

FLASH

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military aviation magazine

BUNDESMARINE



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

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Dear Reader,

Thanks to the many letters received in the past few weeks, we managed to bring this FLASH to the usual high standard. Oh well, it's almost summer again and the time has come to stop the "paper-hobby". We hope to receive many reports from airshows, spotting-holidays, etc.! An aviation diary with all Open Days so far known will appear in the April issue, by the way.

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 send 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 (for foreign readers).

- All advertisements in FLASH are free of charge.
- If you publish information out of FLASH elsewhere, please mention the source.
- The following back-issues are still available: Nrs. 10,12,21-41 each DFL.1,25 each.

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COVER PHOTOGRAPH:

This aircraft is supposed to be a Mirage IIIR of the FAF. It participated with the Royal Flash 1970 at Deelen. The FAF was represented by 4 Mirage IIIRs of 33Esc. from Strasbourg. Regs. 33-NA(318). NT, NK, NS.

The other teams:

RAF: Canberra PR.7 of 31Sqn: T-519, H779, T523, T514
Hunter FR.10 of 4Sqn: XE585/A, XF428/C, XF586/D, XF438/F
USAF: RF-4C of 10TRW: AT64-083, 64-063, 64-023, 64-001
RF-4C of 38TRW: RR65-826, 64-085, 64-081, 65-901
CAF: CF-104G: 12899, 104792, 12862, 12758;
WGAf: RF-104G of AKG-51: 23-95, 24-18, 24-22, plus one
BAF: RF-84F of 42Esc.: FR-15, 22, 28, 29
RNethAF: RF-104G of 306Sqn: D-8131, 8127, 8107, 8101
RDanAF: RF-84F of 729Esc.: C-054, 283, 651 (Judges)

NEWS ---- NEWS

With special thanks to: J.Creegan, P.Verduijse, K.Riemersma/S.G.Leeuwarden, Th.Rombout, Falcon-Airmail, Luftfahrt Illustriert, SEAR, J.L.G.Serrano, H.Ploegstra, P.Balkhoven, K.van Aggelen, R.Beket

ROYAL NETHERLANDS AIR FORCE

- No.316 Squadron (NF-5 at Gilze-Rijen) has found a temporary new home at Schleswig AB in Germany. The move will last to 25 May and it caused by necessary runway-works at Gilze-Rijen.
- Seen at Teuge airfield on 16 February was Fokker S-11 Instructor PH-HTC. The aircraft still wore its yellow colour-scheme; the Dutch military roundels had been removed but on the fin the reg E-18 was still present.
- On 1 March No. 5 Squadron of the Marine Luchtvaart Dienst was disbanded. The four Beechcraft TC-45J's of the squadron will be sold or scrapped, after 23 years of naval service. The present organization of the MLD is as follows:
Valkenburg: 321 Squadron with Atlantic S-13A
320 Squadron with Neptune SP-2H and Tracker US-2N (the latter type is used for target-towing)
2 Squadron, a training squadron that uses borrowed aircraft from 320 & 321 Sqn.
DeKooy: 860 Squadron with Wasp AH-12 (with detachments aboards frigates).
7 Squadron with Iroquois AB-204B.
Hato: detachments of 3-4 Neptunes, belonging to 320 sqn on a rotational base.
- All MLD Neptunes will receive a white upper-fuselage. So far were observed in their new colour-scheme: 201,207,209,215.
- A new MLD Wasp is now on the production-line at Westland's Yeovil factory. This helicopter (probably the 247) is to replace 241 that crashed in the North Sea in 1969.
- The French Navy aircraft carrier "Clemenceau" appears to have visited Rotterdam in November 1973. The ship was open to the public on 17-11 and on board were: SA-321G Super Frelons: 102/E, 118/B, 120/C and 147/G of 32 Flotille. Sikorsky HSS-1N: 004,143,148,183,641,680,688,692, 944,961,983, of 33 Flotille and Alouette 2 154.
- Volkel: movements
January 9: XW531 Buccaneer S.2 R/LF 153qn
10: 22-31 F-104G Luftwaffe JABOG-34
February 8: V-209 SP-2H MLD;
- Leeuwarden: movements
January 9: 20-42, 21-65 F-104G Luftwaffe JABOG-31
15: FX-67, FX-86 F-104G BAF 1 Wing
February 15: BR-15 Mirage 5BR BAF 42 Esc.
19: 23-23 F-104G WGNavy MFG-2; 80-95,98 SH-34J WGNavy
59-12 DO-28D WGNavy; 95-15 T-33A Luftwaffe
20: 39-13 DO-28D WGNavy; FX-39, FX-59 F-104G BAF 1Wing
AR-115, AT-153 Sab Drakens RDenAF 729Esk.
220/K AB-204B MLD
25: OT-CVE/K-10 C-47 BAF
26: FX-60, 61, 80, 48, 64, 93 F-104G BAF 1 Wing
28: FX-53, 39, 60, 61, 80, 93 F-104G BAF 1 Wing
- Valkenburg: movements
January 10: N-242 C-45D RDenAF 721 Sqn
14: XS522/J, XT485/T, XT761/U, XS508/M, XT468/L, XS463/R,

Valkenburg cont.

- XT471/F, XT755/D plus 4 others, coded B, E, K and P. All are Wessex HU.5 of Royal Navy 848 Sqn (HMS Bulwork).
- 21: XX507, XW791 Dominie CC.1 RAF 32 Sqn; 157319 LR-9 P-3C Orion USNavy VP-24 Sqn.
- 31: 62-KB/101 Noratlas FAF
- February 11: 156925 LP-2 Orion P-3C USNavy VP-49 Sqn
- 13: 156529 LP-7 Orion P-3C USNavy VP-49 Sqn
- 21: K-686 Dakota C-47D RDAF 721 Sqn
- 22: XS791 Andover CC.2 RAF 60 Sqn
- 25: WV736 Pembroke C.1 RAF 60 Sqn
- 27: XL953 Pembroke C.1 RAF 60 Sqn

FRANCE AIR FORCE

- Mirage G.8 No.01 has gone to the "Musee de l'Air."
- Four Mirages IVA crashed during 1973: on 270973 near Corsica, on 300373 near the coast of Lendes, on 150573 on take-off from Luxeuil, and one on 180673 near Bellegarde.
- Escadre 8, flying Mystere 4A's is reported to have moved from Caroux to Nancy-Ochey.

ROYAL AIR FORCE

Wildenrath: movements

- February 1: WJ677/X Canberra B.2 231.00U; WJ901/O Varsity T.1 5FTS
- 4: 18030 U-21 Seminole USArmy; WJ565/C Canberra T.17 RAF 360 Sqn.
- 7: 9488 T-33A WGAF; 8422, 23, 29, 31, CH-53G HEER
- 12: 12-06 CV-440 WGAF
- 13: 31-69, 32-78 G-91R Luftwaffe LEKG-43
- XK884 Pembroke C.1 207 Sqn
- 15: WJ942/N Varsity T.1 5 FTS
- From the Jaguar front: the first unit No.54 Squadron, will start to receive their aircraft in March, soon followed by No.6 Squadron. Both units will remain at Lossiemouth till September, then they will move to Coltishall.
 - Northolt: movements

- January 5: 995 C-130H Chilean AF
- 7: 109156 CC-109 CAF 412 Squadron
- 8: 46-87/MM26007 C-119G ItAF
- 9: 46-38/MM33220 C-119G ItAF
- 14: 150510/20 P-3A Orion USNavy VQ-2 Sqn
- 15: 131392/31 EC-121M USNavy VQ-2 Sqn; 62-KQ/153 Noratlas FAF
- 22: 148888/23 EP-3E Orion USNavy VQ-2 Sqn; 15135 T-29B 7005ABS
- 24: 15118 T-29B USAF 7005 ABS
- 30: 4951 C-130H Venezuelan AF

SPANISH AIR FORCE

- No.301 Escuadron of Transport Command will receive its first C-130H Hercules this month; four aircraft have been ordered.
 - The Mirages IIIDE/EE of No.12 Wing, Manises AB logged their 10.000 flying hour last month.
 - The construction-numbers of the last four DC-27's acquired by the Ejercito del Aire are as follows:
L.9-68 ex WGAF 56-95 c/n 1003-408 L.9-70 ex WGAF 57-16 c/n 1003-444
L.9-69 ex WGAF 57-02 c/n 1003-428 L.9-71 ex WGAF 57-17 c/n 1003-445
 - Torrejon: movements
- July 27: 68-384, 392, 394, 536, 69-236, 244, 248, 260, 271, 7228 F-4E USAF All coded TJ of 401TFW
- 68-034, 051/UH F-111E USAF
- 10880 C-9A USAF 322TAW; 60187(437MAW), 70022(438MAW), 70008(438MAW), 60202(437MAW). All USAF C-141As

Torrejón cont.

- 0-24453 T-39A AFCS; 150605 LW-8 Orion USNavy VP-65 Sqn
T.3-29 (911-9) C-47 SpAF; C.10A-12, C10C-117 Saetas SpAF
T.9-7 Caribou SpAF; C12.04, 10, 13 F-4C Phantoms SpAF;
XT12-1 Casa CA-212 SpAF
- August 9: 67-233, 68-370, 381, 527, 69-259, 260, 266, 269, 270, 277, 278,
69-284, 240, 251, 244, 7259 F-4E USAF all code TJ of 401TFW
0-80086(456BW), 0-71462(11ARW), 80014, 23571(384ARW),
0-80075(28BW). all KC-135A of USAF.
33261 C-118A USAF; WR66-272 F-4D 50TFW; 140999 C-131F USN
158923/22 Orion USNavy VP-45 Sqn; T.9-6, 9, 7 Caribou SpAF;
C.6-128 912-39 T-6G SpAF; C.12-07, 08, 09, 12, 14, 26, 28, 31, 33, 17.
all F-4C SpAF
- August 10 68-387, 495, 536, 69-273, 236, 274, 7223. All F-4E coded TJ
50271(438MAW); 40631(437MAW); 60164. All C-141A USAF
149797/JM C-130F USN; 159823/22 P-3C Orion USN VP-45 Sqn;
152743 LD-4 P-3B Orion USN VP-10; 50821 C-117 'ROTA' USN;
C.12-12, 26, 28 F-4C SpAF; 123-01 KC-97L SpAF; C10C-106 HA-220.
- February 12: AP-AUT(civil reg) code T, a C-130E of the Pakistan AF,
s/n 65-4144; 10677 T-39A USAF; T.2.B.246 (792-20) CASA C352L.
stored, sold to the United States for a museum.
T.7-11 (351-11) Casa C.207 SpAF

Several F-4C had a mysterious black square painted over the registra-
tion e.g. C.12-07 had 121-00, C.12-08 had 121-00, C.12-14 had 122-00,
C.12-31 had 121-00

- In respect to the article on the Grumman Albatross in FLASH 41: observed
at Palma de Mallorca in January were AD-1-B-8, AD-3-10 and AD-3-12.

Furthermore RD.1-2/0-20137 (a new designation?)

- Kees van Aggelen from Hilversum sent us a list of interesting things he
saw during his summer-holidays in Spain and Portugal. A shortened ver-
sion goes herewith:

Manises: 24-7-73

Mirage IIIEE: 111-6, 9, 5, 112-7, 4; Mirage IIID: 111-14

T-6G Harvards C.6-41 (532-1); C-54: T4-17 (352-17); G-91R WGAF: 32-40,
30-68; T-33A WGAF: 9508, 9505

Getafe: 25-7-73

Casa Azors: 351-8, 6, 5, 7, 2, 9, 10, 16, 19,; C-47A 911-16, 6

plus some 17 Harvards and AR, WR, TJ, SP and BT coded USAF Phantoms

Jerez-La Parra: 28-7-73

Albatrosses AN.1A-1, 3, 6, AN.1B-8, 9, 12

PORTUGAL AIR FORCE

- Observed at Alverca on 1-8-73 were 5801 Vampire T.11, 129 Wigeon,
17 Santa Cruz, 111 Tiger Moth, all are museum aircraft.
In storage were the following aircraft T-33A 1955, JU352 6315 (plus 1),
Neptune 4710 (plus 1), DC-6 6606.
- Observed at Monte Real on 6 & 7-8-73: 1734 T-6G, 6157 C-17A, 1308 Chip-
munk, 5401 G-91R (operational) grey finished; 5402 G-91R (wreck) grey
finished; 5308, 42, 19, 01, 21, 27, 10, 41, 34 all F-86F.

WEST GERMAN AIR FORCE

- Another Luftwaffe Geschwader JG-74 at Neuburg, has got a name. After
JAGOG-31 (Boelcke), AG-51 (Immelmann) and JG-71 (Richthofen), Jagd-Ge-
schwader 74 was officially named "Molders" on 22-11-1973. Werner
Molders was a famous pilot in World War II; he was killed on 22-11-1941.
- On 19 February a Starfighter of Marine Flieg Geschwader 2, Eggebeck
crashed in the North Sea near the island of Terschelling. The pilot was
rescued by the Dutch SAR helicopter.
- JagdGeschwader 71 'Richthofen' is preparing for the arrival of their
new Phantoms; the first aircraft 37-04 has already arrived at Wittmund-
hafen on behalf of the technical crews. Some 25 Starfighters of JG-71
have gone to Erding to be scrapped...

WEST GERMAN AIR POWER (part 14)

Compiled and written by G.A.Hiltermann,
this time with special thanks to:
P.v.Gemert and E.Ragas.

THE BUNDESMARINE

When West Germany became a member of the NATO on May 5, 1955, besides a new Luftwaffe also a new Marine was founded, which got her own air service. It was not before 1958 though that the first squadrons were established. Germany has a relatively short coast, but this part of the NATO-defence near the Baltic has an enormous importance the Bundesmarine air service has many severe tasks, especially when you know that Denmark has not got its own Naval Air Service.

The aircraft of the Bundesmarine are operating from land-bases: the Bundesmarine has no aircraft-carriers.

In 1956 the first (ex war) pilots went to America to receive there their training as a navy-pilot. After a two-years training they went to England where the first three Marine Flieg Geschwader (MFG) were founded.

The registration-codes

Just like the Luftwaffe (see part 4 and 5) the Bundesmarine had a registration-code which consisted of two letters and three digits. As first letter were used R, S, T, U, V and W, which indicated the kind of a/c. From 1965 onwards:

- R : Marine Albatross
- S : Marine Verbindungs Flugzeugen und Transportflugzeugen (liaison- and /transport a/c)
- T : Trainerflugzeugen (trainers)
- U : Breguet Atlantic
- V : F-104G
- W : all helicopters

The second letter A,B,C,D, or E indicated to which geschwader the aircraft belonged. Unfortunately this system had some deviations.

The following Geschwader have existed:

- MFG-1 : Founded in 1958 at RNAS Lossiemouth with Sea Hawks Mk.100. In the same year the Geschwader moved to Schleswig-Jagel. These Sea Hawks flew with VA-code. In 1965 the Starfighter was delivered, also flying with VA, while some TF-104G's used TA-code. The wing also used some DO-27 and Magisters, wearing SA-code, for liaison and training duties. Nowadays this Geschwader is still flying at Jagel with the F-104G and TF-104G.
- MFG-2 : Founded in 1958 at RNAS Lossiemouth with the Sea Hawk Mk.100 and Mk.101, wearing VB and RB code resp. In the winter of 1958 MFG-2 moved to Schleswig-Jagel and in 1962 they removed to the ex-Luftwaffe air base Eggebeck. In 1965 the RF-104G and some TF-104G's were delivered with VB and TB codes. The base-flight used some DO-27, Magister and P-149D with SB-code. Nowadays this Geschwader is still flying at Eggebeck with RF-104G and TF-104G Starfighters.
- MFG-3 : Founded in 1958 at RNAS Eglinton with 15 Gannets AS-4 and 1 T-4 trainer. In the winter of 1958 this Geschwader moved to Schleswig-Jagel with the UA-coded Gannets. Soon the wing removed to Nordholz and in 1965 the Gannets were replaced by 20 Atlantics which received the UC-code.
- MFG-4 : In 1965 an anti-submarine Staffel was founded at Kiel-Holtenau, flying some SH-34J's. This staffel got the name MFG-4. Last year the first Westland Sea Kings were delivered in order to replace the Sikorsky's.
- MFG-5 : This Geschwader has two Staffels:
 - a SAR Staffel, founded in 1959 at Kiel-Holtenau with some Albatrosses, Sycamores and Skeeters, wearing the SC-code.

Later the HU-16A/D got the RE-code.

Nowadays this staffel is still flying at Kiel-Holtenau with subdivisions at Rohn, Westerland (Isle of Sylt) and the Isle of Bochum. As the Albatrosses left service in 1972 this staffel is now flying some SH-34J.

a Transport Staffel flying from Kiel-Holtenau. Formerly some Pembroke were used (wearing SC-, later SE-code); nowadays this staffel has 20 DO-28's and still some DO-27's.

A short survey gives us the following list of squadrons of the Bundesmarine:

MFG-1	staffel 1	F-104G	at Schleswig-Jagel
	staffel 2	F-104G	at Schleswig-Jagel
MFG-2	staffel 1	RF-104G	at Eggebeck
	staffel 2	RF-104G	at Eggebeck
MFG-3	staffel 1	Atlantic	at Nordholz
	staffel 2	Atlantic	at Nordholz
MFG-4	staffel 1	Sea King	at Kiel-Holtenau
	staffel 2	Sea King	at Kiel-Holtenau
MFG-5	SAR staffel	SH-34J	at Kiel-Holtenau, Westerland, Hohn & /Bochum
	Transport st.	DO-28D, DO-27	at Kiel-Holtenau

AIRCRAFT OF THE BUNDESMARINE

Breguet Atlantic: 20 of these anti-submarine aircraft were ordered to replace the Gannets in 1965. Originally there were 21 Atlantic as c/n 01 flew temporarily with the Marine as UC-301. (The others: c/n 02, 04, 06, 08, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 59, 60, reg 6101 upto 6120 resp. former regs are UC310 upto UC329 resp.)

Fairey Gannet AS-4: In 1958 the Bundesmarine bought 15 of these anti-submarine aircraft for MFG-3. In 1965 the Gannets were sold. Details:

c/n	ex Royal Navy	reg	c/n	ex R.N.	reg	details
F-9371	XG829	UA-114	F-9385	XG843	UA-107	
F-9372	XG830	UA-115	F-9386	XG844	UA-108	
F-9375	XG833	UA-101	F-9388	XG846	UA-109	
F-9376	XG834	UA-102	F-9391	XG849	UA-110	
F-9377	XG835	UA-103	F-9392	XG850	UA-111	
F-9378	XG836	UA-104	F-9394	XG852	UA-112	
F-9381	XG839	UA-105	F-9395	XG853	UA-113	Monument at
F-9382	XG840	UA-106	to Museum Uetersen)			/Nordholz

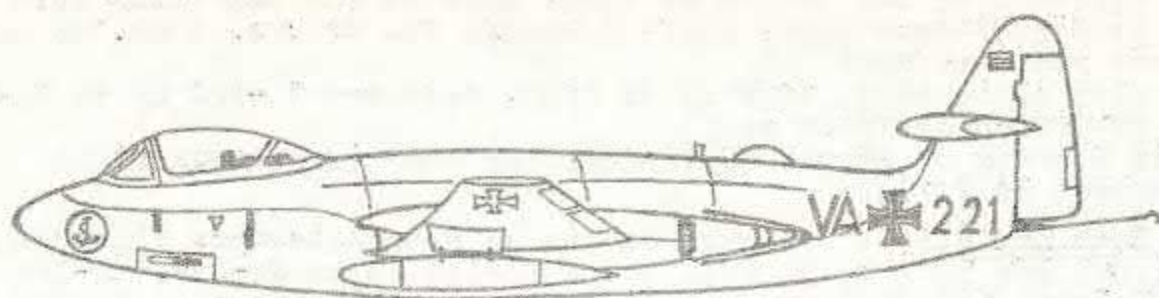
Fairey Gannet T.5: Together with the AS-4 one T-5 was bought for training duties. This a/c was c/n F-9419, ex Royal Navy XG-890, Bundesmarine reg. UA-099

Grumman HU-16A/D Albatross: In 1959 the S.A.R.-staffel was founded with 5 ex USNavy HU-16D's. Later 3 HU-16A's were received from the USAF. In 1972 the Albatrosses were sold to civil users. Here is our list:

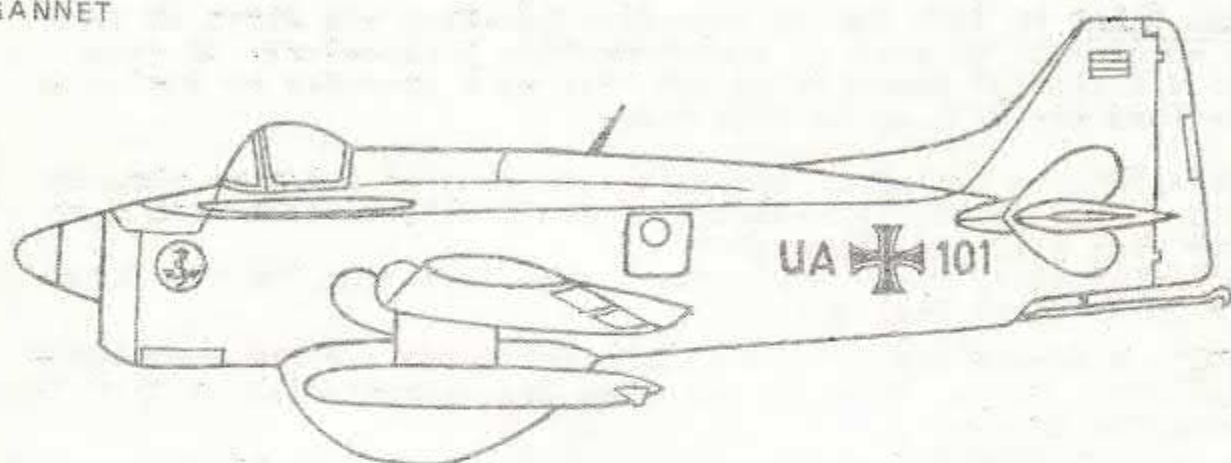
c/n	reg	remarks
49-088	RE-506, 6001	Broken up at Kiel-Holtenau
49-095	RE-507, 6002	to N-13047
49-096	RE-508, 6003	to N-13046
146426	SC-101, SC-301, RE-501, 6004	to N-13048
146427	SC-102, SC-302, RE-502, 6005	to N-13045
146428	SC-103, SC-303, RE-503, 6006	to N-13044
146429	SC-104, SC-304, RE-504, 6007	to N-13043
146430	SC-105, SC-305, RE-505, 6008	to N-13042

note: the first three are HU-16A, the others are HU-16D.

Hawker Sea Hawk Mk.100: 34 of these fighters were bought for MFG-1 and 2.



GANNET



MFG-1



MFG-2



MFG-3



MFG-5



They were replaced by the F-104G in 1965. Most of the Sea Hawks were broken up at Bremen-Neuenland, where nowadays two wrecks, a mk.100 and a mk.101 are still present.
C/n were: 6643 up to 6649, 6660 up to 6686, regs are VA-220 up to VA-236, VB-120 up to VB136 resp.
C/n 6643 is a wreck at Bremen as VA-220, c/n 6667 is a monument at Schleswig-Jagel as VA-007.

Hawker Sea Hawk mk.101: 34 a/c were bought as reconnaissance fighters for MFG-2. C/n are 6687 up to 6720, regs RB-240 up to RB-256, RB-360 up to RB376 resp. C/n 6692 is a wreck at Bremen with teh reg. VA-245

SARO Skeeter mk.51: 4 Skeeters were bought for the Navy together with 6 mk.50's for the Army (details next month). These Skeeters were used for SAR-duties. In June 1966 they were sold to Portugal. Details are: c/n S2-5065 SC501; c/n S2-5070 SC502; S2-5083 SC503 and S2-5092 SC504.

Westland Sea King: in 1972 the Bundesmarine received the first of 22 Sea Kings which will be used as anti-submarine helicopters. At this moment the c/n are not known to us but they will probably be WA-744 up to WA-765; regs are 8950 up to 8971 resp.

Besides these types a number of aircraft were used of which we already informed you in our Luftwaffe-articles or which will be delt with next month in our Army article. These are:

Bristol Sycamore: 12 of these helicopters were lent from the air force for the SAR staffel at Kiel-Holtensau.

Dornier DO-27: a number were used as light transport a/c and most base-flights had some DO-27s. Nowadays only the Transportstaffel at Kiel is still flying the DO-27.

Dornier DO-28D: 20 were bought for the transportstaffel at Kiel in order to replace the Pembrokes. Regs are 5906 up to 5925, c/n 4181 up to 4200 resp.

Fouga Magister: some ex Luftwaffe aircraft were delivered to the navy for the base-flights of MFG-1, 2 and 3. In 1970 these aircraft left service.

Hunting Pembroke: at first 4 were used, later a great number ex Luftwaffe Pems were delivered for the transportstaffel at Kiel. They were replaced by the DO-28D last year. Most of the Pems are now stored at Memmen-Gladbach.

Lochheed F-104G, RF-104G and TF-104G: we already gave you a complete list of this aircraft in the past two months. 100 Starfighters were delivered to the 4 staffels of MFG-1 and 2 to replace the Sea Hawk. The Starfighters will probably be replaced by about 100 MRCA's.

Piaggio P-149D: MFG-2 and 3 used this 4-seat aircraft at thier base-flights, but these aircraft left service last year.

Sikorsky SH-34J: some HEER H-34's went to the Bundesmarine for MFG-4, where they have been replaced by two staffels Sea Kings now. The SAR staffel of MFG-5 still uses these helicopters.

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- Air-View: is a bi-monthly slide service, featuring military aircraft only. Write for a free catalogue to: Air-View of Holland, P.O.Box 128, Spijkenisse, Holland (stamp or IRC should be added!).

CENTRAL FLYING SCHOOL

Following article has been released by Aviation Photos International for publication in FL/SH. Publication should be credited to Ben Ullings/Aviation Photos International.

Following the article on 5FTS this is the second one in a series on training in the Royal Air Force:

Visiting the Central Flying School offers any aviation enthusiast the opportunity to come across a great variety of training aircraft in RAF service

The CFS combines a lot of different activities although the stated primary task of the School is to "develop and maintain the highest possible standard of flying training instructions". This activity is not limited to the RAF only as instruction is given to pilots of all British services as well as to those of many other countries with the USAF and RA.F.as best "customers".

History of the School dates back to 1912 when the Empire Flying Training School was formed at Upavon. Its task then was to teach more experienced pilots in the more advanced aspects of flying but this task was cut back to giving basic flying courses when WWI started. Later on the School was based at Wittering and Hutterington until it moved to Little Rissington, the current main base, in 1946.

The CFS consists of three units. First is the Fixed Wing section which is based at Little Rissington and operates Chipmunk, Bulldog, Varsity, and the Jet Provost T.3 and T.5 versions with the Chipmunks and Varsitys now gradually being taken out of service. The latter being replaced by the Jetstream.

Second is the Fast Jet section based at Kemble and operating Gnat a/c. The CFS Rotary wing is based at Ternhill with a detachment at Valley providing instruction for Sea and Mountain rescue duties. The Gazelle is currently moving in as replacement for the types operated being the Whirlwind HAR.10 and the Sioux HT.2.

The instructors course at the CFS takes 5 to 6 month. Per year 4 main courses are given each taking about 30 students.

The first two weeks of the course are fully occupied with ground school to which flying on alternate days is added for a period of 5 to 6 weeks from the third week on. The rest of the course is almost entirely filled with flying.

Graduates become Qualified Flying Instructors (QFI) on the type they have flown during their course. All these activities are under responsibility of the Flying Wing as well as refresher course for earlier graduates.

The other main part of the CFS organization is the Examining Wing. Their officers take care of a lot of activities. One task is the recategorisation of QFI's, while another is producing the instructors handbook, training syllabus etc. for new types in service with RAF Training Command such as the recently introduced Bulldog, Jetstream and Gazelle.

Furthermore a number of the Wing's officers visit flying units all over Britain to check the quality of flying instructors and their pupils, this giving the Examining Wing the name of "Trappers". These activities are also including visits to units such as University Air Squadrons, Air Experience Flights and private flying clubs taking part in the flying instruction given to members of the Air Training Corps and the Cadet Force. As a last example of the Wing's jobs I will mention the research in into new instructional methods. Very clearly showing this is the refitting process (with VOR/ILS and DME equipment) which the Jet Provost T.3 version undergoes at this time. The Examining Wing had an important role in preparing this.

The activity of the CFS which is probably the best known one is aerobatic flying. The School's Kemble detachment comes the famous Red Arrows which team I think doesn't need a detailed comment, being so well known all over the world. Another team under the School's responsibility is the Red Pelicans Jet Provost T.5 team, based at Little Rissington which is a very special part of the CFS post War history. A very interesting fact on this team is the international composition of the members. Forming the 1973 team were Sqn. Leader Ivor Gibbs (RAF), Capt. Dick Lord (USAF), Flt.Lt. Bruce Byron (RAAF) and Lt. Marcus Edwards (Royal Navy). The team aircraft have a red pelican painted on the tail which is the CFS Mascotte.

Before the first Jet Provost team of the CFS, The Sparrows, was renamed into Red Pelicans in 1960 quite a few aerobatic team had been part of the School. The first team appeared in 1921 using Sopwith Snipes, succeeded in 1927 by Genet Moth aircraft and by the Gypsy Moth in 1931. With the latter the team introduced the inverted flying. The last pre-war operated type was the Avro Tutor.

After World War II the CFS was homing the first RAF Jet aerobatic team named "The Meteorites" after which the "Sparrows" started to fly with the Piston Provost, later followed by the Jet Provost.

Another CFS team being operated by the Examining Wing is 'Vintage Pair', which appeared in many shows already. Aircraft of the team are Meteor T.7 WA669 and Vampire T.11 XH304. With the average number of flying hours in their current service the planes are expected to last for a very long time; finding qualified pilots is no problem any more since a couple of younger CFS pilots have been taught to fly them. The V-pair training is done after working hours as well as the Red Pelicans team operations.

All together the School's activities offer a lot of interesting points and makes the CFS definately one of the most interesting units in the RAF.

My thanks to CFS Sqn. Leader F.G.Mackay and Red Pelicans Team Manager Flt.Lt. A.Wall for their fine assistance in preparing this article

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- Again wanted: information concerning the F-86K, especially codes of French and Norwegian AF a/c, for an article on this subject in FLASH.
Write to FLASH Aviation Magazine, P.O.Box 855, Eindhoven, Holland

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EJERCITO DEL AIRE'S AIRCRAFT DESIGNATIONS

by Jose Luis Gonzalez Serrano

In the Corrections & Additions section of the January 1974 issue some Spanish AF serial numbers or designations were published, as a complement to the list that was published in FLASH of October 1973. Well, to clear up the Spanish military designations to all FLASH readers interested in this matter, I have compiled a complete list of all designations from 1936 on:

LIST 1 Designations from 1936 to 1948

<u>aircraft</u>	<u>SpAF des.</u>	<u>notes</u>	<u>aircraft</u>	<u>Sp des.</u>	<u>notes</u>
<u>FIGHTERS(CAZAS)</u>			<u>TRAINERS AND LIAISON cont.</u>		
Fiat G-50	1	previously assigned to the Nieuwport	CASA III	30	
Ni-52.			Monospar ST-25	31	
Heinkel HE-51	2		Caproni AP-1	32	
Fiat CR-32	3		Bucker Bu-131	33	
PWS-10	4	Laterly assigned to the Fiat CR-42, of which two examples were sent to Spain early 1939	Breda Ba-28	34	
Heinkel HE-112.B	5		Bucker Bu-133	35	
Me-109.B/E	6		Arado Ar-66	36	
Romeo Ro-41	7		Fiat CR-32 (trainer)	37	
Polikarpov I-15	8	previously 2W	Gotha Go-145	38	
Arado Ar-68E	9		<u>TRANSPORTS (TRANSPORTES)</u>		
<u>CLOSE-SUPPORT (ASALTO)</u>			DH Dragon/Dragon Rapide	40	
Breguet-CASA BR-XIX	10		Airspeed Envoy	41	
Heinkel He-46C	11		Ford-4T, Lockheed Electra, DC-2	42	
Romeo Ro-37bis	12		Junkers Ju-34, Vultee V-1A,		
not assigned	13		Northrop Delta/Orion,		
Heinkel He-70F	14		Spartan Executive	all 43	
Heinkel He-45C	15		Me-108	44	
Breda Ba-65	16		Fokker F-7/F-12	45	previously 20
Aero A-100/101	17		Fieseler Fi-156	46	
Caproni Ca-130	18		Consolidated Fleester	47	
Henshel Hs-126	19		<u>HIDROPLANES(HIDROVIONES)</u>		
<u>BOMBERS(BOMBARDEROS)</u>			Macchi M-41bis	50	
Fokker F-7/F-12	20	later 45	Heinkel He-60C	60	
Savoia S-81	21		Savoia S-62	61	
Junkers Ju-52/3m	22		Cant Z-501	62	
Fiat BR-20	23		Fairchild F-91	63	
Henshel HS-123A	24		Arado Ar-95A	64	
Heinkel He-111.B/E	25		Dornier-CASA Wal	70	
Junker Ju-86E	26		Heinkel He-59W	71	
Dornier DO-27E/P	27		Junkers Ju-52W	72	reserved for the Condor Legion
Savoia S-79.I	28		Cant Z-506.B	73	
Junkers JU-87A/B	29		<u>CAPTURED PLANES(AVIONES CAPTURADOS)</u>		
<u>TRAINERS & LIAISON(ENTRENADORES)</u>			Polikarpov I-16	1W	
DH-60, DH-80, DH-82 /Y ENLAGE)			Polikarpov I-15.B	2W	
DH-83, DH-85, DH-87A,			Letov Z-231/331	3W	
RWD-13, Farman F-180/F-402			Hawker Spanish Fury	4W	
GP-1/GP-2,			Grumman FF-1	5W	
Hispanano E-30/E-34 all	30		Polikarpov R-Z	16W	
			Polikarpov R-5	16W	
			Tupolev SB-2	20W	

In this period of time the code numbers were applied on both sides of the aircraft's fuselages, and these numbers were followed by the

individual one of each particular plane belonging to the same type. For obvious reasons may individual numbers didn't begin with the digit 1 (one). For example, the serial of the CR-32s began with the 3-51.

LIST 2 Designations used from 1948 to 1954

<u>Aircraft</u>	<u>Sp des. notes</u>	<u>Aircraft</u>	<u>Sp.des. notes</u>
<u>FIGHTERS(CAZAS)</u>		TRANSPORT cont.	
Fiat CR-32,		DC-3	T.3
Hispano HA-132L	C.1 the HA-132L	Lockheed Lodestar,	
was the CR-32 licence built by		FW-200, Ju290	T.4
Hispano Aviacion		CASA C-201 Alcotan	T.5
Hawker Spanish Fury	C.2	CASA C-202 Halcon	T.6
Heinkel He-112.B	C.3		
Me-109.B	C.4	<u>ELEMENTAL TRAINERS(ENTRENADORES</u>	
Me-109E	C.5	DH-60, DH-82	EE.1 / <u>ELEMENTALES</u>)
Fiat G-50	C.6	Hispano E-30	EE.2
Romeo Ro-41	C.7	CASA C-1131H	EE.3 the C-1131H
Polikarpov I-16	C.8	was the licence-built Bu-131	
Polikarpov I-15.B	C.9	Huarte-Mendicosa HM-1	EE.4
Me-109F	C.10	Huarte-Mendicosa HM-9	EE.8
Arado Ar-68	C.11		
Hispano HA-1109J	C.12 licence	<u>BASIC TRAINERS(ENTRENADORES SUPERIORES)</u>	
built Me-109G		CASA C-1133	ES.1 licence-
		built Bu-133	
<u>CLOSE-SUPPORT</u>		CASA C-1145	ES.2 licence-
Heinkel He-51	A.1	built Go-145	
Heinkel He-45C	A.2	Romeo Ro-41 (trainer)	ES.3
Caproni Ca-130	A.3	Caproni AP.1	ES.4
Polikarpov I-15	A.4	Fiat CR-32, HA-132L (two	
		seater	ES.5
<u>RECCE.(RECONOCIMIENTO)</u>		Hispano HS-42.B	ES.6
Heinkel He-46C	R.1	Arado Ar-66	ES.7
Heinkel He-70F	R.2	Huarte-Mendicosa HM-5	ES.8
Dornier Do-17E/P	R.3		
Henshel Hs-126	R.4	<u>RECCE.HIDROPLANES (HIDROAVIONES DE</u>	
Polikarpov R-5	R.5	<u>/RECONOCIMIENTO)</u>	
Grumman FF-1	R.6	Dornier-CASA Wal	HR.1
Fokker C-X	R.7	Heinkel He-60	HR.2
		Arado Ar-95	HR.3
<u>BOMBERS</u>		Heinkel He-114A	HR.4
Savoia S-79.I	B.1	Dornier Do-24T.3	HR.5
Heinkel He-111.B/E	B.2	Fairey Swordfish	HR.6
Fiat BR-20	B.3	Romeo Ro-43	HR.7
Junkers Ju-86E	B.4		
Tupolev SB-2	B.5	<u>LI. ISON AND AOP(ENLACES)</u>	
Junkers Ju-88A	B.6	Percival Gull	L.1
CASA C-2111A	B.7 licence-	Caudron C-365	L.2
built He-111H-16		Gil-Pazo GP-2	L.3
		Klemm Kl-32	L.4
<u>DIVE BOMBERS BOMBARDEROS EN PICADO)</u>		Miles Falcon	L.5
Henshel Hs-123	BV.1	Spartan Executive	L.6
		Farman F-180	L.7
<u>METEOROLOGICAL PLANES (SONDEOS</u>		Monospar ST-25	L.8
Heinkel He-111E MB.2	<u>/METEORLOGICOS)</u>	DH-89 Dragon Rapide	L.9
		Lockheed Electra	L.10
<u>TRANSPORT</u>		Airspeed Envoy	L.11
Savoia S-81	T.1	Northrop Delta	L.12
Junkers Ju-52/3m,		Vultee V-1A	L.13
CASA C-352	T.2 the C-352	Junkers Ju-34	L.14
was the licence-built Ju-52/3m		Me-108	L.15
		Fi-156	L.16

<u>Aircraft</u>	<u>Sp.des. notes</u>	<u>Aircraft</u>	<u>Sp.Des. notes</u>
Consolidated Fleetster	L.17	SEARCH AND RECCE. AMPIBIAN (ANFIBIO	
Koolhoven FK-51	L.18	DE SALVAMENTO Y RECONOCIMIENTO)	
Huarte-Mendicosa HM-2	L.19	PBY-5A	DR.1

From 1948 to 1954 all planes carried their designation on their tails followed by the individual number of each plane. For example, C.8-25 meant that that serial number belonged to the 25th plane of the C.8 type, model I-16, and, at the same time, that at least 25 examples of that aircraft model were acquired by the Spanish Air Force. Also, the planes carried on their fuselage the code numbers of their flying unit. So, the B.3-5 coded I-9 signified that the fifth aircraft of the B.3 type, BR-20 model, was included on the effectives of the 1st Mixed Regiment and it was the 8th plane of that unit.

LIST 3 DESIGNATIONS USED FROM 1954 ONWARDS

FIGHTERS

HA-132L	C.1
Heinkel He-112.B	C.2
Piat G-50	C.3
Hispano HA-1109K	C.4J Hispano
Suiza engined	Me-109G
Hispano HA-1112M	C.4K Merlin
engined	ME-109G
F-86F	C.5
T-6D	C.6 current
liaison duties	
T-6D	CE.6 Caza de
Entrenamiento (Training Fighter)	
Heinkel-CASA Jet	
Fighter Project	C.7
F-104G	C.8
TF-104G	CE.8 Caza de
Entrenamiento(Training Fighter)	
CASA F-5A	C.9 current
CASA F-5B	CE.9 current
Caza de Entren.(Training Fighter)	
CASA RF-5A	CR.9 current
Caza de Recono.(Recce.Fighter)	
Hispano HA-200D	C.10.B current
Hispano HA-220	C.10.C current
Mirage IIIEE	C.11 current
Mirage IIIDE	CE.11 current
Caza de Entren. (train. Fighter)	
F-4C	C.12 current
Mirage F.1C	C.13 deliveries
beginning on late 1974	

BOMBERS

Savoia S-79.I	B.1
CASA C-2111A	B.2H
CASA C-2111.B	B.2I
CASA C-2111D	BR.21 Bombardero
de Recono. (Recce. bomber)	

TANKERS(CISTERNAS)

KC-97L	TK.1 current
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TRANSPORT

Savoia S-81	T.1
CASA C-352L	T.2/T.2B
C-47/DC-3	T.3 current

TRANSPORT cont.

C-54/DC-4	T.4 current
CASA C-201 Alcotan	T.5
CASA C-202 Halcon	T.6
CASA C-207.B/C Azor	T.7 current
CASA C-2111D/E	T.8.B/TR.8.B.
DHC-4A	T.9 current
Previously assigned to the C-119G,	
of which, some examples were serving	
for a few days in 1956.	
Convair CV340	T.10 under secretary-
ship of Civil Aviation	current
Fan Jet Falcon 20	T.11 under secr.
of Civil Aviation	current
CASA C-212 Aviocar	T.12 current
CASA C-212 Aviocar	TR-12 current
Transp. de Recono. (Recce. Transport)	
C-130H?	T.13 current
Convair CV-440	T.14 current
four ex Iberia Planes	

TRAINERS

CASA C-1133L	E.1
Hispano E-30	E.2
CASA C-1131H	E.3
CASA C-1131L	E.3.B current
Huarte-Mendicosa HM-1B	E.4
Huarte-Mendicosa HM-9	E.5
Hispano HS-42.B	E.6
Huarte-Mendicosa HM-3	E.7
Huarte-Mendicosa HM-5	E.8
AISA I-115	E.9 current
liaison duties	
UNKNOWN	E.10
UNKNOWN	E.11
Hispano HA-100	E.12
Hispano HA-110C.1	E.13
Hispano HA-200A	E.14A current
Hispano HA-200D	E.14.B current
as C.10.B	

T-33A	E.15 Current
T-6G	E.16 current
T-34A	E.17 current
Piper PA-31P	E.18.B current
Piper PA-23 Aztec-E	E.19 current
Beech B-55 Baron	E.20 current

<u>Aircraft</u>	<u>Sp.Des.</u>	<u>notes</u>	<u>Aircraft</u>	<u>Sp.Des.</u>	<u>notes</u>
<u>SON AND AOP (ENLACES)</u>			Navy (marina)		
Heinkel He-70F	L.1		H-19.B	Z.1	current
Stinson 108	L.2		H-19E	Z.1A	current
Gil-Pazo GP-2	L.3		Bell-47D/G/G2A/G2A1	Z.7	current
Ma-108	L.4		Bell-47G.5	Z.7.B	current
Huarte-Mendicosa HM-7	L.5		Bell-47G.2	Z.7.C	current
Fi-156	L.6		One plane converted to G.2 from a G by the Marina's engineers		
Huarte-Mendicosa HM-2	L.7		AB-204.B	Z.6	current
AISA I-11.B	L.8C		SH-3D	Z.9A	current
CASA C-127/DO-27	L.9/L.9.B	current	SH-3H	Z.9B	current
AISA AVD-10	L.10		pending deliveries		
Hispano HA-231	L.11	project	Hughes H-500M ASW	Z.13	current
Cessna O-1E	L.12	current	AH-1G Hueycobra	Z.14	current
<u>S.A.R.</u>			Bell 212	Z.19	current
HU-16A	AD.1	current	pending deliveries		
HU-16.B	AD.1.B	current	Civil Guard (Guardia Civil)		
Do-24T.3	HD-5	at the	MBB Bo.105	Z.15	current
Ejercito del Aire Museum			<u>ASTV/MARITIME PARTOL(PATRULLA MART- /TIMA)</u>		
<u>ASTV/MARITIME PARTOL(PATRULLA MART- /TIMA)</u>			H-19.P	Z.1	
HU-16.B ASW	AN.1A	current	Westland Whirlwind Mk.2	Z.1.B	
HU-16.B AS7	AN.1.B	current	H-19A	Z.1.C	
ex Royal Norw.AF planes			Aerotecnica AC-12	Z.2	
P-3A Deltic Orion P.3	current.	(not	Aerotecnica AC-13	Z.3	
N.2 as stated in the October issue)			Aerotecnica AC-14	Z.4	
<u>MISCELLANEOUS(USOS DIVERSOS)</u>			Aerotecnica AC-21	Z.5	project
Canadair CL-215	UD-13	current	Hiller OH-23.B	Z.6	
<u>HELICOPTERS(HELICOPTEROS)</u>			*AB-47G.2	Z.7	current
Ejercito de Tierra (Spanish Army)			AB-47G.3.B	Z.7.B	current
Bell OH-13H	Z.7A	current	AB-205	Z.10	current
Bell/AB-47G.3.B	Z.7.B	current	AB-47J.3.B	Z.11	current
UH-1.B	Z.8	current	AB-206A	Z.12	current
UH-1H	Z.10.B	current	Alouette III	Z.16	current
AB-206A	Z.12	current	SA-330 Puma	Z.18	current
CH-47C	Z.17	current	*OH-13H	Z.7A	current

It is very easy to understand that the C.9-45 registration belongs to the 45th plane of the C.9 type, CASA F-5A model, which is the 9th Caza serving with the Spanish Air Force from 1954 on.

Parallely, the planes carry on their fuselage the code number of the units they belong to.

There are mainly two forms of unit codes:

A Painting the Squadron, Flight, of Wing number on both sides of the fuselage followed by the serial number. This is the same as the tail painted one, of the particular plane. This is the case for the C.10.Bs. For example: the C.10.B.71 is squadron coded 462-71. Well, 462 is the number of the Squadron, and 71 is the serial number of this particular plane into the C.10.B type.

B Painting the flying unit number followed by the ordinal one of each particular plane belonging to the same unit. For example: the C.12-30 is Squadron coded 121-15. So, the C.12-30 is the 15th a/c serving with the 121st Sqn.

To end, it is necessary to tell that a new series of designations will soon replace the actual ones, at least partially.

More news when I know the new ones.

LETTERS --- LETTERS

Yesterday I received the February issue of FLASH. I have to make the following additions and corrections:

Page 6: It should read Bolkow 103 instead of Bolkow 13.

21 different Breguet Atlantic have ever flown with the iron-cross: c/n 02,04,06,08,10,12,14,16,18,10,22,24,26,28,30,32,34,36,59 and 60, at present serialised 6101 to 6120, plus the prototype c/n 01, registered UC-301 before 1968. There is some reason to suppose that c/n 01 is still with the Marineflieger! A friend of mine has spotted a WGN Atlantic coded 6100!!!

21 C-47 have been with the Luftwaffe

The DO-32 did not fly with the iron-cross.

As far as I know no Hiller UH-12C ever flew with the iron-cross. It should read VFV VAK-191D instead of VFV-1262 (also on page 7)

Page 8: The Flugaerregiment is still in Uetersen, only the flying and the technical unit of the FlAnWRgt moved to Neubiberg in March 1972. There they formed the Fluglehrgruppe, as part of the Fachhochschule der Luftwaffe (FHSlw). About one year later (spring 1972) the Fluglehrgruppe moved to Furstenfeldbrücken, because the local inhabitants didn't like the "noise" of the Piaggios. The Fluglehrgruppe has become part of Waffenschule 50. The Flugaerregiment at Uetersen continues to give language courses, especially for flying personnel of the Luftwaffe. The Flugbereitschaft has some UH-1D's too, which sport the white/blue colours of this VIP-squadrons.

Page 8 to 10: Several F-104G of the Luftwaffe have been reported by FLASH as preserved at Erding. This is not correct. Erding may be called the scrapyard of the Luftwaffe. Many aircraft which have been withdrawn from use are being brought to Erding, where parts still usable will be salvaged, while the remainder will be scrapped. From time to time some aircraft succeed in leaving Erding scrapyard again and these a/c usually become a monument somewhere in Germany, for instance the F-104F in the Deutsches Museum in Munich. Now that the F-104G is withdrawn from use in the squadrons to receive the F-4F, many F-104G reach Erding, where they will be reduced to scrap in due course. Only one F-104G has been preserved at Erding. Its registration is 8025 and it is preserved as a monument near the main gate of the Erding air base (I suppose that 8025 is the c/n of the a/c).

It should be noted that Erding is not the only scrapyard in the Luftwaffe

Page 14: F-104F 2901 has been scrapped at Erding.

Page 15: F-104F 2905 has for some time been with the show "Unsere Luftwaffe". Subsequent fate unknown

Page 18: fates of the WGAF Magisters:

The first 40 Magisters which have been built in France and which had the registrations AA101 to 140 allocated (according to one source, FLASH gives different serials) have been sold to Israel before they could fly with the WGAF, AA-141 (c/n 041) and AA-142 (c/n 042) have been the real first two Magisters with the Luftwaffe. This accounts for the fact that AA-141 and AA-142 are among the most photographed Magisters of the Luftwaffe!

Sud Aviation has acquired 90 Magisters from Germany in 1969. By the way Israel has acquired many ex WGAF a/c! There are strong rumours that many Noratlasses have found their way to Israel via Greece! Some DO-27's are also with the IDAF.

Magister c/n 220 is ex YA208 to 9324.

The Luftwaffenmuseum in Uetersen has acquired two additional aircraft:

Harvard Mk. IV a/n 52-8544, D-FABU ex AA615

Sea Fury c/n ES.3617, D-CACY ex RAF WG599

Some information concerning the Merkle SM-67:

V-1: first flight 7 July 1959 without registration, w/o 13.8.1959

V-2: f/f 12-4-1961 as D-9506, badly damaged 17.4.62.

V-3: not flown, completed by using some parts of the V-2, and brought to the Hubschrauber museum in Ducheberg bearing the registration D-9506 of the V-2.

Christian Emrich
West Germany

Here with some comments on FLASH Nr.41:

Page 4: French AF: 11-EI now camo and seen 1973(*); 11-EM(*), 11-EO now instructional airframe; 11-ET camo; 11-EW does not exist, 63935 is 11-RI; 11-MD(*), 11-ML w/o 1972; 11-MY 42265? (42262 is 11-MP); 11-RF(*). Harrier deliveries to Mildenhall: 158960 possible 18.7.73, 158962 possible 1.8.73; 158963 possible 10.8.73; 158964 possible 30.8.73; 158967 4.10.73; 158968 2.11.73; 158969 27.10.73; 158971 9.11.73. All the dates are correct but with the first 4 it is not known in what sequence they were delivered.

Page 7: D9519 to 9521 also ex D-EGRY, EGTU, EGTY.

Page 8: F-104: c/n 8096 not RF; 8118 not JD109 unless this is a fake code (JD is JG-74 is F-104); 8164 RF not JD237; 8170, 72, 75, 82-02 not RF; 8222 conv RF-104G.1 with longer nose; 8263 RF doubtful DB106; 8292 crashed 28-11-66; 9004 w/o 13.7.66; 9037 also ex JA124; 9043 to DA126; 5708 to DAO37; 5721 to EA371; 5729 was TA236; 5775 seen as 5775 with WS-10 8/72; 5915 w/o 30.5.67; 5952 to EC364; 5047 Erding scrapheap; 8065 DD378.

Page 16: Spanish Albatross: AN.1-A-4 was 51-17165; AN.1-A-5 is 51-7167 delivered 21.2.64.

Page 18: Ton le Nobel's letter. In addition to the 5 ex Luftwaffe Magisters (MT-46 to 50) the Belgian AF did receive ten more aircraft, these using the serials of crashed machines. They are MT.7, 9, 10, 17, 20, MT-22, 25, 29, 30 and 45. It seems impossible, but no-one has yet reported the c/ns for these 10 so it is not known if they are ex French or German. One of the new Lebanon a/c is c/n 150 L408, builder not known. The Austrian order was said to be 16 a/c of which 9 were on charge in August 1972. Codes are 4D-YD to YT (17 a/c!) and the following are known: YE/103, YF/199, YI/212, YJ-YM/357-360, YT/360.

Page 19: Christian Emrich's letter: Noratlas c/n 39 not sold to Greece as far as I know. Possible this is 52-139 ex 5239. DO-27 ND301 should this be ND-101 as ND-300plus was not used. What happened to DO-27 c/n 601-604? They have never been reported with codes.

Paul A. Jackson
England

According to Aviation Letter, the Belgian Packets CP-1 through CP-16 were originally registered strictly in the order of their USAF serial numbers and c/n's, and not as given by me earlier (refer FLASH, December 1973). Deliveries were made from September 1952, and by October 1955 all sixteen, plus CP-17 and CP-18, were returned to the USA for conversions to C-119G standard. Then eight were re-delivered to Norway in 1956 CP-1, 2, 4, 6, 7, 8, 11 and 14 becoming respectively BW-C, D, E, A, F, BW-D, F and G.

According to Aviation Letter, the other ten machines were returned to Belgium in July 1959, but according to Air Pictorial they were returned on 21 May 1959. CP-9, 10, 12, 13 and 15-18 reverted to their original Belgian registrations, but CP-3 and CP-5 became respectively CP-11 and CP-14. This theory seems rather implausible, but I can neither confirm, nor deny it. The situation is summarized in the listing below. According to Air Pictorial, the next 22 Packets (CP-19 to 40) were supplied by the USAF (direct from the factory) between 10 August, 1953 and 20 March, 1954. Aviation Letter quotes August 1953 for CP-19 and CP-20, and 1953 for the other twenty.

The final six Packets (CP-41 to 46) were, according to Air Pictorial, supplied by the USAF between 13 and 24 February 1958. According to Aviation Letter they all came from the USAF in 1960. For one of the a/c in this batch, I quoted a wrong c/n: CP-42 has c/n 11260 (53-7843).

With regard to fates, I can note that CP-14 was still parked at Prussels on 11 December, 1973, and it is said to be for the aviation museum in Prussels. Furthermore, the crash location for CP-23 and CP-25 was Chievres air base, not Chievreson as quoted by me. Finally the crash date for CP-45/OT-CEF was according to Aviation Letter 25.05.63. Since that was a Sunday, and since it seems unlikely that British artillery would be shooting on a Sunday, the date of 26.06.63 quoted in FLASH seems more likely.

CP-1	OT-CAA	c/n 10681	ex 51-2692,	to US, then RNoAF 12692 BW-C
CP-2	OT-CAB	c/n 10682	ex 51-2693,	to US, then RNoAF 12693 BW-D
CP-3	OT-CAC	c/n 10683	ex 51-2694,	to US, then RBAF CP-11 OT-CAK
CP-4	OT-CAD	c/n 10684	ex 51-2695,	to US, then RNoAF 12695 BW-E
CP-5	OT-CAE	c/n 10685	ex 51-2696,	to US, then RBAF CP-14 OT-CAN
CP-6	OT-CAF	c/n 10686	ex 51-2697,	to US, then RNoAF 12697 BW-A
CP-7	OT-CAG	c/n 10687	ex 51-2698,	to US, then RNoAF 12698 BW-F
CP-8	OT-CAH	c/n 10688	ex 51-2699,	to US, then RNoAF 12699 BW-D
CP-9	OT-CAI	c/n 10689	ex 51-2700,	to US, then RBAF CP-9 OT-CAI
CP-10	OT-CAJ	c/n 10690	ex 51-2701,	to US, then RBAF CP-10 OT-CAJ
CP-11	OT-CAK	c/n 10691	ex 51-2702,	to US, then RNoAF 12702 BW-H
		c/n 10683	ex 51-2694 and CP-3	OT-CAC
CP-12	OT-CAL	c/n 10692	ex 51-2703,	to US, then RBAF CP-12 OT-CAL
CP-13	OT-CAM	c/n 10693	ex 51-2004,	to US, then RBAF CP-13 OT-CAM
CP-14	OT-CAN	c/n 10694	ex 51-2705,	to US, then RNoAF 12705 BW-G
		c/n 10685	ex 51-2696 and CP-5	OT-CAE
CP-15	OT-CAO	c/n 10695	ex 51-2706,	to US, then RBAF CP-15 OT-CAO
CP-16	OT-CAP	c/n 10696	ex 51-2707,	to US, then RBAF CP-16 OT-CAP
CP-17	OT-CAQ	c/n 10697	ex 51-2690,	to US, then RBAF CP-17 OT-CAQ
CP-18	OT-CAR	c/n 10680	ex 51-2691,	to US, then RBAF CP-18 OT-CAR

Ton le Nobel
Holland

CORRECTIONS AND ADDITIONS

FLASH Nr.40: page 5: The BR.763 is c/n 7, ex F-BAST. the 500 series are BR-765. Jaguars 7-7 is 7-HF; E-8 is 7-HC; E-11 is 7-HJ; E-13 is 7-HH.
page 9: 0709: C-54 should read C-45
page 9: C-160 F-51 is not ex KM-111, it has been built by Nord Aviation
KM-111 is the ex-registration of F-52 (built by VFW), now 61-MX.
KM has been a so-called Uberfuhrungskennzeichen (factory code). KM was used for the Transalls built by VFW for the Armee de l'Air. It was only used for the factory test flights and for the flight from Germany to France.
F-4 is ex KM-102; F-1 KA-101; F-2 KA-201; F-5 KA-202; F-11 KA-203; F-19 KM-107; F-86 KA-210; F-88 KA-211; F-90 KA-212; F-91 KM-112; F-92 KA-213; F-94 KM-113.
page 11: F-104 c/n 2051 returned by Lockheed; 2060 DA237??; 6629 is of course V3201.
page 19: G-27-113 ex WJ713 c/n 71233; -122 is also T.Mk.64; -180 ex WH727 (not WJ); -180 ex WE112 c/n 71075; -181 ex WJ718 c/n 71241; -182 ex WJ574 c/n HF161B

FLASH Nr.42

page 5: The Harrier that crashed near Vredepeel (Holland) was XV797/H of 4 Sqn
Page 16: ASW article: Albattross 221-8 up to 221-13 are AN.1.B not AN.1.A
page 20: photo 1 doesn't represent a Skyservant (is DO-28D) of the Nigerian AF, but an ordinary DO-28B.
photo 10: aircraft Q-327712 is a B-25 not a B-26

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

