1Sqn Bierse

FX-25 F-104G BAF 10Wing

OT-CWE K-10 C-47 BAF

30-18 c/n 91-1-0074 G-91R Luftwaffe LEKG-43 Oldenburg

XN-792/M Lightning F.2 RAF 92Sqn Gutersloh (cam.)

K-3067 NF-5A RNethAF 314Sqn Eindhoven

XV476 Phantom FGR.2 RAF 31Sqn Bruggen

XW766/E Harrier RAF 3Sqn Wildenrta

OT-CBH CP-28 s/n 52-6039 C-119 Packet BAF 15Wing Melsbroek

FC-10 c/n 5107 TF-104G BAF 10Wing

K-4017 NF-5B RNethAF 314Sqn

OT-ZKE B-5 S-58 BAF Kosksijde

30-11 G-91R Luftwaffe LEKG-43

OT-ZAL RM-12 Pembroke BAF 15Wing

BA-52,57 Mirage VBA BAF

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

-- So far only 4 Fokker F-27M Friend/Troopships (C-1, C-8, C-9 and C-11) of No.334 Sq. have been camouflaged; Troopship C-7 was still carrying its entirely white colour-scheme on 19-6.

-- A squadron-rotation at Leeuwarden AB resulted in 4 Lightnings of No.29 Sq RAF Wattisham: XP708/N, XS459/T (dual), XP757/M, XP695/L; The rotation was with 323Sq and lasted from June 19 till 28.

-- Although it's not exactly "hot news" anymore: the winner of the 7th International Helicopter Rescue Meet, held at Uetersen AB (Germany) last May was again the Royal Navy.

ROYAL NETHERLANDS AIR FORCE 60th ANNIVERSARY DISPLAY AT DEELEN 30/6/1973

Space permits us to give only a short survey on the show and participating aircraft, but a few praising words cannot be omitted. Thanks to the magnificent weather over 200.000 people invaded the base and watched a for Dutch understandings good static show and aerial-display. Especially interesting for the aviation enthusiasts were two LTV Corsairs of USS John F. Kennedy, which had flown from Italy to Holland the day before the show. Another interesting bird was a Turkish Air Force RF-5A, which made a fly-past together with a Dutch and Norwegian one. The Turkish aircraft was said to come from Rheine-Hopsten where it was taking part in a squadron-rotation.

Due to the regulations set by the Dutch gouvernement, which is against flying displays ("dangerous, noisy, pollutionary") the major part of the show consisted of light aircraft such as Piper Cubs, Alouettes, Beaver, Tiger Moths, etc...

The event was set up in order to celebrate the 60th Klu anniversary and therefor lots of historical aircraft had been transferred to Deelen. One of the most interesting a/c was a F-86K Sabre, Q-305, which had been in active service with the Italian Air Force very recently. The Italian squadron marking (23 Gruppi) was still on the a/c plus a badge of the 5 Stormo.

Highlights of the flying display were of course the Red Arrows, the overflight of a Dutch, Norwegian and Turkish F-5's, the demonstration of a Danish AF Saab Draken and the Patrouille de France. Also worth mentioning were the "Grass-Hoppers", 4 Dutch Alouettes III which had been painted yellow; the registrations had become invisible unfortunately, but each of the 4 helicopters carried a letter under the fuselage, a G, P, L and V, together forming initials of the Groep Lichte Vliegtuigen. Also some Pipers had received a stroke of yellow paint. The serial-list which you will find below can give you all further information. Unfortunately time did not permit us to publish some photographs we took at Deelen, as the photopages had to be with the printer a week before the show took part. You'll see them in the next issue.

Static-show:

P-263 s/n 53-6780 F-84F 314Sqn	N-122 Hunter F.4 325Sqn
P-115 s/n 52-7158 F-84F (Silver)	M-5 s/n 51-9029 T-33A
H-1 Spitfire (cam.)	MZ-236/N Auster
H-307 Mustang (silver)	B-71 s/n 43-13145 Harvard
O-36 Hiller Raven	A-10 PG-690 Tiger Moth
I-69 Meteor 322Sqn	V-085 TC-45J (Marine Luchtvaart Dienst)
P-172 s/n 53-6678 F-84F 315Sqn	DU-24 F-84G
Q-305 s/n 38305 Fiat Nr.33 F-86K	R-110 s/n 54-2336 Piper Cub
A-464 c/n 1464 Alouette III	K-3039 NF-5A 315Sqn
D-6682 F-104G 311/312Sqn	E-22 S-11
S-8 s/n 55-4584 Beaver	C-2 Friendship 334Sqn
V258 c/n 65 SP-13A MLD	
Foreign a/c on the static:	CR68-444 F-4E USAF 32TFS
154482, 154481 A-7B Corsair USNavy VA-46 USS John F. Kennedy	
35-72 s/n 69-7519, 35-79 s/n 69-7526 RF-4E Luftwaffe AG-52 Leck	
Air-display (military a/c only):	
A-208, 550, 540, 29, 514, 261, 494, 452, 324, 390, 482, 453, 177, 293, 420, H-20,	
H-81 All Alouettes III	
ST-14, 36 Marchetti BAF	VO81 TC-45J MLD
C-7 (white), C-9 (cam), C-11 (cam) Troopships	
V-255 SP-13A Atlantic MLD	K-3068 NF-5A 314Sqn Eindhoven
D-8013 RF-104G 306Sqn	D-8311 F-104G 322/323Sqn
97143 (RF-5A TurkAF), 131 (F-5A RNoAF), K-3036 (NF-5A RNothAF)	
XR-540, 593, 993, 987, XP514, 531, XS101, 107, 111 Gnats (Red Arrows)	
R-112, 164, 150, 153, 115, 123, 169 Piper Cub RNethAF	
CR68-447, 452, 413, 445 F-4E USAF XV782 Harrier RAF 4Sqn	
UH68-062 F-111E USAF 20TFW	AR-113 RF-35 Draken RDanAF 729Sqn
U-275 S-61 RDanAF 722Sqn	LK68-942 C-130E USAF

ARMED FORCES DAY AT BENTWATERS ON 26-5-1973

67956 C-141A USAF 437MAW	XW346 Buccaneer RAF
24-60, 20-46 F-104G Luftwaffe	33-15, 32-60 G-91R Luftwaffe
XR367 Belfast RAF 53Sqn	XM139 Lightning RAF
FX72,45,54 F-104F BAF "Slivers"	104749, 104829, 104824 CF-104G CAF
24474 T-39A USAF 7101ABW	XV215 C-130K RAF
XG185, XE643 Hunter RAF	K-4024 NF-5B RNethAF 316Sqn
WR64-789, 64-912, 63-482, 64-923, 64-852, 64-765, 64-852, 63-492	
WR765, 63-582, 63-646, 64-905, 63-557, 63-542, 64-891, 64-841	

All F-4Cs of 81TFW Bentwaters.

AIR SHOW VALENCE-CHABEUIL ON 13-5-1973

FAF: FTFVU No.1 CAP 20	62-WM c/n 161 N-2501D
312-BH c/n 20 N-2501D	312-TZ c/n 524 CM-170
61-ZM c/n 95 C-160F	62-NC /cn 3 Br941S
68-OC c/n SA165 H-34	257-RO c/n 257 SE-3130
314-UK s/n 21002 T-33A	5-NK Mirage IIC
33-MN Vautour	BZ Mirage IVA
527, 564, VI562, VB529, VM561, VF563, VN576, VG541, VD535, VC543, VL546. All	
Magisters of Patr. De France.	
F.Navy: 52 Br1050 Alize	3, 56 Etendard IVM
40 BR1150 Atlantic	
F.Army: BBI c/n 1046, BBO c/n 1008, BBK c/n 1588, BBD c/n 1442,	
BBJ c/n 1042, BBF c/n 1359, BBH c/n 1078, BBM c/n 1373 All	
Alouette II	
BSV c/n 1005, BSU Puma	
Gendarmerie: JAW c/n 117 SE3130	
RAF: XW311/69, XW312/71, XW374/75, XW404/77, XW304/62 All Provosts Mk.5	
of "Linton Blades"	

Report by P.Vercruijse

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

- F-111E of 20TFW cr. on 15-5-73 at Kintyre Peninsula, Scotland. Both crew members ejected safely
- A small open-day was held at Melsbroek/Brussels on 8-5-73; still present C-119s were: CP-10, 11, 12, 14, 16, 17, 28, 34, also C-47s K-8.10.
- Three pilots killed and 3 aircraft lost within 4 days: that is the sad balance of aviation accidents over Dutch territory. Monday-night 25 June a Bruggen based RAF Phantom (reg XV440 of 31Sqn) crashed into the sea near Vlieland; both members of the crew were killed. An NF-5A from Twenthe AB (probably K-3002) was struck by lightning and crashed while approaching Gilze-Rijen AB. Another incident occurred Monday 25 June, when Volkel F-104G D-8243 burned out.
- News we extracted from Scottish Air News: ex CAF CF-104 104637 was observed at Prestwick on 15 May with Norwegian roundels, green camouflage scheme and 637 in mat black on fin. And some dates of U.S. Open Days: 14 July: Des Moines; 28 July: Lakehurst; 29 July: Brunswick; 18/19 August: South Weymouth; 25 August: Patuxent River; 26 August: Oceana; 15/16 September: Suffolk County; 13/14 October: Miramar; 22 October Le Moore; 27/28 October: Piont Mugu.
- According to a pilot, who was at Cameri for the Tiger Meet, the next year's Tiger Meet will be held at Bitburg.
- About ten Canberras PR.7 and B(I)8 are still parked in the bushes at Laarbruch. The only a/c to be seen are: WH804 PR.7, WT-516 PR.7, WT345 B(I)8. The last one was of No 16Sqn

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- Drawing: Chief-editor Hiltermann was chosen as this year's Royal Flush mascot for the 42Esc of the BAF.
- PHOTO 1 : A giraffe with a camera around his neck, sitting in a F-104G like flying amachine was this year's 306 Sq Royal Flush badge. As the badge was only applied on the left side of the fin, this photo doesn't show it. Photo: J.A.Engels
- PHOTO 2 : Fine close-up of a USAF RF-4C (17 TRS), being prepared for another Royal Flush mission. Photo: J.v.Tuyn
- PHOTO 3 : The last aquisition of the Belgian Air Force: Mystere XX CM-01, pictured at Florennes during the Royal Flush. Photo: J.v.Tuyn
- PHOTO 4 and 14: Judges from the R.Norwegian AF and Bundesmarine, returning at Florennes after a chase:flight.
Photos: JA.Engels and P.v.Gemert resp.
- PHOTO 5: An RAF Phantom is closely watched by a judge of the French Air Force, prior to take off. Photo: J.A.Engels
- PHOTO 6 : This is the effect which you get when taking the trouble to climb a Swiss mountain: a Venom T.55 taking off from Sion AB.
Photo: P.v/d.Krommenacker
- PHOTO 7 : An action-shot of Swedish AF Viggen 7-26 somewhere over Friesland; the aircraft was on its way to Le Bourget.
Photo: F.Klaassen
- PHOTOS 8-9-10-17: Some interesting pictures which we received from the Hellenic AF.
Photos: HAF, via P.v.Gemert
- PHOTO 11: Another exotic bird is this Phillipine Air Force F-86D Sabre.
Photo: P.v.Gemert
- PHOTO 12-13: Dakotas are still in active service with many air arms; illustrated are F.A.Braziena's 2042 and Italian AF's CR-42.
Photos: G.Hiltermann and F.Klaassen
- PHOTO 16: Fiat 31-47 is illustrating this month's episode of the Luftwaffe-article.
Photo: G.Hiltermann
- PHOTO 15: Activities on board of USS Roosevelt, steaming somewhere in the Mediterranean. Photo: F.Saya

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CORRECTIONS & ADDITIONS

- FLASH NR28: Page 9 52-7309 was in 1968 a wreck on Wunstorf
- FLASH NR31: Page 9 D-9506 is a Merkle SM67/V3
Page 10 a/c of Deutsch Luftfahrt Beratungsdienst: Also used were Seafurys: D-CACO,CAFO,COCO
Page 15 More preserved Canadair Sabres are:
a wreck at Fassberg probably BB126
an unidentified wreck at Uetersen, carrying no reg or c/n
a preserved one at Celle, all yellow without reg or c/n
JA110 at Ahlhorn is not a monument but a preserved a/c.
Page 18 The Spanish T-bird that appeared on photo-page 1 belongs to the first squadron (No731) of the Jet School at Talavera la Real, Badajoz; E-15-1 was probably landing there while being photographed. At present, the Jet School's two squadrons operate about 30 SF-5Bs. Some T-birds still remain in service there, however.
- FLASH NR32: Page 7 upto 9 22 N-2501s of the Luftwaffe are stored at Diepholz (for regs see FLASH nr.26)
- FLASH NR33: Page 16 Additions to Open Day Cambrai:
LW c/n 123 N1101 Noralpha/Ramier (still flying)
FTFV/5 Cap 20 30-FK Vautour ADE Puma c/n 1206
ACK c/n 1600, ACW 1458, ACN 1556, ACZ 1685, ACP 1174,
ACU 1360, AC 1557, JBB c/n 1518 All Alouettes II
Page 17
SP64-959 is a F-4D SP-4-749 has to be SP64-749 of course
SP63-513, SP63-407 F-4C of 5TFS/52TFW UH68-035 F-111E USAF
SP65-777, SP66-633 F-4D USAF 23TFS/52TFW

