

# FLASH

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**military aviation magazine**

**This month:**

**LUFTWAFFE**

**STARFIGHTER**





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

Proudly presenting the 40th issue of FLASH, the first of the new year. Our thanks to the readers who sent us their Seasons Greetings; very thoughtfull of you!

What will 1974 bring us; increase of the subscription-fee? Full-colour photo-pages? Editors nervous brake-down? Oh well, we'll just wait and see; more contemplations 12 issues later, okay?

the editors

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The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.15,- or equivalent for a one year- or DFL 7,50 for a six month subscription. Dutch readers may also sent DFL.4,- for a three month subscription.

All payments should be sent to gironummer 2696854 t.n.v. G.A.Hiltermann, Verleunstraat 8 in Best (Dutch readers) or via an International Money Order to the same address (Foreign readers).

- All advertisements in FLASH are free of charge.
  - If you publish information out of FLASH, please mention the source.
  - The following back-issues are still available: Nrs 10,12,21-39, for DFL.1,25 each.
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#### COVER PHOTOGRAPH:

One of the eight U-6A Beavers of the Groep Lichte Vliegtuigen at Deelen. Note that the insignia on the tail of S-3 is not a squadron badge but the emblem of the GPLV; this Light Aircraft Group consists of 298 Sqn (at Soesterberg, flying Alouettes III), 299 Sqn (Deelen, Alouettes III) and 300 Sqn. A feature on the latter unit you can read when turning over 9 pages, but don't forget to read what is in between.

Photo by Fr.Klaassen

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With special thanks to: P.Balkhoven, Th.de Brouwer, K.Kesteloo, SCAN P.v/d.Krommenacker, J.Kusters, C.Mussoni, H.Ploegstra, J.Serrano, P.Vercrujse, G.Weinmann, F.Willemsen, Spotting Group Leeuwarden.

# ROYAL NETHERLANDS AIR FORCE

- The Neth.Army will order 30 light reconnaissance helicopters next year in order to replace the Piper Cub. The Dutch government has decided this last month.
- The F-104G will perhaps be replaced by 100 Jaguars; later on more Jaguars may be ordered to replace the NF-5A too.
- Eindhoven: movements  
The Danish Drakens on 24/10 (A-009,019, AR-101,119) were participants of the NATO-excersise "Reno Roulette"  
November 19: FT-07 T-33A BAF  
21. BR-19 Mirage 5BR BAF, together with BR-04
- Gilze-Rijen: Some c/n of the Spanish C-54's which visited on 1,2 and 3 October: 352-07 is 44-9121; 352-13 is 45-593A; 352-14 is 42-72633; 352-15 is 43-17250; 352-17 is 42-72514.
- Leeuwarden: Concerning themovements we printed on page 4 of number 38:  
17/10 must be 10/10, 18/10 is 11/10, 19/10 is 12/10.  
Other movements:  
October 10: DT-728 T-33A FDanAF (till 11/10)  
11: 9005 P-149D Luftwaffe  
12: 5820 DO-28D Luftwaffe  
17: 15133 T-29B USAF  
27: 5864, 58-67 DO-28D Luftwaffe  
November 6: LM63-7828 C-130E USAF 316TAW  
7: 21094 T-29C USAF 7101ABW; C-10654 T-39A USAF 7101ABW; WV736 Pembroke RAF  
8: 16-08 HFB-320 Hanse Jet Luftwaffe  
10: LM62-1850 C-130E USAF 316TAW  
12: 24469 T-39A USAF  
14: 371 (ex PX-B), 207 (ex PX-R) F-5A RNoAF  
133 (ex RI-J) F-5A and 244 (ex RI-Y) F-5B RNoAF  
21: 108 (ex AZ-P), 113 (ex AZ-F) RF-5A RNoAF
- Soesterberg: movements  
December 4: AQ/94 Nord 262 FAF 65 Esc.  
5: 24471 T-39A USAF 78600S Ramstein  
6: AD/76 Nord 262 FAF 65 Esc; DB63-834 C-130E USAF  
17: HR68-529 F-4E USAF 496TFS Hahn  
18: 33249 C-118A USAF 7860 OS Ramstein
- Valkenburg: Naval Air Base  
September 7: 157324 P-3C Orion U.S.navy VP-24 LR-9  
136753 C-1A USNavy Mildenhall  
13: 148333 SP-2H Aeronavale  
21: 157310/LR-2 P-3C Orion USNavy VP-24  
26: 152190 H-2D Sea Sprite USNavy (on demonstration to the Dutch Navy, who is looking for about 30 helicopters to replace AB204 and Wasps)  
27: 5913 DO-28D Bundesmarine (5908 on 11/10)  
October 1: 5911, 5912, 5916 DO-28D Bundesmarine  
3: XV676/666 Sea King HAS.1 Royal Navy 737Sqn Portland  
4: K-684 C-47 RDanAF  
5: WP308/572, WP314/577, WF321/575, WF118/569, WF131/571, WF313/568. All Sea Princes T.1 Royal Navy 750 Sqn  
9: 64-BK Noratlas FAF; 5906 DO-28D Bundesmarine  
12: 149675/MH-2 WP-3A USNavy V7-4  
23: 7188, 7320 UH-1D HEER



Valkenburg cont.

October 24: 136753 C-1A USNavy; 10734 Argus CAF in new colours  
 November 9: 157314/LR-5 P-3C USNavy (also 27/11)  
 13: 157312/LR-4 P-3C USNavy VP-24 (also on 27/11)  
 19: 7144, 7145 UH-1D Luftwaffe  
 22: 629 Navajo Aeronavale, radio c/s F-YDEB

- Volkel: movements

December 21: BA-27, BA-28 Mirage 5BA BAF

BELGIAN AIR FORCE

- On December 7th, a Mirage VBD crashed during take-off from Bierset, killing both pilots.

FRANCE AIR FORCE

- Breguet 763 82-PP/505 has become a discotheque at Fontenay-Fresigny.  
 - The first Mirage F.1's have been delivered to Esc.2/30 "Normandie Niemen" a former Vautour unit. Soon will follow Esc.1/30 and Esc.5. Serials so far noted are 01(cr. 18.05.67), 02, 03, 04, 1, 3.  
 - Jaguars so far noted include EO1(is B) c/s F-ZWRB; E-02 (is C) c/s F-ZWRC; A-03 (is D) c/s F-ZWRD; A04 (is E) c/s F-ZWRE; A1; A2 (is 118-AE); A4 (is 118-AG); A5 (is 7-HD); A6 (is 7-HB); A7; E1; E3 (is 118-AI); E7 (is 7-HA); E9 (is 7-HE). Note that EO2 was w/o near Istres on 260370 (engine fire).

ITALIAN AIR FORCE

- All C-130H are now in use with 46 Aerobrigata at Pisa. Codes are 46-2 to 46-15, serials MM61988 to MM62001.  
 - On 26 September an F-104S of 23 Gruppo/5 Stormo crashed near Milano-Marittima; the a/c was 5-31 (MM6813).  
 - Rimini: movements  
 September: 4: BA-29, 37, 38 Mirage VBA BAF 1Sqn/3Wing; FX03 F-104G BAF  
 6: RS-22 (MM61902) P-166M Pratica di Mare; 376/MM54376 MB326 Lecce (also on 11/9); 8-21/MM6464 c/n 2026 G-91Y 8 Stormo/101 Gruppo Cervia.  
 7: SP-60/61924 P-166M Scuola Plurimotori; RM-50/61685 C-54; RM-11/MM53432 T-6D; SA-25 G-91T.  
 8: 6-18/MM6516 F-104G 6 Stormo/154 Gruppo Gehdi  
 10: RM-36/MM61972 S-208M; 8-50, 8-55/MM6492 G-91Y  
 11: RM-57/MM61754 C-45  
 12: 8-14/MM6453 c/n 2015 G-91Y  
 15: 51-76/MM35322 RT-33A Istrana (also on 2/10); CR-41/MM61799 C-47 Reparito Radionisura.  
 18: LM63-871 C-130E USAF (LM63-893 on 20/9)  
 20: RR-35/MM61933 P-166M; 46-06/MM61992 C-130H  
 29: 45/54245 MB-326  
 October 2: RM-56/MM61693 C-45; SM-1/MM61833 CV440; 53-26/MM51-17455 T-33A Cameri; 51-83 T-33A Istrana  
 4: RM-70/MM61910 P-166M  
 12: 46-28/MM52-6041 C-119G 52 Gruppo/ 46 Aerobrigata  
 19: RM-43/62003 S-208M; MM61959 PD808 ECM  
 23: 33545 T-29D USAF  
 29: MM6822 F-104S repainted as 5-34 for 5 Stormo/102 Gruppo

ROYAL MAROC AIR FORCE

- Seen at Marrakech-Menara were approx. 8 Magisters and 8 Harvards.  
 - At Rabat-Sale 2 Sea Furies are gate-guards with Maroc roundels, but without any registration or c/n. The R.MarocAF has had 4 of these a/c which are all ex Iraq AF.



## ROYAL NORWEGIAN AIR FORCE

- Delivery of ex Canadian Starfighters is still in process. The situation as of early December: 104653 and 104850 were test-flying. Aircraft being in work at Prestwick are 104870 (painted and ready for pre-flight checks), 104717, 730, 755, 797, 800, 818, 833, 860, 886, 889 and 890. In storage for Norway are 104836, 882 and 900, while 104850 was delivered to the air force on 20 November 1973.
- Mystere XX No.053 is now wearing a camouflage colour-scheme.

## ROYAL AIR FORCE

- The first 21 Jetstreams T.1 (XX475-495) were allocated the following c/ns: 206/216/249/261/259/262/251/263/264/266/268/265/269/267/279/275/274/278/276/280/271. Of these, XX475, XX476 and XX477 have been delivered to Boscombe Down.

## SPANISH AIR FORCE

- From 1-71 on 21 DO-27's are received from the WGAF, which have been serialised from L.9-51 upto L.9-71. The last four have been modified to serve as water-bombers and actually are flying with the 404th Escuadron. Moreover these aircraft don't carry the Spanish roundels but only their numbers: L.9-68 upto L.9-71.
- The Spanish Guardia Civil has received the first of 6 Bolkow 105 helicopters (see photopage); the a/c is coded Z.15-01 and carries the registration HGC-01 (HGC for Helicoptero de la Guardia Civil). Colours are olive green on the lower part and grey on the upper part.

## UNITED STATES AIR FORCE

- Rhein-Main: movements
  - October 1: QA-80749 C-130B AFRES 909TAG/459TAW; QB-10954 C-130B AFRES 15: 5007 C-160D Luftwaffe LTG-61 (on 16/10 5084 of LTG-63)
  - 19: 30338 C-97G Arizona ANG; XS789 Andover CC.2 RAF
  - 24: 62-QO/187 Norstals FAF 62Esc.
  - November 8: 68-10954 C-130E RNOAF 335Sqn (with "UN" on tail")
  - December 17: CM-02 Mystere XX BAF
  - 12: 5017 C-160D Luftwaffe LTG-61
- Wiesbaden: movements
  - September 8: 18455, 18461, 18449, 18458, 18448, 18456. All CH-54A
  - 68-10368 HH-53C USAF 67ARRS
  - December 12 146455/17 EA-3B YSNavy VQ-2 (c/s 464455)
  - C-130E's between 9/73 and 12/73: 01259/60/67/75/76/62/63/69 all code PE
- Soesterberg: With the 32TFS not three, but five "new" F-4E's have arrived. These are 90237 (ex RS); 90239 (ex RS); 90254 (ex TJ); 90263 (ex RS); and 90264 (ex TJ). They are all wearing the 32TFS colours. Since the return of the squadron from Leeuwarden on 4-12 the following F-4E's belonging to 32TFS have never been observed again: 80321, 80401, 80426, 80438, 80441, 80446, 80447, 80452. Some of these may be course be in maintenance, but 80321 has been observed with TJ-code in England in September. Probably 80321 went to Greece, Turkey or Israel AF together with the other TJ-Phantoms.
- YUGOSLAVIA: Two British spotters have been sent to prison for four years, as they were suspected of espionage...

## WEST GERMANY AIR FORCE

- 25 H-34A are sold to a civil operator; the others will follow in 1974.
- At Monchen-Gladbach 10 Pembroke are in storage now; 5414 is flying again, this time painted almost all dayglow. The a/c will go to the Vermessungsstaffel.
- Another ex Aeronavale C-45J arrived at Mon.Gl. in December.
- Sycamores 7807 and 7806 have become D-HEMD and D-HOPF resp.



WEST GERMAN AIR POWER (part 12)

Compiled and written by G.A.Hiltermann;  
this time with special thanks to  
E.Ragas, P.Vercruijssse, Th.de Brouwer,  
and the West German Air Force.

At first I want to make some notes about the reactions of the Germans when I visited their bases for a non professional "spotting"-magazine. I like to do this because these reactions are very remarkable in comparison with those in other countries. While in most countries on the continent "spotting" is a "dirty" word. We never got questions in Germany about all those registrations, construction- and serialnumbers in FLASH! Always when we wrote for an invitation we received a friendly answer very soon. A very good German custom seems to be to start the "excursion" with an excellent cup of strong coffee, which is very pleasant for the poor journalist, who was driven for hours in order to reach the air base. Normally you can photograph everything you want, the Germans make no problems about that, as they understand that only the aircraft is important and not the background. But I was looking very strange when, during my first visit, I got an invitation to get in a G-91R and later also in a T-33A to make photos of the cockpit. This seemed their normal form of politeness however; in other countries such things would be impossible. In Germany time is not money: you can stay as long as you want, and will be ready within an hour or so.

But don't think that you will starve! At regular times you will get coffee and the German meals are very good! Nothing is too much for them: if you want to make some different photos of the same a/c, they have the a/c removed, you can photograph it with opened or closed cockpit, with woods on the on the background or with hangars if you prefer that, etc.

"Well, you see what I mean: In this young and modern air force, people are thinking modern and want to help you where they can. This is really "public relations"!

To all German P.R.O.'s and information officers: many thanks for all troubles you have taken for us!

The short survey we promised:

RHEINE-HOPSTEN JABOG-36: The moment of our visit was very lucky: the Geschwader had just made an unexpected move to Portugal for excersises, JABOG-36 is one of the wings which is not placed under NATO, that's why it's not so difficult to visit this air base. You will not see JABOG-36 at great well-known NATO-excersises, as they have their own programm mainly in Portugal and at Decimomannu, moreover a number of squadron-rotations are held every year.

JABOG-36 headquarters are in the town of Rheine, while the air base is situated near Hopsten, some seven miles from the headquarters.

WITTMUNDHAFEN JG-71: It is not easy to visit super-operational air bases like Wittmundhafen. The Starfighters are flying here day and night; when we visited, we were able to take a look at the night-flying for an hour, a fascinating sight. Mostly short trips, with only two extra fuel-tanks are made, and of course the Sidewinder is used with a high frequency. The staff-buildings in the town of Wittmaund are full of photos and other memories of Manfred von Richthofen, the well-known German fighter-pilot (the "red Baron") from W.W.I.

Bremgarten AG-51: The shortest letter FLASH ever received was from the P.R.O. of AG-51: "you are invited to make a photo-report on August 2, 1971. At that time AG-51 had just received her last Phantoms, which made the Geschwader complete again after two busy years in which they moved from Ingolstadt and in which they phased out their RF-104G.

On a very warm and sunny day we could first make some photos along the runway; later on we took a seat near the taxi-way, but unfortunately flying wasn't very busy. Still it was very exciting to see the first German Phantoms taxying, starting and landing at such a short distance.



PFERDSFELD LEKG-42: LEKG-42 is fully operational and undoubtedly the most important Fiat-unit; it was not possible to enter the air base itself or to make photos, but as always the staff-buildings are some miles away from the base. So we had to do it at "Kampf Sobernheim", where we got a full history of the geschwader and some beautiful and unknown photos. All this we already published in our first volume, we won't repeat it again.

FURSTENFELDBRUCK WS-50: "Fursty" is a large airfield and was in the first days of the Luftwaffe the most important air base. After W.W.II the USAF used the field, but from 1955, the birth of the new Luftwaffe it became German again and here started the training for jet-pilots. The instructors were mainly yanks the first few years, but in the sixties FFS"B" became fully independent. One of the most important tasks of this T-33 school was night-flying training.

In 1965 it was decided that FFS"B" would become part of WS-50; from this moment WS-50 was the largest Luftwaffe unit (with 1 staffel G-91R, one staffel G-91T, one staffel T-33A and a liaison-staffel) and moved from Erding to Furstenfeldbruck.

Nowadays two monuments are left from these days: a T-33A on a pole, wearing the AB-code of the FFS"B", and a RF-84F on a pole, wearing the BD-code of WS-50.

In the near future this school will probably replace its Fiats by Alpha Jets.

AHLHORN HTG-64: Ahlhorn is a small and simple airfield; when you see it you cannot believe this was the most important Sabre base in former days! After the removal of the several Sabre-geschwader the "Nora's" of LTG-62 entered and gave the airfield a new look. Both types of aircraft are remembered by monuments. Nowadays you will see a great number of UH-1D helicopters: three staffels of HTG-64 are based here. An article on this unit appeared in FLASH Nr.37, so we won't annoy you twice. A last remark is that the coffee is of an unexpected great quality.

KOLN/WAHN FBS: The reason to visit "Porz Wahn" was the delivery of the Hansa Jet and the Boeing 707. It took us hours to take a closer look at the interior of the FBS-aircraft.

Olimex was the till then so mysterious Canberra, still wearing OO-reg. Though several photos could be made no explication about these aircraft was given and we were not allowed to take a closer look in the cockpit, because these Canberra's were used for electrotechnical experiments, according to the information-officer. As usual we got a car and driver for a large tour around this large airfield, which still was military and civil at the same time then (now the new civil airport is separated from the military part).

KAUFBEUREN TeLw.1: This airbase consists of contrasts. Soldiers with loaded weapons defend this air base against curious people; in the buildings some parts are closed by great iron gates, guarded by the same armed soldiers. But you will have noticed photo 16 of FLASH Nr.35/36 of the silver RF-84F wreck, with on the background the control-tower, a P-149D and the runway!

When I took this photo last summer, my first question was from which corner I had to take it, because at one side you had a great number of radars and other technical installations, at the other side the control tower with left some hangars and staff-buildings and right the runway. The answer to my question was: "You can take that a/c from the corner you like but if it's possible avoid the radars" Well you have seen the result.

Since the new Luftwaffe exists, this Technical School exists and flies with some P-149D's and DO-28D's

Before we continue our seriellist we'll first give you the corrections and additions on previous lists:

Nr.32 page 8: Noratlas c/n 034 and 105 also to to RHAF as 52-132 and 52-187 resp.



Nr. 27, page 15: Transall list. The correct begin of this list is as follows:

- V-1 D-9507, to D-ABEX, to FAF WV (F-ZWV), to DK (F-ZADK), now used at Bretigny as a testbed.
- V-2 D-9508, to FAF DH (F-ZADH), to 5001 which reg is probably never used, reg. remained DH; a/c last reported as French ELDO support a/c at Woomera in Oct. 68.
- V-3 D-9509, to FAF DI (F-ZADI), to KA-200, to 5002, now stored at Lemwerder.
- A-01 D-9524, to YA-051, to 5003, now a silver wreck at Wunstorf.
- A-03 D-9525, to YA-052, to D-ABYG, to HB-ILN, back to D-ABYG, to 5004. This a/c is now a wreck at Hohn.
- A-05 D-9528, to YA-053, to 5005.

Other German-built C-160F's went to the FAF but temporarily flew in Luftwaffe-colours; these a/c are:

A-04 D-9527, to WT, to 118-BT, to 61-ZA

A-06 D-9529, to WU, to 61-ZB

F-4 KM-104 to 61-MD; F-13 KM-105 to 61-MH; F-14 KA-204 to 61-MI;

F-16 KM-106 to 61-MK; F-17 KA-205 to 61-ML F-42 KA-206 to 61-MN;

F-43 KM-108 to 61-MO; F-44 KA-207 to 61-MP; F-46 KM-109 to 61-MR

F-49 KA-208 to 61-MU; F-50 KM-110 to 61-MV; F-51 KM-111 to 61-MW

F-53 KA-209 to 61-MY; A-02 D-9526 to WS, to 61-MI

KA- reg are built with Hamburger Flugzeug Bau at Finkenwerder.

KM- reg are built with Vereinigte Flugzeug Werke at Lemwerder.

C-160D 5033 is not w/o ; the a/c is seen again after it was damaged during a belly landing on a field near Rendsburg on 19-3-70.

Exactly 132 Transalls ever flew in Luftwaffe-colours of which 91 are still in flying condition for the WGAF.

Hansa Jet: 1601-1606 are ex D-CIRA/CIRE/CIRI/CISA/CISE/CISI resp.

Convair 440: 1201 ex reg N8424H, totN40N, to N44R, to CA-036

1202 HB-IML must be HB-IMB.

Boeing 707: c/n are 19997-20000, not 1999-2000

DO-28D: c/n 5828-5905 are 4103-4180

CH-54A: ex reg of D-9510/9511 are N305Y/N306Y

Other a/c: Merckle SM-67 has c/n V-2, not V-1; reg D-9514 is also used by Bolkow Bo-46 (c/n V-1); DS-10 D9534/9535 are c/n 2/3; Rheine XA-113M D-9568 is c/n V-1; Bolkow 105 D-9573/9574 are ex D-HMBL/HBWB.

Nr. 38 Preserved a/c: another monument is at Karlsruhe near USArmy barracks Magister BF-209 c/n 154.

Page 14: Magister: c/n 122 CN-ANG must be CN-LGN; c/n 176 is AA-267; c/n 179 is AA-270; c/n 154 Karlsruhe gate-guard

Page 17: P-149D: c/n 011 was w/o 10-12-66 at Der-es-Sulsaam.

Other disposals are 9018 to D-EOAJ; 9030 to D-ENJX; 9049 to D-EHHZ; 9053 to D-EEIH; 9057 to D-EIOV to D-EJOW; 9064 to D-EFLM; 9147 to D-EBSN.

C/n 322 was AS-473 and D-EDYP now to D-EKQA

c/n 088 also was AS-497. More corr&add on page 22.

### AIRCRAFT OF THE LUFTWAFFE

#### North American Harvard:

This month again the Harvard because we recieved some very interesting information from A. le Nobel:

The total number of Harvards received by the Luftwaffe was 135, not 88 as usually quoted. In 1956 nineteen were transferred to the Luftwaffe inventory from USAFE, followed by 69 in 1957, to make the total of 88. In 1958, however, another 47 Harvards were transferred, to make a total of 135 Harvards Mk.4's on the Luftwaffe inventory. All were from the serial-blocks 52-8493/8612 (120 a/c) and 53-4615/4636 (22 a/c), but it is not known which seven aircraft were not transferred. It is certain that the batches 52-8569/8608, 52-8610/8612 and 53-4615/4636 were supplied, although codes are not known for all these a/c.



In 1962 five civilian Harvards were also taken on Luftwaffe strength, but these a/c were never painted up in Luftwaffe markings. They were operated in Portugal for a while by the German Air Force Kommando Portugal, retaining their civil registrations D-FAMO/FAMU/FBEC/FIBU/FOTO, although these had been cancelled from the register in 1963. All five a/c are now said to be in long-term storage at Alverca.

Luftwaffe Harvards losses amounted to 30 a/c, i.e. 1 in 1957, 2 in 1958, 3 in 1959, 9 in 1960, 6 in 1961, 5 in 1962 and 4 in 1963. In 1964 seventy Harvards were phased out officially, and these probably all went to Portugal. The final forty Harvards were all declared obsolete in 1966, and many of these (probably 33 a/c), plus a number of Magisters, were scrapped at Landsberg that year.

Known Harvards users in the Luftwaffe included the Flugzeug Fuhrer Schule "A" at Landsberg with AA-codes, the Flugzeug Anwärter Regiment der Luftwaffe at Uetersen with AA-coded Harvards from FFS "A", and the Flugdienststaffel of the Technische Schule No.1 at Kaufbeuren with BF-codes (30 a/c). Also FFS "B" at Furstenfeldbrücken is said to have had 2 Harvards in 1961, and the code AB-100 has been reported for one of these. Alternatively, the code BA-100 has been suggested for a Harvard of Waffenschule 30 at Furstenfeldbruck at an earlier date.

#### Known s/n - code data:

The marks between quotations was painted on forward fuselages and were either flight numbers or formation-flying numbers.

52-8495 AA606 "4"	52-8564 BF062
52-8499 AA609 "1"	52-8565 BF079
52-8500 AA610 "2"	52-8566 AA620
52-8505 AA617 "5" (or 52-8605)?	52-8567 AA679
52-8506 AA640 "3" cr. 17-10-59	52-8568 AA680, BF068
52-8507 AA641 "1"	52-8569 BF067 (not BF069 as given)
52-8508 AA642 "3"	52-8570 AA696 "1", later repainted as
52-8509 probably AA643	AA622 for museum Uetersen
52-8510 AA644 "2" (used for fire-	52-8571 BF057 (also as 52-8540)
fighting training at Neubiberg 10/70)	52-8572 AA681 "1"
52-8511 AA645	52-8573 AA695
52-8515 AA648	52-8574 AA623 "2"
52-8518 c/n CCF4-439 with Port.AF	52-8576 (not AA697 as given)
as 8521 AA652 /as 1742	52-8578 AA624 to D-FABE
52-8522 probably AA653	52-8581 AA072 s.o.c. 3.1.66
52-8523 probably AA654	52-8582 BF071? (refer to 52-8556)
52-8524 AA655 "1"	52-8583 AA621 "2" (also as BF070)
52-8525 AA656 "2"	52-8584 AA601
52-8526 AA657	52-8586 AA697 "2"
52-8532 AA662	52-8588 AA633 wreck at M.Gladbach
52-8537 AA666 "2", "3"	52-8593 AA603 to D-FABO
AA666 monument Landsberg is 53-4623	52-8594 AA627
52-8540 AA668, BF057	52-8597 AA686 "1"
52-8541 BF051	52-8600 AA077 "5"
52-8543 AA063 "4", BF063, to PortAF	52-8603 AA629 allocated D-FACE, ntu
in 07/64	52-8607 AA074, BF074, to PortAF 7/64
52-8544 AA615 to D-FABU	52-8610 AA080, BF070 (BF070 also
52-8545 AA688	quoted as 52-8583)
52-8547 BF076	53-4611 impossible that this was
52-8548 BF052	AA645 as 53-4611 is not a Harvard
52-8549 AA602	Mk.4 serial refer 52-8511)
52-8550 BF073	53-4618 AA628 to D-FABI
52-8552 AA693	53-4622 AA614 "2"
52-8556 BF071 (also 52-8582)	53-4623 AA682 "2" later repainted
52-8557 AA674	AA666 and now monument at Landsberg)
52-8560 AA676	53-4624 AA690
52-8563 AA678 "4" allocated D-FACA,	53-4631 AA635 to D-FABA
but ntu.	53-4632 AA699 and 53-4633 AA685



Codes for which no s/n's are known: AA616 (at PAR Uetersen winter 62/63); AA632, AA650, AA653 (w/o Mengen 25-07-62 possible 52-8522), AA658, AA675 AA684, AA671 (w/o Mengen 09-08-62), AA694 (w/o Mengen 09-09-62), AB100 or BA-100 if these really existed. Codes are believed to have been AA-601 to AA699, AA060 to AA080 and BF051 to BF080.

You will understand that it is very difficult to write an article with so many serial-numbers. Often I get the impression that the only thing I am writing are registrations, and no doubt some readers don't like this; but we want to give you a complete survey on the West German Air Power. We have almost finished the Luftwaffe; the HEER and Bundesmarine will not take much space.

Exactly 916 aircraft-numbers: the T/R/F-104G/F STARFIGHTER

F-104:some general notes:

C/n 2001/2097 built by Messerschmidt (factory code KF-101 to KF-197)  
C/n 6600/02/04/05/06 etc built by Fiat (factory code KC101 to KC-150)  
C/n 7001/7 10 built by Messerschmidt (factory code KG501 to KG-510)  
C/n 8001/12/14-21/23 etc built by Fokker (factory code KG101-112/114-121/ KG123 etc)

F-104G's with a USAF-serial are or were based at Luke AFB.

c/n	ex code	reg	remarks	c/n	ex code	reg	remarks
2001	DA101	2001		2033		2026	63-13249
2002	DB127, DA102	2002		2034		2027	63-13250
2003	DA102, DA103	2003		2035		2028	63-13251
2004	YA107	2004		2036		2029	63-13252
2005	DD107	2005		2037		2030	63-13253
2006	DA103	2006		2038		2031	63-13254
2007	DA104	2007		2039		2032	63-13255
2008	DA105, YA105	2008		2040		2033	63-13256
2009	DA106, YA233	2009		2041		2034	63-13257
2010	DA107		63-13259	2042		2035	63-13258
2011	DA108		63-13230 w/o	2043	DA247	2036	
			Luke 2-7-1965	2044		2037	
2012	DA109	2010	63-13231	2045	DA111	2038	
2013	DA110	2011	63-13232	2046	DA112	2039	
2014	DA111	2012	63-13233	2047	DA113	2040	
			w/o 8-5-70	2048	DA104	2041	
2015	DA112	2013	63-13234	2049	DA232	2042	
2016	DA113		63-13235 w/o at	2050	DF113	2043	
			Luke 14-4-1965	2051	DA104		w/o
2017	DA114	2015		2052	DA105	2044	
2018	DA115		63-13236 w/o at	2053	DA109	2045	
			Luke 13-5-1965	2054	DA110	2046	
2019	DA116		w/o 3-9-62	2055	DA103	2047	
	now at TH-Delft (Holland)			2056	DA235?	2048	
2020	DA117	2016	63-13237	2057	DA112	2049	
2021	DA118	2017	63-13238	2058	DA234	2050	
2022	DA119		63-13239 w/o	2059	DA106	2051	
2023	DA120	2018	63-13240	2060	DA237, DA247	2052	
2024	DA121	2019	63-13241	2061	DA119, DA248		w/o 6-7-65
2025		2020	63-13242	2062	DA109, DA249	2053	
2026		2021	63-13243	2063	DA239	2054	
2027		2022	63-13244	2064		2055	
2028		2023	63-13245	2065	DA116	2056	
2029	DA107		w/o 22-5-62	2066	DA120	2057	
2030		2024	63-13246	2067	DA245	2058	
2031		2025	63-13247	2068		2059	
2032			63-13248 w/o at	2069	DC102	2060	67-14887
			Luke 6-7-65	2070	DC114	2061	



<u>c/n</u>	<u>ex code</u>	<u>reg</u>	<u>remarks</u>	<u>c/n</u>	<u>ex code</u>	<u>reg</u>	<u>remarks</u>
2071	DC101		w/o 24-3-64	6642RF	VB206	2111	
2072	DC115	2062		6661RF	VB207	2112	
2073	DC116	2063		6662RF	VB208	2113	
2074	DC117		w/o	6663RF	VB209	2114	
2075	DC103	2064		6664RF	VB210	2115	
2076	DC118	2065	63-13260	6665RF	VB211	2116	
2077	DC119		w/o	6672RF	VB212	2117	
2078	DC120	2066		7673RF	VB213	2118	
2079	DC121	2067		6674RF	VB214	2119	
2080	DC231, DB128	2068		6675RF	VB215	2120	
2081	DC232	2069		6676RF	VB216	2121	
2082	DC233, DR233	2070		6677RF	VB217	2122	
2083	DC234	2071		6678RF	VB218	2123	
2084	DC235	2072		6679RF	VB219	2124	
2085	DC236		w/o 16-10-64	6686RF	VB220	2125	
2086	DC237	2073	63-13262	6687RF	VB221	2126	
2087	DC238	2074		6688RF	VB222	2127	
2088	DC239	2075		6689RF	VB223	2128	w/o 10-3-70 Flensburg
2089	DC240	2076				2129	
2090		2077		6690RF	VB224	2130	
2091		2078	63-13263	6691RF	VB225	2131	
2092		2079	63-13254	6692RF	VB226	2132	
2093		2080	63-13265	6693RF	VB227		
2094	DC245	2081				2133	65-12545
2095		2082	63-13266	7001	DA106	2134	
2096		2083	63-13267	7002	YA102	2135	
2097		2084	63-13268 w/o at Luke 22-5-69	7003 7004		2136	w/o preserved at Erding
6600		2085	w/o preserved at Erding	7005	DR107	2137	
6602		2086		7006	YA104	2138	
6604		2087		7007		2139	67-14888
6605		2088	w/o preserv. at Erding	7008 7009		2140 2141	
6606		2089		7010	ND110, DF101	2142	
6607		2090		7011		2143	
6612		2091		7012	DD237	2144	
6613		2092	w/o preserv. at Erding	7013 7014		2145 2146	
6614		2093		7015	DA112, DA114	2147	67-14889
6615		2094		7016	DA107	2148	
6616		2095		7017	DA108	2149	
6617		2096		7018	DA114		w/o
6618		2097		7019	DA118	2150	
6619		2098		7020		2151	
6620		2099		7021		2152	
6621RF	EB101	2100		7022		2153	
6622RF	EB102	2101		7023	DC254	2154	67-14886
6623RF	EB103	2102		7024		2155	
6624RF	EB104	2103		7025		2156	
6625RF	EB105	2104		7026		2157	
6626RF	EA115	2105		7027		2158	w/o
6627RF	EA232		w/o	7028	DA115	2159	
6628RF	EA257	2106		7029	DA121	2160	
6629RF	VB202	2107		7030	DA231	2161	
6630RF	VB202	2108	w/o 21-5-68	7031		2162	
6639RF	VB203	2109		7032		2163	
6640RF	VB204	2110	w/o 14-10-71 Cagliari	7033 7034		2164 2165	
6641RF	VB205		w/o	7035	DA123 DA124	2166	w/o 30-4-71 Norvenich



<u>c/n</u>	<u>ex reg</u>	<u>reg</u>	<u>remarks</u>	<u>c/n</u>	<u>ex reg</u>	<u>reg</u>	<u>remarks</u>
7036	DA125	2167		7096	VA116		w/o 18-3-65
7037		2168		7097	VA117	2222	
7038		2169		7098	VA118	2223	65-12747
7039		2170	65-12748	7099	VA119	2224	
7040		2171		7100	VA120	2225	
7041	DB118	2172		7101	VA121	2226	
7042	DC105	2173	w/o 17-4-68	7102	VA122	2227	
7043	DD104	2174		7103	VA123	2228	
7044	DB123	2175		7104	DA253		w/o 4-8-65
7045		2176		7105	DA254		w/o 6-12-65
7046		2177					Narvik, Norway
7047		2178		7106	DA255	2229	
7048		2179		7107			w/o
7049	DF107	2180		7108		2230	
7050		2181		7109	DD101	2231	
7051		2182		7110	DD102	2232	
7052	DC110	2183		7111	DD103	2233	
7053		2184		7112	DD104	2234	
7054	DA110	2185		7113	DD105	2235	
7055	DA111, DB234	2186		7114	DD106	2236	
7056		2187		7115	DD107	2237	
7057		2188		7116	DD108	2238	
7058		2189	w/o 22-1-70	7117	DD109	2239	
7059		2190		7118	DD110	2240	
7060	DC244	2191		7119	DD111	2241	
7061	DC246	2192		7120	DD112	2242	66-13524
7062	DC247	2193		7121	DD113	2243	
7063	DC248	2194		7122	DD114	2244	
7064	DC249	2195		7123	DD115	2245	
7065	DC250	2196		7124	DD116	2246	
7066		2197		7125	DD117	2247	
7067	DC122	2198		7126	DD118	2248	
7068	DC123	2199		7127	DD119		w/o 24-11-65
7069	DC124	2200		7128	DD120		w/o 6-11-65
7070	DC125	2201					Memmingen
7071	DC257		w/o 22-6-65	7129	DD121	2249	
7072	DC127	2202	w/o 1969	7130	DD231	2250	w/o 11-6-68
7073		2203		7131	DD232	2251	
7074		2204		7132	DD233	2252	66-13525
7075		2205		7133	DD234	2253	67-14885
7076		2206		7134	DD235	2254	
7077		2207		7135	DD236	2255	
7078		2208		7136	DD237		w/o 14-10-64
7079	DF123	2209		7137	DD238	2256	
7080	DA252	2210		7138	DD239	2257	
7081	VA101	2211		7139	DD240	2258	
7082	VA102	2212		7140	DD241, DA254	2259	
7083	VA103	2213		7141	DD242	2260	
7084	VA104		w/o 2-5-66 at Schleswig	7142	DD243	2261	
		2214		7143	DD244	2262	
7085	VA105	2215		7144	DD245	2263	
7086	VA106	2216		7145	DD246	2264	
7087	VA107	2217		7146	DD247	2265	
7088	VA108	2218		7147	DD248	2266	
7089	VA109	2219		7148	DD249, VA124?	2267	
7090	VA110			7149	VA125?	2268	
7091	VA111		w/o 31-1-64	7150	VA126?	2269	
7092	VA112		w/o 31 1-64	7151	VA127?	2270	
7093	VA113	2220		7152	VA128	2271	
7094	VA114	2221		7153	VA129	2272	
7095	VA115		w/o 10-5-66	7154	VA130	2273	w/o 28-2-66 repaired
Vlieland coll. with VB240							



- 14 -							
<u>c/n</u>	<u>ex reg</u>	<u>reg</u>	<u>remarks</u>	<u>c/n</u>	<u>ex reg</u>	<u>reg</u>	<u>remarks</u>
7155	VA131	2274		8004	DA250	2329	
7156	VA132	2275		8005		2330	
7157	VA133		w/o 28-2-66	8006		2331	(silver)
7158	VA134	2276		8007		2332	63-13271
7159	VA135	2277		8008	DA125	2333	63-13272
7160	VA136	2278		8009		2334	63-13273
7161	VA137	2279		8010	JA101	2335	
7162	VA138	2280		8011	JA102?	2336	
7163	VA139	2281		8012	JA126	2337	
7164	VA140	2282		8014	JA104	2338	(Lsd to RNethAF as KG114 '63)
7165	VA141	2283		8015	JA105?	2339	
7166	VA142	2284		8016	JA106?		w/o 1963?
7167	VA143	2285		8017	JA107?	2340	
7168	VA144	2286		8018	JA106		w/o 2-5-64
7169	VA145		w/o 18-10-66	8019	JA108	2341	(Lsd to RNethAF as KG-119 '63)
7170	VA146	2287				2342	(Lsd to RNethAF as KG120 '63)
7171	VA147	2288	w/o	8020	JA109? DA120		
7172	VA148	2289				2343	65-12746
7173	DD125	2290		8021	JA110?		w/o 5-3-69
7174	DD126, YA075, DD119	2291		8023	JA111	2344	
7175	DD127	2292		8024	JA112	2345	
7176		2293		8025	JA113	2346	(Lsd to RNethAF as KG125 '63)
7177		2294	66-13526			2347	
7178		2295		8026	JA114	2348	
7179		2296		8027	JA115	2349	
7180		2297		8028	JA116	2350	
7181		2298		8029	JA117	2351	
7182		2299		8030	JA118	2352	
7183		2300		8031	JA119	2353	
7184		2301		8032	JA120	2354	
7185	VB228?	2302		8033	JA121	2355	
7186	VB229	2303		8034	JA122	2356	
7187	VB230	2304	w/o 18-9-68	8035	JA231		w/o 11-5-64
7188	VB231	2305		8036	JA232	2357	
7189	VB232	2306		8037	JA233	2358	
7190	VB233	2307		8038	JA234		w/o 11-6-65
7191	VB234	2308		8039	JA235	2359	
7192	VB235	2309		8040	JA236		w/o 18-3-65
7193	VB236	2310		8041	JA237, JA107	2360	
7194	VB237	2311		8042	JA238	2361	
7195	VB238	2312		8043	JA239	2362	
7196	VB239	2313		8044	JA240	2363	w/o at Wittmund.
7197	VB240		w/o 10-5-66	8046	JA241, DF241	2364	
	Vlieland coll. with VA115			8054	JA237	2365	
7198	VB241	2314		8055		2366	63-13229
7199	VB242	2315		8056		2367	65-12749
7200	VB243	2316		8064		2368	65-12750
7201	VB244	2317		8067		2369	65-12751
7202	VB245	2318		8068		2370	65-12752
7203	VB246	2319		8069		2371	
7204	VB247	2320		8070		2372	65-12753
7205	VB248	2321		8071	JA107	2373	
7206	VB249	2322		8072		2374	
7207	VB250	2323		8073		2375	
7208	VB251	2324		8074	JA252	2376	
7209	VB252	2325		8075	JA123	2377	
7210		2326		8076	JA124, JD116?	2378	65-12754
8001		2327		8077	JD117?	2379	
8002		2328	63-13270	8078	JD118?		w/o
8003			63-13271 w/o at Luke 22-5-69	8081	JD119?		to be continued



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LETTERS ---- LETTERS ---- LETTERS ---- LETTERS

Dear Sirs,

The other day I got hold of a complete volume of your magazine "FLASH"; though I'm not a subscriber, I thought it necessary to make some remarks concerning your article on the Lockheed T-33A in service with the Klu, which was published in the January 1973 issue.

This article contained so many mistakes and untruths that it may be called a mockery for the true aviation-fan to take articles in aviation magazines like yours serious any longer.

Although I haven't been able to check all details I would like to make the following remarks on that T-33 item:

- 1 M-3 crashed on Saturday 22 September 1956 in the city of Eindhoven, on the street in which the pilot lived; the pilot was killed in the accident.
- 2 M-10 crashed on 11 August 1958.
- 3 M-12 crashed on 9 July 1963 near Wouwse Plantage.
- 4 The USAF serial for M-7, 51-9148 seems more logical than the one you give in the article: 51-17551. The USAF acceptance-date for the latter aircraft must have been round December 1953. After that the T-Birds had to be preserved, shipped to Europe and assembled again. Altogether it couldn't have been airworthy till February 1954 or so. M-7 was flying around in Holland in the summer of 1953 though! Furthermore the serial 51-9148 is also more likely in relation to USAF-serials of M-1 to M-10.
- 5 Concerning M-13, USAF serial 51-17510 is more likely than 51-9903 for the reason mentioned above.
- 6 M-15 burned out at Woensdrecht AB in July 1963 not in August.
- 7 Crashdate of M-19 is 27 May 1964.
- 8 M-22 crashed on 22 June 1954; both crewmembers were killed in this accident.
- 9 M-33 crashed near Eexterveen (province of Groningen) and not near Barneveld (Gelderland).
- 10 M-48 (serial 49-884) wasn't a rebuilt F-80C, but one of the first T-33A's.
- 11 The T-33A's which have been sold to the United States were at Tucson Airport only a few month ago, where they were offered for sale. They have definitely not been transferred to the Mexican Air Force.
- 12 The delivery-date of the Ethiopian T-33A's 213 and 214 was 2 October 1972. On 29 September only a test-flight was made by these two a/c (in the late afternoon).

I hope to have made clear, that it is not simple (from the historic point of view), to run an aviation-magazine. One of the most important pionsys for an author to keep in mind is to mention his sources. If certain items would have been checked, stupid rumours like Dutch F-86K going to Turkey, British Neptunes to the MLD, four new Alouettes III for the Klu in 1972, wouldn't exist. Why isn't it possible to publish a real good aviation magazine in Holland? There are enough experienced persons, I would think. Now we only have rather bad magazines like (the late) Start, (the late) MMARI, the late (Aero Review), FLASH (how long), and Cockpit (can only exist thanks to a person with financial strength).

I read all the Dutch aviation magazines, although I'm not a subscriber to one of them. I prefer spending my money to magazines like Blackbush, Air Pictorial, Aviation Week, etc; all are distinguished publications, which are keeping their good names!!

J. van der Wei  
Hengelo - Holland

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KONINKLIJKE LUCHTMACHT'S 300 SQUADRON: "IN MOBILITATE VIS NOSTRAM"

No.300 Squadron was officially established on Monday 1 November 1962 at Camp De Lier near Ypenburg AB. By the end of 1962 everything was present to make it a real squadron: aircraft, a commander, groundcrews; Only two things failed, namely pilots and an air-base...

But on 17 June 1963 No.298 squadron moved from Ypenburg to Deelen AB, thus making place for the Piper Cubs of 300. One of the first missions: a demonstration in picking up and delivery of messages at the Ypenburg Open Day on 26 July! The squadron took part in several exercises: Rotenburg, Varrelbusch, Leopoldsburg, all became familiar names for the 300 squadron crews.

Together with 298 and 299 squadron, no.300 was part of the Groep Lichte Vliegtuigen (GPLV) and when on 3 March 1965 the GPLV celebrated its 15-year jubilee, the unit didn't look bad at all: about one third of the air-display, consisting of 48 Pipers, 24 Hillers, 9 Beavers and 9 Alouettes belonged to 300 Squadron! It should be noted though, that its equipment consisted of Pipers and Hillers only. On 11 August 1965 the good old Hiller OH-23 Raven had to be phased out; the last five Hillers which were in service with 300 squadron were solemnly flown over to Soesterberg, to be put into storage. Nearly 41.300 flying-hours in 10 years time, with only 2 helicopters lost, quite an achievement! But a new type entered 300 squadrons fleet: the Alouette III. And one year later on 7 October 1966, the nine Beavers of the GPLV (until then part of 334 transport-squadron) joined the party.

On 9 September 1968 Ypenburg became a "sleeping" base and both resident squadrons 334 and 300, had to move. The Troopships of 334 found a new home at Soesterberg, while 300 left for Deelen. In December 1968 the official squadron-insignia was adapted: a hover-fly, with the motto: "In mobilitate vis nostra", in mobility lies our strenght. The choice of this emblem and motto was based on two considerations: a the a/c are unarmed; their great manoeuvrability is in fact their only protection against enemy attacks; b the organization and equipment of the squadron makes it possible to change locations very quickly.

The present organization of 300 Squadron consists of a Beaver-flight (6 aircraft, the other 2 are assigned to the base-flights of Leeuwarden and Eindhoven, while the S-2 crashed a few years ago), an Alouette III-flight (6 helicopters) and three Piper Cub-flights (about 25 aircraft). This makes the unit the biggest flying squadron in the Royal Netherlands Air Force/Army! Another aspect that makes 300 squadron unique in the air force is the so-called "Month-flight", the Dutch air force reserve. Once a week civilians put on their air force uniforms to stay current on the Piper Cub. In wartime two squadrons of Pipers (No.301 and 302) are to be established and these a/c will be piloted by the "Maandvlucht" crews. All these reservists were once full-time Klu pilots in F-84F's, F-104G's, Meteors, Alouettes, etc. Flying is just one of their hobbies (one of the few you even get paid for!).

The Piper Cubs of 300 Squadron are the oldest aircraft in the Koninklijke Luchtmacht. Replacement is due for this year or 1975, the most likely candidate being the Bolkow Bo-105 helicopter. This purchase will be financed by the Army, which is in fact the owner of all GPLV aircraft. The proud owner, we would say!!

Oh by the way, another thing that makes 300 Squadron unique in the air force: it's the only squadron with a FLASH-editor in its midst.....



B.A.C. CLASS "B" CIVIL REGISTRATIONS (part 2)

by Paul A. Jackson

<u>G27-</u>	<u>type a/c</u>	<u>c/n</u>	<u>ex</u>	<u>to</u>
112	Canberra B.52		G-AYHP/WJ714	Argentina B-102
113	Canberra B.52			Argentina B-103
114	Canberra B.52	SH1656	WH913	Argentina B-104
115	Lightning P.1B	95013	XG313	Static trainer- Saudi AF
116	Canberra T.4	71293	WH847	India 2495
117	Canberra B.52			Ethiopia 351
118	Canberra B.52			Ethiopia 352
119	Canberra B.52		WJ857	Ethiopia 353
120	Canberra B.52			Ethiopia 354
121	Canberra T.4		WT476	Argentina B-111
122	Canberra B.52			Argentina B-112
123	BAC 167 Mk.82	34		Muscat 405 del 25-6-69
124	BAC 167 Mk.82	35		Muscat 406 del 25-6-69
125	BAC 167 Mk.82	36		Muscat 407 del 25-6-69
126	not used			
127	Canberra B.52	71165	WH702	Argentina B-105 del 4-6-71
128	Canberra B.52	71104	WF917	
129	BAC 167 Mk.84	37		Singapore 300/A del 27-10-69
130	BAC 167 Mk.84	38		Singapore 301/B del 12-10-69
131	BAC 167 Mk.84	39		Singapore 302/C del 12-19-69
132	BAC 167 Mk.84	40		Singapore 303/D del 12-10-69
133	BAC 167 Mk.84	41		Singapore 304/E del 27-10-69
134	BAC 167 Mk.84	42		Singapore 305/F del 27-10-69
135	BAC 167 Mk.84	43		Singapore 306/G del 23-2-70
136	BAC 167 Mk.84	44		Singapore 307/H del 23-2-70
137	BAC 167 Mk.84	45		Singapore 308/J del 17-3-70
138	BAC 167 Mk.84	46		Singapore 309/K del 17-3-70
139	BAC 167 Mk.84	47		Singapore 310/L del 4-5-70
140	BAC 167 Mk.84	48		Singapore 311/M del 4-5-70
141	BAC 167 Mk.84	49		Singapore 312/N del 13-7-70
142	BAC 167 Mk.84	50		Singapore 313/O del 13-7-70
143	BAC 167 Mk.84	51	G-AYHS	Singapore 314/P del 28-9-70
144	BAC 167 Mk.84	52	G-AYHT	Singapore 315/R del 28-9-70
145	Canberra B(1)8	71501	WT344	Peru
146	BAC 167 Mk.82	53		Muscat 408 del 9-12-69
147	BAC 167 Mk.82	54		Muscat 409 del 9-12-69
148	BAC 67 Mk.82	55		Muscat 410 del 21-7-70
149	NAC 167 Mk.82	56		Muscat 411 del 21-7-70
150	BAC 167 Mk.82	57		Muscat 412 del 12-8-70
151	BAC 167 Mk.83	58		Kuwait 110/A
152	BAC 67 Mk.83	59		Kuwait 111/B
153	BAC 167 Mk.83	60		Kuwait 112/c
154	BAC 67 Mk.83	61		Kuwait 113/D
155	BAC 167 Mk.83	62		Kuwait 114/E
156	BAC 167 Mk.83	63		Kuwait 115/F
157-168	BAC 167 Mk.86	64-75		Abu Dhabi 701-712 cancelled
157	Canberra B.2			Venezuela 2346
158	Canberra B.2			Venezuela 6409
159	Canberra B.2			Venezuela 6315
160	Canberra B.2			Venezuela 0923
161	Canberra B.15			
162	Canberra B.2		WJ727	Argentina B-107 del 4-6-71
163	Canberra B.2			Argentina B-109 del 9-9-71
164	Canberra B.2	SH1643	WH886	Argentina B-108
165	Canberra B.2			Argentina B-106 del 4-6-71
166	Canberra B.2			Argentina B-110 del 9-9-71
167	Canberra B.15	SH1679	WH954	India F1021
168	Canberra B.15	SH1714	WT210	India F1022
169	Canberra B.16		WJ773	India F1030



c/n	type aircraft	c/n	ex	to
170	Canberra B.16		WT303	India F1029
171	Canberra B.16		WJ776	India F1028
172	Canberra B.16			India F1026
173	Canberra B.16			India F1027
174	Canberra B.16			India F1025
175	Canberra?			
176	Canberra?			
177	Canberra B.15	SH1684	WH959	India F1023
178	Canberra B.15			India F1024
179	Canberra			
180	Canberra B.2			
181	Canberra B.2			
182	Canberra B.2			
183	Canberra T.4			India P1098
184	Canberra T.4			India P1099
185	BAC 167 Mk.83	76		Kuwait 116/G del 2-7-71
186	BAC 167 Mk.83	77		Kuwait 117/H del 2-7-71
187	BAC 167 Mk.83	78		Kuwait 118/J del 30-5-71
188	BAC 167 Mk.83	79		Kuwait 119/K del 30-5-71
189	BAC 167 Mk.83	80	G-AYVK	Kuwait 120/L del 2-7-71
190	BAC 167 Mk.83	81	G-AYVL	Kuwait 121/M del 2-7-71
191	BAC 167 Mk.87	82	G-AYHR	Kenya 601
192	BAC 167 Mk.87	83		Kenya 602
193	BAC 167 Mk.87	84		Kenya 603
194	BAC 167 Mk.87	85		Kenya 604
195	BAC 167 Mk.87	86		Kenya 605
196	BAC 167 Mk.87	87		Kenya 606
197	BAC 167 Mk.88	301		New Zealand NZ6361
198	BAC 167 Mk.88	302		New Zealand NZ6362
* 199	BAC 167 Mk.88	303	G-AZXJ	New Zealand NZ6363
201	BAC 167 Mk.88	305	G-AZYN	New Zealand NZ6365
202	BAC 167 Mk.88	306		New Zealand NZ6366
203	BAC 167 Mk.88	307		New Zealand NZ6367
204	BAC 167 Mk.88	308		New Zealand NZ6368
205	BAC 167 Mk.88	309		New Zealand NZ6369
206	BAC 167 Mk.88	310		New Zealand NZ6370
207	BAC 167 Mk.89	311	G-AZXL	Ecuador FAE344
208 to 214	BAC 167 Mk.89	312 to 318		
215	BAC 167 Mk.82	319		Muscat 413 (shot down 9-7-73)
216	BAC 167 Mk.82	320		Muscat 414
217	BAC 167 Mk.82	321		Muscat 415
218	BAC 167 Mk.82	322		Muscat 416
219	BAC 167 Mk.82	323	G-BAWE	Muscat 417 del 8-6-73
220	BAC 167 Mk.82	324	G-BAWF	Muscat 418 del 8-6-73
221	BAC 167 M.82	325		Muscat 419 del 18-7-73
222	BAC 167 Mk.82	326		Muscat 420 del 18-7-73
223	Lightning F.53	95319		Saudi 53-700 (replaces 690)
224	Canberra T.4			
225	BAC 167 Mk.80	327		Saudi (f.f. 28-8-73)
226 to 228	at least are Saudi BAC 167 Mk.80	c/n 328-330		
229 to 238	not known			
239	Lightning F.2A	95113	XN734	

At the moment at ninth Strikemaster is in production for Ecuador.

Note: \* 200 BAC 167 Mk.88 c/n 304 ex G-AZXK to New Zealand as NZ NZ-6364

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CORRECTIONS AND ADDITIONS

FLASH Nr.31 page 6: XV-6A Kestrel 64-18262 to USAF-Museum, Wright-Patterson AFB, Dayton, Ohio.

FLASH Nr.35/36 page 22: N-2501 c/n 208 is 62-QF not 64-QF.

Page 23: Harrier XV-742 flew in September 1972 with USMC-roundels; This a/c c/n is 41H-727346 (also the reg G-VSTO was used);

XV-785 Q/40 must be Q/4; Pre-production Harriers are XV276-XV281;

The c/n of G-VTOL is B3/41H/735795; XV802 crashed in West-Germany;

XW174 crashed 4 miles north of Boscombe Down.

page 25: The RF-101B of 152TRG/153TRS are in fact RF-101G; 174TFG/138TFS

New Jersey ANG must be New York ANG; 124FIG/190FIS Ohio must be Idaho ANG.

FLASH Nr.37 page 4: C-45's at Beck: N61911 is ex 705 (134705; N61912 is ex 706.

page 5: N-618 is a C-54 of course (Karup-movements).

page 7: Abingdon: XW922 is a Harrier T.2 not a GR.1; Jet Provost T.5 XW235 must be XW325; Bembridge: Ghana AF BN-2A 6352/6353 must be G352/353;

Wildenrath: BAF DC-6 must be OT-CDB not CBD.

page 8: Gutersloh: XM995 is a T.4 not a T.3

page 10: Rheinh/Main: Miss-ANG means Mississippi ANG while the a/c mentioned are Missouri ANG (Mo ANG); O-22605 is not Cal.ANG but Wisc.ANG.

page 18: L-2 is Stinson 108; L-8C is AISA I-11B; L-6 is Pieseler Fi-156;

HD-5 and HR-5 are DO-24T.3; E-12 is Hispano HA-100E-1; E-1 is Buckner

Bu-133; HR-3 is Arado AR-95.

Page 20: photo 2 Beaver BV-1 was w/o after a water landing on 8-8-73 at Usikaupunki; photo 13 is of course a F-104B not a F-104D!

FLASH Nr.38 page 5: Luxeuil: VU is a CAP-10 c/n 1; Istres: c/n of the

Mirage 3B DB is 248; VX is a N2501 not a N-2051; c/n of Nord 262

AH is 81; the reg of the Mystere B.2 wreck will probably be 10-RI;

Moreover 2 Canadair CL-215 were present, both with French Military

roundels: F-ZBBH (c/n 26) and F-ZBBI (c/n 27).

page 6: Swiss AF: Mirage J-2201 is a Mirage 3C, the only one the SwissAF has, and this a/c is ex FAF!

page 17: P-149D: c/n 003 to D-EOAO not EOAD; 028 to D-EOAJ; 052 AS479,

D-9502, AS479, BF401, 9038, OO-LWH; 064 w/o 13-7-71 as HB-EET near Grabs;

066 is DD390; 067 is DE389 not 390; 085 probably repaired; a/c is seen

again in 1972 and 1973 as Marine 9067; 113 AS428, JC394; AC470; OO-MEL;

146 KB123, AS082, AS401; 147 BF must be DF; 154 OO-LWJ must be OO-LWI;

190 to D-ENJF and not w/o; 265 is not 9182; 271 AS422; AS092, ACO92;

YA452; 280 is YA008; 314 to D-EOAN; 322 to D-EDYP, to D-EDQA; 187, 263

and 265 not to Niger AF but to Nigeria AF!

page 19: Noratlas: not to Nigeria AF but to Niger AF! Sabre 6: c/n

1675 is 0113, not 0103.

FLASH Nr.39 page 8: The abbreviations in our item on the Air Force Reserve might need an explanation:

T W/TAG/TAS: Tactical Airlift Wing/ Group/ Squadron

MAW/MAG/MAS: Military Airlift Wing/ Group/ Squadron

FW&CS: Airborne Early Warning and Control Squadron

AMAG: Aeromedical Airlift Group

ARRS: Aerospace Rescue and Recovery Squadron

SOV/G/S: Special Operations Wing/ Group/ Squadron

TATS: Tactical Airlift Training Squadron

TFW/G/S: Tactical Fighter Wing/ Group/ Squadron

Page 7: C-119G Cp-36 crashed at Rushengo, Kivu Province, Congo

Page 13: For interest's sake C/n 031 D-ELKU was w/o 24-5-70 and never made it to the new serial system. This was, of course, also a Government a/c.

Page 18: Sycamore 13342 should be 13442; 13349 should be 13459;

C-47 KN752 should be KN572.

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: One of the Portugese AF DC-6B's, coded 6710 is seen here at Lisboa-Porteta on 24 August 1971.  
Photo by Ton le Nobel
- PHOTO 2: The Federal Nigerian Air Force (not to be confused with the Niger Air Force) is the owner of several C-47's. Photographed at Ikeja in May 1972 was NAF306.  
Photo by Franco Saya
- PHOTO 3: Photographed during the Congo-crisis a few years ago was this Congolese Air Force Dakota, registration 9T-PKE at Kamina AB. About 10 C-47's remain in service with the Force Aeriennne Zairoise, as this air arm is calle nowadays; other a/c observed include 9T-PKA, PKB, PKC, PKD.  
Copyright Peter Vercruijsse
- PHOTO 4: Approximately 20 Dorniers DO-27's are in service with the Fed. Nigerian AF. Photographed at Ikeja in March 1972 was NAF158.  
Photo by Franco Saya
- PHOTO 5: Bound to be disbanded this year is 724 squadron; the only Danish unit flying Hunters. Illustrated is ET-273 (ex Klu Hunter N-302).  
Photo by Palle Sick
- PHOTO 6: An oldie in the Danish AF is this KZ-VII Laerke, serial 0-622 c/n 184.  
Photo by Palle Sick
- PHOTO 7: Very nice indeed, this air-portrait of Luftwaffe Magister AA-173, c/n 73 of Flugzeugfuhrerschule A.  
Photo Luftwaffe
- PHOTO 8: A Harvard of the Italian Air Force is RM-8 MM53667; picture was taken at Bologna last year.  
Copyright Gijs Hiltermann
- PHOTO 9: On of the latest acquisitions of the Spanish armed forces is the Bolkow Bo-105 helicopter for the Guardia Civil.  
Photo by J.L.G.Serrano
- PHOTO 10: A picture of a Spanish AF SF-5B, belonging to No.732 squadron. Both Jet-school squadrons, nos 731 and 732, now operate the SF-5B, while all T-33A's have been handed over to No. 41 Group, based at Sanjurjo-Valeuzuela (Zaragoza).  
Photo by Gonzalo Aviala Cruz
- PHOTO 11: At the Buchel Open Day on 2-9-73 this T-33A was to be seen with the remarkable code "3". The a/c was lifted and flown around under a CH-54A of the USArmy. It was serialized 58-688A (ex JD-395).  
Photo by Gijs Hiltermann
- PHOTO 12: The Jetstar of The Libyan Arab Republic Air Force, code 001.  
Copyright: Pieter van Gemert
- PHOTO 13: A Delta Dagger operated by the California ANG. 61046, photographed at Mather AFB on 29-1-1972.  
Coptright: Kees Kesteloo
- PHOTO 14: A "loaded" A-37 of the USAF.  
Coptright: Pieter van Gemert

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