

FLASH

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military aviation magazine

TAC. WEAPONS MEET 1974



Editorial team: editor : G.A.Hiltermann
co-editors: J.J.van Tuyn
F.J.Klaassen

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

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Dear Reader,

In this issue a very comprehensive report on the Tactical Weapons Meet, by the hand of Frank Klaassen and (again mobilised) Hans Engels. From this place they would like to express their thanks to all those who made the article possible: Majoor Pijpers of Luchtmachtvoorlichtingsdienst, Kapitein Strijker, Public Relations Officer of Twenthe AFB (one of the most enthusiastic PRO's we've ever met, by the way!), MSgt.Larsen of AFCENT Public Information Office and last but not least the manufacturer of Opel cars.

The last months there are a number of readers, especially in Italy, who didn't receive the magazine. If you don't receive your issue of FLASH in time, please inform us immediately.

Leaves us to wish you all very pleasant holidays, don't forget to send us a postcard! As you will know, FLASH won't appear next month (we're on holidays as well), so untill September folks.

the editors.

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The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.18,- or equivalent for a one year- or DFL.9,- for a six month subscription. Dutch readers may also sent DFL.5,- for a three month subscription.

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-- All advertisements in FLASH are free of charge.

-- If you publish information out of FLASH elsewhere, please mention the source.

-- At the moment the following back-issues are still available:

Nrs.10,21,23-27,29-42,44-45. Price is DFL.1,50 per issue.

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COVER PHOTOGRAPH:

To be replaced by Jaguars are the F-100's of the French Air Force. This a/c, 11-RO, was on the static park of Reims during the Open House. More about this Open House on page 9.

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

With special thanks to: H.Berger, F.v/d.Berk, G.Avila, J.Los, J.v/d.Oever, H.Ploegstra, K.Riemersma, M.Tabak, G.Weinman, H.Zomers, Luftfahrt Illustriert.

HOLLAND

- On 4 June a Starfighter crashed near Soest (W.Germany). The pilot ejected safely. Registration of the aircraft: D-6694.

- This year's rotation of 314 Sqn at Eindhoven was with F-104S of the Italian Air Force. Registrations: 51-33, 51-38, 51-40, 51-42 (MM6795). All were of the 155 Gruppo/51 Stormo from Istrana (from 6 till 14 June). Other movements included:
 - June 4: 104751 CF-104G CAF 421 Sqn
 - 10: 104661 CF-104D CAF 421 Sqn
 - 13: 46-08 C-130H ItAF 46 Aerobrigata

- Movements of Leeuwarden included:
 - Mai 1: XS520/XB, XT464/XE, Wessex HU.5 Royal Navy 846Sqn Yeovilton
 - XT485/VT, XS479/VV Wessex HU.5 Royal Navy HMS Bullwark
 - SP63-567 F-4C USAF 5TFS/52TFW Spangdahlem
 - 9: FX-11, 39, 62, 83, 86, 95 F-104G BAF 1Wing
 - XN728/V Lightning RAF 92 Sqn Gutersloh
 - XV722/BH Wessex HC.2 RAF 18 Sqn (c/s DKK-86)
 - 13: FX65 F-104G BAF
 - 14: XS479/VV, XS520/XB, XT464/XE, XT485/VT (c/s X-RAY) Wessex
 - Royal Navy till 15/5
 - 16: FC-01, 02, 10 TF-104G BAF 10Wing Kleine-Brogel
 - 24: AR64-017 RF-4C USAF barrier-landing (till 31-5)
 - 27: 104785, 104827, 104843, 104873 CF-104G CAF
 - XM995/T Lightning T.4 RAF 92Sqn (c/s KH-36)
 - 30: 94-87 T-33A Luftwaffe; AR65-873 RF-4C USAF (c/s STED-12)
 - 31: AR64-017 RF-4C USAF 10TRW; 15169 T-29 USAF
 - June 4: 225, 226 AB-204 MLD
 - 5: 63, 69, 85, 89, 35, 37, 41, 34, 52, 54, 55, 32, 74, thirteen Saab
 - Sk.60's of the Swedish Air Force, 20 Wing from Uppsala
 - 71 C-130E Swedish AF 7 Wing; XP740/B Lightning RAF
 - WL747 "Florence" Shackleton RAF 8 Sqn
 - 12: 32-61, 30-67 Fiat G-91R WGAF LEKG-41
 - 19: 21-65, 22-68 F-104G WGAF JABOG-31; AR64-068 RF-4C USAF
 - WL795 Shackleton RAF 8Sqn

- Movements at Soesterberg included:
 - May 9: LM62-810 C-130E USAF (blue)
 - 14: SP66-633 F-4D USAF 23TFS/52TFW
 - 16: FX-13, FX-70 F-104G BAF 10 Wing; DT728 T-33A RDAF
 - 17: ZR68-565 RF-4C USAF 86TRW
 - 24: LN66-8765, LN65-0644, LN65-0659 F-4D USAF 48TFW Lakenheath
 - 27: 104661 CF-104D CAF; AR65-927, AR64-075 RF-4C USAF (till 28/5)
 - 28: DB63-808 C-130E USAF
 - 29: AR64-075, AR65-927 RF-4C USAF
 - 30: SP66-572(ex BR), SP66-615, SP66-620 F-4D USAF
 - June 4: XR762/C, XP740/B, XP-754R, XP748/M all Lightnings RAF of
 - 111Sqn Wattisham. They were here on rotation with 32TFS
 - till 11/6
 - XR371 Belfast RAF 53 Sqn Brize Norton; DB63-851 C-130E USAF
 - 5: XR752 Lightning RAF 111Sqn
 - 6: XP759/F Lightning RAF 111Sqn
 - 10: LM63-788 C-130E USAF; 242 AH12A MLD
 - BT69-255, BT68-375, BT69-274 F-4E USAF 36 TFW
 - 11: XS421/T Lightning RAF 111Sqn

Soesterberg cont.

June 13: XV741/A, XV781/O, XW766/E, XW765/D, XW763/K, XV792/N, XW769/H, XV758/D. All Harriers RAF 3Sqn Wildenrath
LM62-810, LK64-532 C-130E USAF
7-71 84001 C-130E RSWAF plus a C-47
89,35,41,42,54,52,55,69,74,63,85, all Saab SK-60's RSWAF
till 14-6
14: 104656, 104653 CF-104D CAF; DB63-852 C-130E USAF

-- Twenthe movements included:

March 22: GT-983 F-100F, G769 F-100D RDanAF
25: 952 s/n 68-10952 C-130H RNoAF
April 4: A-002, A-004, A-012 A-35XD Draken RDAF
3: DT-102 T-33A RDAF and an unknown C-47 of the RDAF
4: MT-44 Magister BAF
5: FT-17 T-33A BAF; WR65-767 F-4D USAF
16: FT-28 T-33A BAF
17: FT-17, FT-34 T-33A BAF
19: XV806/H Harrier RAF 20 Sqn Wildenrath
22: 35-65 RF-4E Luftwaffe AG-52 Leck; 104893 CF-104G CAF
XV741/A, XW769/H, XW765/D, XW767/F Harrier RAF 3 Sqn
23: XW765/D, XW766/E, XW917/L Harrier RAF 3Sqn; FT-14 T-33A RAF
24: XV792/N Harrier RAF 3Sqn
26: FT-24 T-33A BAF

A squadron rotation with RNoAF F-5A's is expected by the end of August.

BELGIUM

-- During the first two weeks of August 31Sqn/10Wing at Kleine-Brogel is expecting to have an rotation with 5 Stormo of the ItAF at Rimini.

CANADA

-- During the TWM the normally at Sollingen stationed CF-104's were spread over the following air bases:
421Sqn had a rotation at Gilze-Rijen with 9 CF-104's. 316Sqn from Gilze-Rijen will go to Sollingen in August.
439Sqn was stationed at Lehr Air Force Base.
441Sqn had a rotation at Bruggen with one of the Phantom squadrons.

FRANCE

-- Both squadrons of Escadre 30 at Reims-Courcy have now received the Mirage F.1. These squadrons are 2/30 "Normandie-Niemen", reg.code 30-M and 3/30 "lorraine", reg.code 30-P.
All Vautours have disappeared except 30-FB/347, which is now placed as gate-guardian.

ITALY

-- Some a/c are stored at Rimini in a very bad condition: F-86K 51-54 (38274), 51-52(54820), 5-52, 5-53, and 5-64 of which no s/n are known and T-33A 5-576(MM51-8576) which made a belly landing at Rimini and was w/o.
-- 18 Gruppo of 3 Aerobrigata at Villfranca di Verona received its first three RF-104G, regs 3-01, 02 and 03 to replace the last Italian Thunderflashes. The other two gruppi of the third wing are flying RF-104G and F-104S.

SPAIN

-- In April the last Sabres were withdrawn from use and replaced by NF-5's.
-- At 26 May the yearly "Victory Day" Parade was held in Madrid. The

fly-past of the Spanish Air Force showed following aircraft:

- 15 Phantom F-4C of 121 and 122 sqn Torrejon
- 16 Mirage IIIIE/BE of 111 and 112sqn Manises
- most of the 70 SF-5A/B/SRF-5A of 731 and 732, 211 and 212Sqn
- 11 Saetas of 203Sqn (with silver finish, just like the SF-5)
- 11 T-33A of 41 group with silver finish
- 9 T.9 Caribous of 372sqn
- Several C-54 and Azors of 351 and 352sqns.
- several helicopters.

Interesting to know for next year.....

- F-4C C.12-20 didn't get the individual squadron-number, however the a/c belongs to 122sqn. Some other F-4C's have their sqn numbers overpainted in black awaiting the definitive ones. These are the "mysterious black squares" of which we spoke in FLASH nr.42.

- Two Dornier DO-27s collided over Aium on 21 February, causing the death of both crews; a Beech Baron (serial E.20-5) crashed near Matacan on 9 February. On 15-2 a T-6G Harvard crashed near Aium.

UNITED STATES

- 18 RF-4C of Bergstrom AB(Texas) arrived at Zweibrucken and Ramstein on 7 May for a four-weeks-stay. The Phantoms were coded BA
Known registrations: BA67-431, 68-587, 71-253 of 12TRS (white)
- Wiesbaden movements included:
 - April 28: 148888/23 EP-3E USNavy VQ-2Sqn
 - May 1: 70-20952 CH-47C USArmy 205 Aviation Comp; DT835 T-33A RDanAF
 - 9: OT-ZAH Pembroke BAF 20Sqn
 - 20: 84-42 CH-53G HEER
 - 21: 10880 C-9A 329TAW
 - June 3: 18456, 18448, 18458, 18457, 18446, 18454 CH-54A USArmy 295Av.Com.
 - 4: 70014 C-141A USAF 437MAW
 - 12: 60204, 50266 C-141A USAF 437MAW
 - DB637852, LK640526, LK637788, LK640512, LK640535 all C-130E USAF
 - 13: 34-25 G-91T WGAFF LEKG-41; LK64-0539, 64-0579, DB63-7829 C-130E
 - 15: LK72-1291, LK64-512, LK64-513, LK64-532, LK69-6579 C-130E USAF
- Frankfurt movements included:
 - April 15: 68306 C-5A USAF 60MAW
 - 19: 156170/40 EC-130Q USNavy VQ-4Sqn
 - 22: 33286 C-118A USAF HQ-ATC 1 Company Wing
 - 23: 156174/24 EC-130Q USNavy VQ-4Sqn
 - May 5: 159363/JM CT-39G USNavy VR-24Sqn
 - 10: 15527 C-47 USAF to Berlin-Tempelhof
 - 27: 5-131 C-130H IIAF; 18033 U-21A USArmy (now based here)
 - 28: 156522/LQ-3 P-3C Orion USNavy VP-56Sqn
 - 31: C-1 F-27M RNethAF 334Sqn; 5-115 C-130E IIAF;
 - 11468 C-130H TurkishAF; 64144/AP-AUT C-130E Pakistan AF
 - June 10: TC-66 C-140H Argentinian AF
- Observed Phantoms at Ramstein on 23-5:
RS68-0527, 68-0401, 68-0441, 68-0475, 68-0452, 68-0491, 68-0438, 68-0490,
RS68-0489, 68-0497
- On 11 May USArmy station Hanau-Langendiebach had an Open Day:
Static: 70-18036 U-21A; 68-15934 OV-1C 122 Av.Com.; 70-16010 AH-1G;
70-15225 OH-58A
In hangars and on the field:
AH-1G: 16012, 15093, 16054, 16046, 16052
OV-1D: 17001, 002, 100, 011, 012, 006, 007, 008, 003 plus 15946 ()V-1C)

Hanau cont.

OH-58A: 15207, 15179, 15217, 16889, 15202, 15286, 15226, 20162, 21215, 21214, 21217.
 UH-1D/H: 15691, 59590, 16338, 59792, 15313, 15285, 16884, 15702, 16967, 15387, 17514, 16251, 16505, 16967, 16369, 16144, 15785, 15317, 17623, 15261, 17695, 15556, 20162, 17068, 16889, 15695, 16601

-- Passing through Lossiemouth on delivery to the R.Saudi Air Force were on 22 April F-5E's 00939, 00942 and 00943; present on 9 May were 00912, 00913, 00919 and 00938; on 22 May 00922, 00924 and 00944; on 29 May 00905 and 00945. Noted at Kinloss on 16 February were 6 F-5E's (2 of them being 00906 and 00914), all on delivery flight eastbound.

-- Interesting visitors at Mildenhall included:

April 3: 0-23493 WC-130B USAF 53WRS
 7: 21042 C-124C USAF 137MAG Oklahoma ANG
 11: 86971 VC-137B 98MAS/89MAW
 20: 80728/QA C-130B USAF 909TAG
 24: 33225 C-118A AFLC
 25: 21029 C-124C USAF 137MAG Oklahoma ANG

UNITED KINGDOM

-- A squadron rotation took place between Nr.4 sqn and 2/11 Esc. from the French AF flying F-100D from Toul-Rosieres, from 2 till 10 May. The regs: 11-MP/42265, 11-MQ/42154, 11-MT/42152, 11-MW/42269.

-- Movements at Wildenrath included:

April 22: A-010, A-011, A-35XD Draken RDAF 729Sqn
 23: CH-01 C-130H 15 Wing BAF
 26: 133345 T-33AN CAF
 27: 72-71 UH-1D HEER
 May 2: 64-BS/183 Noratlas FAF 65Esc. Evreux; 27-84 TF-104G JB-31
 3: 11-OF/49 Magister FAF 11Esc Toul
 7: 30-15, 30-17, 30-32, 32-04, 32-38, 32-86, 32-87, 33-14 G-91R Luftwaffe LEKG-43; OL-A57 Alouette II Belgian Army
 9: 73-06 UH-1D HEER; DT-450 T-33A RDAF
 11: 61-ZB/A06 and 61-ZN/- C-160F FAF 61Esc.

-- Movements at Bruggen included:

April 5: OT-ZAD/RM-4 Pembroke BAF 15 Wing
 18: DT566 T-33A RDAF
 19: FX-20, FX-49 F-104G BAF

-- Movements of Gutersloh included:

April 1: 20-09, 20-57, 21-50, 24-14 F-104G Luftwaffe JABOG-31
 2: 224, 242 F-5A/B R.NoAF 338Sqn
 8: 58-88 DC-28D Luftwaffe WS-50 Furstenfeldbrucken
 9: 84-31 CH-53D HEER; 27-86 TF-104G Luftwaffe
 17: FX-68 F-104G BAF
 18: 125, 241 F-5A/B RNoAF; 30-12, 31-82 G-91R Luftwaffe LEKG-43
 19: G-279, G-771 F-100D RDAF
 22: SP66-656, RS69-209, RS68-403 F-4D/E USAF; FX48, FX72 F-104G BAF
 25-90, 27-17 (T) F-104G Luftwaffe WS-10
 24: 31-52, 33-02 G-91R Luftwaffe LEKG-43; FX61, FX72 F-104G BAF
 29: 41-AN/92 Paris II FAF 41Esc; 35-24 RF-4E WGAF AG-52;
 25-47, 27-03, 27-16 (T) F-104G Luftwaffe WS-10;
 May 5: 20-38, 20-48, 2057, 22-37, 23-99 F-104G Luftwaffe
 ZR69-371 RF-4C USAF; G206, G279 F-100D RDAF
 13-TC/53092 T-33A FAF 13Esc. Colmar-Meyenheim

-- Laarbruch movements included:

June 20: 105,107,108,489 RF-5A RNoAF on rotation with 2 Sqn. Dates not unknown
 XV466,493,412,418,401,495 F-4M RAF 41Sqn Coningsby
 34-60 G-91T Luftwaffe LEKG-43; WJ827,861 Canberra T.4 RAF
 WH665,WK111 Canberra T.17 RAF 360Sqn; BD-15 Mirage 5BD BAF;
 BA-47 Mirage 5BA BAF
 21 58-93 DO-28D Luftwaffe LEKG-41; 3003 G-91R Luftwaffe LEKG-41

Four F-4E Phantoms of 496 TFS, Hahn AB were on squadron-rotation at Leuchars from 2-9 April: 80377, 80517, 80529, 80530 all coded HR

-- Northolt visiting strange birds:

April 2: 46-80 C-119G ItAF; 87 Nord 262 FAF
 5: K-688 C-47 RDanAF (also on 16-4)
 8: 46-13 MM61999 C-119G ItAF
 16: 64-BJ/112 Noratlas FAF
 25: 955 C-130H RNoAF

WEST GERMANY

- The Bundesministerium der Verteidigung ordered this month 3 Fokker F-28 Fellowship Mk.5000 with an option on three more. The Fellowship will be delivered to the Flugbereitschaftsstaffel at Koln/Wahn. The order for three Boeing 727 is probably cancelled now. The Fellowship will be the first Dutch a/c in Luftwaffe markings after WWII.
- More monuments and wrecks are discovered in Germany. Near Kerpen a F-104F is placed on a pole near the main-gate of the "Boelcke-Kaserne" of JABOG-31. The registration is DA-101, c/n not known. This reg is probably false. Near Bad Mergentheim near Lauda is a Sabre, reg "371" placed. At Oldenburg the wreck of a Sabre, JB-110, has been discovered and on Wunstorf the wreck of an UH-1D and two C-160 wrecks, one of which is silver (probably 50-03).
- New aircraft in the Helicopter museum in the town of Buckeburg are DO-29 YA-101 (c/n V-1), Bolkow 103 D-9505 (c/n V-1, ex D-HECA) and USAF Huskie 24547
- During the first two weeks of September JABOG-31 at Norvenich is expecting at rotation with Etendars and Crusaders of the French Navy.
- An interesting visitor at Oberpfaffenhofen: 54959 T-33A RHellenicAF
- On the road to Koblenz near Hermeskeil is an aircraft-museum. It contains the following aircraft:
 A H-21A ex HEER 8321; a civil N-2501 D-ACUT ex Luftwaffe 52-56;
 another H-21A still in HEER-camouflage 8311; a cockpit of a Luftwaffe T-33 BB-806 and a Marine Pembroke 5424.

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STOP PRESS : Editorial

1. Our excuses for the late appearance of the issue .We ahve done all what was in our power to get this issue published in time, but there were some problems with the printing of the photo-pages.
2. Both the dates of the Open Day Cambrai as Ramstein are moved. Open Day Cambrai will be held on 15 September. Open Day Ramstein will be Held on 25 August. The corrections are a bit late but unfortunately wedid not know it before. The originally dates we published in previous issues are from officially lists published by the concerned Air Forces. So don't blame us....

SHOW REPORTS----- SHOW REPORTS

REIMS-CHAMPAGNE : 9 June 1974:

Static: 30-QF c/n 62 CM-160R (ex 12 Esc)
 11-RO s/n 52736 F-100D 11Esc Toul-Rosierro
 10-SH c/n 55 Super Mystere B.2 10Esc Creil
 30-FF c/n 28 and 30-MK c/n 20 Mirage F.1
 2-LM c/n 430 Mirage IIIE 2Esc. Dijon-Longvic
 7-IE c/n A-10 Jaguar A 7Esc. Saint Dizier
 30-QM c/n 240 Flamant 30-QN c/n 187 Broussard
 62-WG c/n 147 N2501 62-WZ c/n 128 N2501
 62-ND c/n 4 Breguet 941S
 Hangar: 62-QW c/n 90 N2501 30-MA c/n 6 Mirage F.1
 Flight: 62-NC c/n 3 Breguet 941S
 62-WV/173, 62-WY/182, 62-KH/99, 62-KC/85, 62-KB/101 N2501
 Gate-guard: 30-FB c/n 347 Vautour

STRASBOURG-ENTZHEIM: 23 June 1974

Static: 11-ER s/n 42157 F-100D 11Esc Toul-Rosierro
 7-H. c/n A-23 Jaguar A 10-SH c/n 55 Super Mystere B.2
 2-ZF c/n 261 Mirage 3BE 13-SI c/n 25 Mirage 5F 13Esc. Colmar
 33-TO c/n 364 Mirage 3RD 2-EL c/n 423 Mirage 3E
 33-CM c/n 313 Mirage 3R 33-TF 357 Mirage 3RD
 33-XW s/n 41543 RT-33A 33-XG 41579 T-33A ex 338-HO
 AEH c/n 1105 Gazelle CYZ 1220 Puma from Phalsbourg
 Hangar: 33-CC/334, 33-CA/309, 33-NM/321, 33-CI, 33-CK/303 Mirage 3R
 Monument: 33-CK 3757 RF-84F
 other a/c on the field:
 67-FI c/n 2096 and 67-FG c/n 2085 SA318B Alouette
 33-ND/310, 33-NE/311, 33-NQ/332, 33-NL/317, 33-NS/323,
 33-NF/314, 33-NA/318 Mirage 3R

SOLLINGEN: 23 June 1974

Static: 104868, 104706, 104843, 104715 CF-104G
 104665 CF-104D 133450 CT-33A
 SHOW: 104786, 104822 CF-104G CAF
 Perhaps you don't believe it but this was all!

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CORRECTIONS AND ADDITIONS

FLASH Nr.44: Page 5: Brussel 16-4 24130 is not a VC-137 but a
 Page 6: BAC-221: 1-5-74 is not the d.d. bu f.f.
 Page 7: A-9A is from Northrop not General Dynamics
 Page 13: C-119J 51-8121 c/n 124 not 123; 51-8140 c/n 143 not 10918;
 MM52-5849 c/n 11008 not 10208; 52-5851 c/n 11010 not 10210,
 MM52-5882 to EC-119J not EC-199J.
 C-119G: c/n's: 10777, 10778, 10779, 10780, 10826, 10827, 10828,
 10862, 10864, 10865, 10866, 10867, 10868, 10909, 10910, 10912, 10946,
 10947, 10948, 10949, 10950, 10995, 10996, 11030, 11031, 11032, 11079,
 11080, 11116, 11117, 11121, 11122, 11144, 11145, 11213, 11235, 11245,
 11266, 249
 MM52-6003 ex 46-8; 52-6004 ex 46-12; 52-6007 ex 46-37;
 MM52-6017 ex 46-18; 52-6024 ex 46-41; 52-6048 ex 46-42;
 MM52-6049 ex 46-33
 FLASH Nr.45: Page 4: Eindhoven 20-16 is MM54252; 51-35 is MM6785

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ITALIAN AIR POWER (part 3)

Due to lack of space this month we only go on publishing

AIRCRAFT OF THE A.M.I. part 3

Douglas C-47 Dakota

The exact number of Dakota's delivered to the A.M.I. by the U.S.A. directly after the W.W.II is not known to us, but will be about 35. A great number of them is still in use with the Stato Maggiore at Roma and some with the test-squadron at Cagliari (Sardinia). Some of the Italian Dakota's were converted to C-53D's, which have a somewhat longer nose.

As far as known two a/c are sold to the Somali AF, while it is expected that the remaining aircraft will be replaced in the nextcoming years.

<u>S/n</u>	<u>reg</u>	<u>details</u>
MM-61764	SP-21	details
MM-61765	SM-13, CR-40, SP-20	
MM-61766	SP-22, RR-04	
MM-61767	AS-4	to Somali AF
MM-61768	SM-23, SM-9, SM-29	converted to C-53D
MM-61775	RR-03, SM-9	
MM-61776	SM-34, SM-18, CR-45	
MM-61777	CR-43	
MM-61778	SM-13, SM-10	
MM-61779	SM-30	
MM-61779	CR-41	
MM-61800	SM-5, SM-30, RR-01, SP-19	
MM-61811	RR-11	
MM-61812		
MM-61813		
MM-61814		
MM-61815	SP-14, SP-24	
MM-61816	AS-4	to Somali AF
MM-61818	SM-14, SM-24, SM-31	converted to C-53D
MM-61819 and MM-61820		
MM-61821		
MM-61822		
MM-61823	CR-40	
MM-61824		
MM-61825	ZB-10, SM-10, SM-33, SM-32	
MM-61826	SM-20, CR-44	
MM-61832	SM-16	converted to C-53D; w/o 23-11-73
MM-61893	SP-25, CR-46	/at Porto Marghera
MM-61894	SM-32, SM-25, SM-30, RR-02, SP-12, SM-32	
MM-61895	CR-42	
MM-61896	SP-26	
MM-61897		

Piaggio-Douglas PD-808

An initial order for 25 PD-808's was decreased to 18, of which some (3 a/c) are converted to ECM aircraft while the remaining are used as V.I.P. and communications aircraft. Besides the prototypes no registrations are shown on the Piaggio's, only a small s/n. These are: MM577 and MM578 for the two prototypes, with registrations RS-4 and RS-3 resp., c/n's are 501 and 502. The other 16 are MM61948 up to MM61963, c/n 506 up to 520. The initial name of the a/c was "Vespa-Jet", but this name is not used any longer. The prototypes made their first flights on 29 August 1964 and 14 June 1966

Lockheed T-33A

Approx. 60 T-33 trainers were delivered for the base-flights of most air bases, which are still in use. Till now only 58 s/n's are known to us, but perhaps one of our readers can help with the remaining ones. Some of the T-33's are used in reconnaissance roles (RT-33A), while at least 4 a/c are taken over from the Norwegian AF. Here is our list:

<u>MM s/n</u>	<u>reg</u>	<u>details</u>	<u>MM s/n</u>	<u>reg</u>	<u>details</u>
49-0946			51-17534	53-27,5-534	
51-4514	CR-22	RT-33A	51-17536	51-85	
51-6660			51-17548	3-548	
51-8249			51-17937	937	
51-8576	5-576	wreck at Rimini	52-9140		
51-8829	4-829	ex R.No.AF	52-9898	898,4-898	ex R.No.AF
51-8832	832	ex R.No.AF	53-5222		
51-8930			53-5238	51-80	RT-33A
51-8936	936,8-936,CR-24		53-5322	51-76	RT-33A
51-8937	51-85,50-24,51-86	ex R.No.AF	53-5350		
51-9030			53-5396	51-81	RT-33A
51-9031	3-931		53-5430	OT-30,ST-142,36-63,51-83	RT-33A
51-9033			53-5525		
51-9037	CR-21		53-5587	51-78	RT-33A
51-9140	5-140		53-5594	6-63	RT-33A
51-9141	9-31,3-141		53-5668		
51-9145	145		54-1002		
51-9249	3-249,9-31		54-1603	ST-603,SST-2,5-603,4-603,CR-23	RT-33A
51-9253	9-32		54-1615	4-615	
51-17418	3-418		55-2980	51-86	
51-17451			55-3030	51-87	
51-17455	53-26		55-3033	CAT-1,4-933	
51-17470	GS-2		55-3036	5-036	w/o
51-17477	GS-1,9-33		55-3066		
51-17484	3-484		55-3076	CR-21	
51-17488	488,36-67		55-3077	36-66	
51-17489	6-30,53-27		55-3080	5-380,6-30	w/o 21-5-70 Caselle
51-17495					
51-17506	8-506,506	w/o Cervia 7-2-71	55-3737		
51-17529					

Piaggio P-166M

The P-166M is evolved from the Piaggio 136, an amphibian. The P-166 is a land aircraft however, used for light transport and liaisons duties. Official sources say that the A.M.I. received 51 aircraft, but we can offer you 52 serial-numbers! Here is our survey:

<u>MM-s/n</u>	<u>regs</u>	<u>MM-s/n</u>	<u>regs</u>
61871		61906	
61872	SP-44	61907	SM-39,RB-63,RB-73
61873		61908	SP-56
61874	SP-40	61909	SP-50
61875	SC-4,RS-12,SP-37	61910	RM-70
61876		61911	SM-18,RM-73
61877	SP-37,RS-21	61912	SP-52
61878		61913	SP-51,RM-71
61879		61914	SP-52
61880		61915	SP-52,SP-10,RR-36
61881		61916	SP-53
61882	RM-72	61917	SP-54

-a/n	reg	MM-s/n	regs
61883	RM-72	61918	
61884	RR-34, RM-24	61919	SP-57
61885	RS-15	61920	SP-58, SP-51
61886		61921	SP-59, RR-32
61887		61924	SP-49, SP-60
61888	SP-38, RR-30	61925	
61889		61926	
61890	SP-33, RR-31	61927	SP-65, RM-71
61891		61928	SP-68
61892		61929	SP-61
61902	RS-22, RR-31, RR-33	61930	SP-63
61903	SP-34	61931	RR-05
61904	SC-3	61932	RB-64
61905	RB-62	61933	RR-35

Additional serial details of the Italian F-84G Thunderjets by A.le Nobel

Despatched from USA in:

Feb. 1952: 51-9650, 9680

Mar. 1952: 51-9699, 9708, 728, 739, 740, 741, 742, 743 (see Flash 45), 744, 745, 51-9747, 751, 753, 755, 757, 758, 761, 765

Apr. 1952: 51-9799, 9800

May 1952: 51-9817

Mar. 1952: 51-9827, 835, 847

Apr. 1952: 51-9876, 881, 882, 893, 896, 897, 902, 903, 906, 907, 908, 909, 912, 913, 51-9914, 921, 924, 926, 930, 931, 932, 935, 947

May 1952: 51-10027, 038, 055, 077, 099, 104, 117, 127, 128, 130, 144, 146, 152, 51-10153

In February 1952 the following eight F-84G's were despatched from the USA to Italy, but they were re-shipped from Italy to Greece as far as known: 51-9640, 9651, 664, 670, 683, 685, 695, 697

Additions to the list to Thunderjets from Paul Jackson:

51-9664 reg 4-50; 51-9761 reg 5-59; 51-9841 reg 4-44; 52-3000 .-14 w/o at Furstenfeldbruck 1956.

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METEORS IN KLU SERVICE (part 2)

I-2 ex G-AKPK c/n 65/201 FF.19-3-48; CofA 12-4-48; Gloster demonstrator registration cancelled 11-48

I-8 to I-20 (RAF serial/ Struck-off-RAF-charge): WA623/7-8-50; WA626/7-8-50; WA633/7-8-50; WH165/14-2-52; WH203/14-2-52; WH193/2-4-52; WH196/2-4-52; WH199/2-4-52; WH179/19-11-52; WH202/19-11-52; WL469/19-11-52; WH233/23-2-53; WL482/23-2-53

I-301 to 309: WH207/20-3-53; WH222/20-3-53; WL487/20-3-53; WG998/12-2-53; WH125/27-3-53; WL426/29-4-53; WN315/29-4-53; WH237/20-5-53; WL477/15-7-53

I-313 and 314: XF279/9-12-54; XF278/9-12-54

I-316 WH135/14-12-54

I-318 to 320: WL412/14-12-54; WA674/16-9-55; VW417/5-10-55

I-322 to 325: WA592/9-5-56; WF856/9-5-56; WH247/21-10-55; WH177/21-12-55

I-310 & 317: WH245/6-1-54 and XF275/6-1-55 order uncertain

I-311 & 312: XF276/3-11-54 and XF277/3-11-54 order uncertain

I-315 & 321: not known

I-55 to 81: VZ391/393/395/396/397 all 16-1-50; VZ387/400/388 all 7-2-50; VZ390/399 all 16-2-50; VW309 26-4-50; VV286/VZ398/402/409 all 28-4-50; VZ408/VW288/264/291 all 22-5-50; VV310/313/VT333/VW263/VZ394 all 14-7-50; VW295/296/315 15-9-50

The F.8's were WF697/698/699/694 and 696 which were soc 1-10-51 with WF691/692/693/WH701/VH448. PAF records say that all these went to Holland but the last 5 may have flown on to Belgium.

The MLD aircraft never used "U" regs (U-50 is 21-50 as U is the 21st letter of the alphabet) 134-137 were later used by the H-34.





TACTICAL WEAPONS MEET-1974

From 27 May to 7 June the eleventh TWM was held, this year at the Canadian Forces Base near Sollingen in Southern Germany. FLASH reporters Frank Klaassen and Hans Engels payed the Meet a three-days visit: their article goes herewith. It's divided in two part: the first one gives some of their impressions, the second deals with the more concrete details.

PART 1: IMPRESSIONS

Tuesday 28 May

At about eleven in the morning we arrive at the main-gate of CFB Baden Soellingen, "Europe" at the Canadians name it. An impressive CAF Sergeant escorts us to the press-centre. "Mr.Larsen, nice to see you again, how are you". MSgt Dick Larsen of the AFCEINT Information Office is an old acquaintance of ours!. We receive a security pass, which we have to wear all the time during our stay at Sollingen. Dick tells us that the 2 Dutch press-officers are showing some men around at the flight-line, perhaps we'd care to join them? Sure we do, and in a special Press buss we are driven to the aircraft parking area. A hord of photographers are swerving around the planes, guarded by Major Pijpers and Captain Strijker of the Netherlands air force. Many familaisir faces behind the lences of the Pentax, Minolta and other camera's by the way; half the spotter-world seems to be walking around at this airbase. Unfortunately we left our camera's in the car, so we just stroll along-side the Mirages, Starfighters, Phantoms and NF-5's and have a chat with Capt.Strijker. Hans has a special problem: he wants to make a film of the Meet. The entire press-staff is enthusiastic at once! "We may proceed!!"

In the afternoon we settle somewhere alongside the runway, meaning that we are about 10 metres away from it. Sun, grass, smell of petrol, everything that makes your aviation hart beats faster, is present. We spend about three hours at the runway, making the most fantastic shots. It's only the second day of the meet and for the very first time the aircraft are taking-off to make gunnery-attacks at the range. Four aircraft at a time shoot themselves in the air, returning at Sollingen some 50 minutes later, without their bombs and amunition.

A heavy shower makes an end to the spectacle, as far as, we're concerned that is; back to the press-centre as soon as possible.

"Interested in a flight to the range, tomorrow?"

"Sure". We're booked for a five-hours-trip by helicopter to the Suippes range; we will be leaving at ten o'clock tomorrow morning.

Wednesday 29 May

"Good morning gentlemen, my name is Jansen, I'm the pilot of this helicopter that will take you to Suippes. The flight will take about two hours, if you should get sick underway, please let us know. Oh by the way, no smoking in the plane". The German heli-pilot in his orange flying-suit grins encouraging and then climbs in the canopy of his UH-1D. We are packed like sardines: the two of us, two german officers, a Colonel of the Royal Army who is to escort us, a Canadian and three German journalists. The flight does take two hours; low over French countryside our 73-82 flies the route that Lt.Eheman, the navigator, has set out on his flying-chart.(We even come across a FAF Noratlas, resulting in a sudden turn over right). At 12.15 exact the helicopter lands at the platform in front of the control-tower of Suippes range; "Attila" is the code-word of the shooting-area. At the platform we get aware of a French Alouette II, 163-MA, and an UH-1D of the German HEER, 72-83. We get

permission to climb to the upper floor of the 15 metres high control tower, in order to observe the shooting from there. We have some time left, for at 13.00 hours the first aircraft are to overshoot: RAF Phantoms. The crew of the tower consists of 2 French traffic-controllers; furthermore an international jury, consisting of the Norwegian Colonel Sørensen and an American Major from Naples is present. One o'clock sharp: the first aircraft; not the expected Phantoms, but German Starfighters. One by one they throw their dummy-bombs on an old tank which has been placed somewhere in the field; then they return for the "price-shooting" at the white targets, which are situated in 2 rows of five, next to each other. The first F-104 shoots his target entirely to pieces....

A few minutes after the disappearance of the Germans Col. Sørensen telephones their results to "Meet-Headquarters" at Sollingen; he has a direct line at his disposal for that purpose

"This is Suippes with the results of the 13.00 Alpha attack by F-104 WGAF: Bombing. Number one, full hit, 20 points. Number two, missed, zero points. Number three, full hit, 20 points. Number four, near miss, 10 points.

Strafing. Numbers one and three, 16 points. Numbers two and four, 54 points

Grand total 110 points, no penalties".

Some explanation might be at its place, we guess. Well, as part of the so called "Tactical Phase" 4 aircraft were to carry out a bombing-attack on a target, placed on a certain spot, known by the pilots. This attack has to be coordinated by the pilots and between the first and the last bombing-impact there may be no more than 60 seconds. Round the target a circle has been made with a range of 15 metres; every bomb, "exploding" in that circle gives 10 points, a bomb hitting the target gives 20 points.

Then the strafing points. With his guns the pilots aim at 2 targets, nos 1 and 3 at one, nos 2 and 4 at the other. Every aircraft carries 50 cartridges and every hit means one point. Clear?

During our stay we can observe Phantoms of the RAF, Canadian Starfighters, French Mirages and our very own NF-5's

"A penalty" says the Norwegian Colonel when the last NF-5 rushes away. "Eight seconds between strafing of nos three and four!" The space between 2 attacks appears to have been 6 seconds instead of 10, which is required; an exercise in accuracy indeed, this TFM!

"Gentlemen, please prepare to go to the helicopter as soon as the French aircraft are finished" shouts our British escort. It appears that we have only 10 minutes to get out of here, as new attacks are scheduled. Shortly afterwards we're airborne again, with 2 hours of flying ahead of us. A German reporter of the "Badischer Zeitung" obviously doesn't feel so good in the shaking helicopter...

Round 5 o'clock we're back at Sollingen; for tonight we've planned a visit to Baden-Baden!!!

Thursday, 30 May

The last day of our stay here. The first aircraft will not be taking off before noon, and since we arrived a little too early we just hang around a bit in the press centre. Coincidentally we meet the entire flying-crew of 315 Squadron there, who come to meet their friend Captain Strijker. We're having a chat with 315's commanding officer, also captain of the Dutch team, Major Jan Penson. The major tells us that 315 isn't very fortunate this time. It appears, that during the bombing at Suippes the wrong targets were hit! A jury's mistake really, for before take-off the pilots receive a photograph of the target plus its coordinates. Both the Belgian and the Dutch prepared their mission according to this information, but the target had been placed some 400 metres further!

On the spot where the old tank had to be according to the picture, was nothing. Result: zero points for 2 ATAF...

Oh well; it's time to go to the dispersals. Captain Strijker, helpfull as ever, will escott us. To the Belgians first. Their five Starfighters are just being run up, 4 that are to make the real attack and one reserve aircraft. One of the Belgian pilots is so kind as to climb in his aircraft again, just for our film!! Our next victim is the USAF; a row of 10 Phantoms at the flight-line, four of which are about to take-off. The majority of these Americans are Vietnam veterans, by the way.

But we're finished here. After buying some extra packages of duty-free cigarettes (70 pfennig!) for underway, we're heading northbound again, direction Holland. Another mission is taking-off, when we drive through the main-gate.....

PART 2 THE FACTS

The Tactical Weapons Meet is a biennial contest between fighter-bomber aircraft of 2 ATAF and 4 ATAF, during which flying abilities, navigation achievements and the weapon abilities are being tested.

The instructions which the pilots receive are divided into two sections. The "Range Only" in which the pilot is flying to the target on the Suippes range, situated in N-France about 200 kilometres west of Bad-Sollingen AFB, from which the competition was being held; Navigation problems do not occur in this case, in contrast with the "Full Mission" section, in which a long navigation flight is being made over a part of Central Europe preceding to a bomb-attack at Suippes; Of the 9 flights each participating pilot must fly 2 during night-time.

The missions must be executed according to two different dropping-techniques. Either the "lay-down" method is being used, in which the bomb is dropped horizontally flying, or the "ladd-technique" is used, in which the pilot dives to the target, pulls up again and only then he drops his projectile. It swished with a large curve to the target and it gives the pilot opportunity to escape in time and to stay unharmed when the bomb explodes. This is a very difficult technique, which requires a lot of training.

This year the Canadians acted as hosts at one of the two Air Bases they have got left in W-Europe namely Bad Sollingen, situated in the Rhine valley, South of Karlsruhe. It is the home-base for the Candian 439 (Starfighter) Squadron.

A few thousand Canadians live at and around the base, consisting of military personnel and their families. As is the same case at the American Air Bases in West Europe a real town has been conncted to the Air Base: one can find all sorts of shops, supermarkets, cinemas, an hospital, spoting-fields, such as tennis-courts and golf-links; all this in the Canadian style of living. The gloomy dark-green colour of all buildings only reminds us that we find ourselves here not in a civil town in Canada but a NATO-installation in West Europe

The Tactical Phase of the Meet began on 27 May. 3 Missions consisting of 4 aircraft each were being carried out. a bomb-attack was made with these aircraft on a target which was placed in a certain position on the Suippe range near Moutmelon (France).

This attack must be carried out by the pilots in a perfect coordination and between the first and the last comb-inpact no more than 60 seconds may expire. After this a gunnery-attack is being carried out on two targets. The team-captain and the four pilots must make a minimum of

of two flights in this phase of the Meet.

Major Penson, the Dutch team-captain was the only pilot of 315 Squadron who also flew the F-84F with the same 315Sq, then based at Eindhoven. He could express the difference in flying the F-84F of the NF-5 very exact, when we asked him: "the first one was the "work-horse", the last one a "taxy".

Moreover Major Penson was the only pilot of the team who participated in a Weapons Meet for the second time, for in 1966 he was at Chaumont France, being a member of the Dutch F84F team. Then he got a reward for the best shooting-results.

The Dutch team of this year's Meet consisted, except for Major Penson (team-captian, commander 315Sq), also of Capt.H.Lyders, 1Lt.Bennema, 1Lt.Reith and 2Lt.Soolsma and of about 50 ground-personnel of 315Sqn from Twenthe.

The participating countries, their aircraft and units are listed below:

2 ATAF

RNethAF	NF-5A	315Sqn from Twenthe	K3003,3005,3009,3022,3056
BelgAF	F-104G	10Wing from Kl.Brogel	FX-51,25,81,96,24
RAF	FGR.2	17Sqn from Bruggen	XV425,462,483,487,488
Luftwaffe	F-104G	JB-31 from Norvenich	2160,2165,2178,2652,2245,2239

4 ATAF

CAF	CF-104G	439Sqn from Sollingen	104770,104838,104841,104862
Luftwaffe	F-104G	JB-34 from Memmingen	2301,2245,2260,2290
USAF	F-4D	50TFW from Hahn	HR66-558,66-677,66-698,66-714
			HR66-768
USAF	F-4E	36TFW from Bitburg	BT68-526,69-240,69-245,69-248,
			BT69-303

Guest Team

FAF	Mirage 5F	3/13Esc from Colmar	13-SA/12(silver),13-SK/37, 13-SN/34,13-SQ/47,13-SB/50(Silver)
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visitors and redident aircraft: on 14-6

27-23 TF-104G WGAF WS-10; 27-27 TF-104G WGAF JB-36; 67-FG/2085 A1.2 FAF; 7241,7333 UH-1D HEER Bat.20 Roth; 133393,133069,13345 CT-33AN CAF; 136228,136236,136237 CH-136 Kiowa CAF; 96608 UH-1N 7SOS

The first AFCEAT Tactical Weapons Meet was held in 1962 at St.Dizier France. Since then it has been organised every year (since 1970 every 2 years), in which 2 ATAF won six times and 2 ATAF four times. The final results of this year are as follows.

- Broadhurst Trophy for the Winner of the Meet: 2 ATAF
(2 ATAF 2921 points, 4 ATAF 2706)
- Vulcan Trophy for the Winner of the Tactical Phase: 2 ATAF
(2ATAF 930 points,French 230 and 4 ATAF 730)
- Walter Trophy for the Winner of the Attack Phase: 2 ATAF
(2 ATAF 454 points, French 439,and 4 ATAF 405)
- Canberra Trophy for the Winner of the Dual Section: 4 ATAF
(4 ATAF 1571 points and 2 ATAF 1537)





WEST GERMAN AIR POWER CORRECTION AND ADDITIONS

ALOUETTE II (FLASH Nr.43 page 9)

Thanks to Peter Vercruijssse we can now give you a more complete list of the Alouette 2. Total deliveries are 247 Alouette 2 (SA-313) and 53 Alouette 2 Astazou (SA-318).
Of the SA-313 we can now offer you a list of 243 c/n's, so we are nearly complete now,

<u>c/n</u>	<u>reg</u>	<u>c/n</u>	<u>reg</u>
1178	75-01	1391	75-51
1179	PA134, PQ133, PE134	1402	75-52
1180	75-02	1403	75-53
1188	75-03	1404	
1191	75-04	1405	75-54
1192		1406	75-55
1193	75-05	1416	75-56
1194	75-06	1417	75-57
1195	75-07	1418	PX205, 75-58
1196	75-08	1419	75-59
1215	75-09	1420	75-60
1216	75-10	1431	75-61
1217	75-11	1432	PB137, 75-62
1257	75-12	1433	75-63
1265	75-13	1434	
1266	75-14	1437	75-64
1267	75-15	1448	75-65
1274	PG131, PC131, 75-16	1449	75-66
1275	PY201, 75-17 w/o 9-8-69	1450	75-67
1276	75-18	1451	75-68
1277	75-19	1452	75-69
1286	75-20	1462	75-70
1287	75-21	1463	QW735, 75-71
1288	75-22	1464	QW736, 75-72
1289	75-23	1465	75-73
1298	PH237, 75-24	1466	75-74
1299	PF133, QA203, 75-25	1477	PP134, 75-75
1300	75-26	1478	PA137, 75-76
1301	75-27	1479	PP137, 75-77
1310	75-28	1480	PP138, 75-78
1311	75-29	1481	PL137, 75-79
1312	75-30	1482	PL138, PK206, 75-80
1313	PC138, 75-31	1493	PL135, 75-81
1324	75-32	1494	PL136, w/o 16-11-64
1325	75-33	1495	QK351, 75-82
1326	75-34	1496	QK352, 75-83
1327	75-35	1497	QK353, 75-84
1337	75-36	1498	QK354, 75-85
1338	75-37, w/o 16-9-68	1511	PE131, 75-86
1339	75-38	1512	PE132, 75-87
1340	75-39	1513	PQ931, 75-88
1349	75-40	1514	PQ933, 75-89
1350	75-41, w/o 7-1-69	1515	PQ935, 75-90
1351	75-42	1516	PQ936, 75-91
1352	75-43	1527	PL139, 75-92
1361	PD138, 74-44	1528	PL140, 75-93
1362	75-45	1529	PD139, PD209, 75-94
1363	75-46	1530	PD140, 75-95
1364	75-47	1531	PP139 w/o 1962
1388	75-48	1532	PP140, 75-96
1389	75-49	1533	PB139, 75-97
1390	75-50	1543	PQ939, 75-98

1544	PQ940,75-99	1707	PN143,76-58
1545	PN131,76-00	1708	76-59
1546	PN132,76-01	1709	
1547	PK131,76-02	1712	76-60
1548	PK132,76-03	1718	76-61
1549	PF139,76-04	1719	76-62
1559	PF140, PF208,76-05	1720	76-63 w/o 7-12-67
1560	PA139,76-06	1721	PH211,76-64 w/o 20-12-68
1561	PA140,76-07	1722	76-65
1562	PB140,76-08	1732	76-66
1563	PC139,76-09	1733	76-67
1564	PC140,76-10	1734	76-68
1574	PG133 w/o 12-7-61	1735	76-69
1575	PG134,76-11	1736	w/o 10-65
1576	PN133,76-12	1737	76-70
1577	PN134,76-13	1746	76-71
1578	PK133,76-14	1747	76-72
1579	PK134,76-15	1748	PC142, PC211,76-73 w/o 26-2-70
1530	PJ335,76-16 ex F-WIEK	1749	76-74
1590	PJ336,76-17 ex F-WIEH	1750	w/o 1966
1591	PE135,76-18 ex F-WIEI	1751	76-75
1592	PE136,76-19	1760	76-76
1593	PG135,76-20	1761	76-77
1608	76-21	1762	76-78
1609	76-22	1764	PP144,76-79
1610	76-23	1765	PH241, PY205,76-80
1611	76-24	1774	PH242, PY206,76-81
1612	QW743, QW216,76-25	1775	w/o 12-9-66
1613	QW744,76-26	1776	76-82
1622	76-27	1777	PG137,76-83
1623	76-28	1778	PG209,76-84
1625	76-29	1779	76-85
1627	76-30	1788	76-86
1630	76-31	1789	76-87
1632	76-32	1790	76-88
1638	76-33	1814	
1639	76-34	1815	w/o 17-3-66
1640	76-35	1816	76-89
1641	76-36 w/o 30-4-68	1817	PJ334, PY207 w/o 28-6-67
1642	76-37	1832	76-90
1643	76-38	1833	76-91
1655	76-39	1834	76-92
1656	76-40	1835	w/o 25-6-64
1657	76-41	1836	P0136, PY208,76-93
1658	76-42 w/o 16-7-68	1839	P0137, PY209,76-94
1659	76-43	1840	P0138, PY210,76-95
1660	76-44	1841	P0139, PY211,76-96
1672	PJ333,76-45	1842	76-97
1673	76-46	1843	76-98
1674	76-47	1846	76-99
1675	w/o 1966	1847	77-00
1678	76-48	1848	77-01
1689	w/o 1966	1849	77-02
1690	76-49	1850	77-03
1691	76-50 w/o 28-2-68	1853	77-04
1692	76-51	1854	P0140, PY212,77-05
1693	76-52	1855	77-06
1694	76-53	1856	w/o 1966
1697	76-54	1857	77-07
1698	76-55	1858	77-08
1705	76-56	1860	w/o 10-65
1706	76-57	1861	77-09

1862	77-10	1872	AS365,77-18
1863	AS358,77-11	1873	77-19
1864	77-12	1876	77-20
1865	77-13	1877	77-21
1868	77-14	1878	77-22
1869	77-15	1879	77-23
1870	77-16	1880	AS371,77-24
1871	AS364,77-17		

ALOUETTE II ASTAZOU

C/n's of the 53 SA-318's are:

2008,2015,2016,2017,2027,2031,2032,2040,2041,2046,2047,2054,2055,2056,
2061,2062,2069,2070,2071,2076,2077,2084,2085,2086,2091,2092,2098,2099,
2100,2101,2105,2106,2107,2108,2113,2114,2115,2116,2118,2119,2120,2121,
2122,2123,2128,2129,2130,2131,2132,2134,2135,2136,2137, regs 77-25 up
to 77-77 resp.; 7740 w/o 23-5-69 and 7751 w/o 21-8-70

Further corr. and add.:

FLASH Nr.42 page 7: Gannet T.4 must be T.5

page 7: MFG-2 also flew F-104G (VB-code)

page 8: Atlantic c/n 01 is ex Aeronavale 01/A (F-ZWVA),
this a/c also flew in Bundesmarine colours with
an "A" on the fuselage. Atlantics 02,04,06 and 08
(c/n's) must be 2,4,6 and 8; Gannet T.5 UA-099 must
be UA-99.

HU-16A/D: the c/n's are in fact USAF and USNavy
serial-numbers!

page 10: Sea Hawk crashed in East Germany in August 1962.

Some more H-34 withdrawals:

80-03 (58-701) to D-HAGB-X (!)

80-28 (58-1093) to D-HMBA, to CF-ALH

80-36 (58-1101) to CH-1101 (Swiss reg.!), to N-62538, to LN-OSA

80-68 (58-1538) to N --, to PT-HFG

60-82 (58-1570) to N-47785, to PT-HFQ

80-87 (58-1582) to N-14590

.....

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-- WANTED: Correspondents to exchange negatives of airliners and
military a/c in Spain, United Kingdom, Eire or any non-
European country. Write to: Karl Kramer, D-826 MUHLDORF/Inn,
Von-der-Tann Strasse 2A, West Germany.

-- WANTED: Correspondents, especially in West Germany, Great Britain
France and U.S.A.. to exchange negs and photos. Moreover
wanted a list of air bases in East France and Côte d'Azur
and in West Switzerland.
Write to Harry Berger, Brinkstraat 34, HENGEL0, Holland.

-- WANTED: Information, photos, drawings, etc. on the F-104 Starfighter
for an historical project. Material eventually can be swaped.
Photos for exchange or to purchase.
Please contact SAFCH-The Netherlands, Welleweg 4, BRIELLE,
Holland.

-- WANTED: Correspondents all over the world to exchange negs and slides.
J.Los, Krugerlaan 7, ZEIST, Holland.

-- WANTED: Correspondents to exchange top quality negs and slides of
military a/c mainly fighters. I am operating 2 pentax camera's
and are only photographing on the ground, mainly with 55mm
lens. List of material to exchange, available at the following
address: M.D.Tabak, Ruysstraat 40, BUSSUM, Holland.

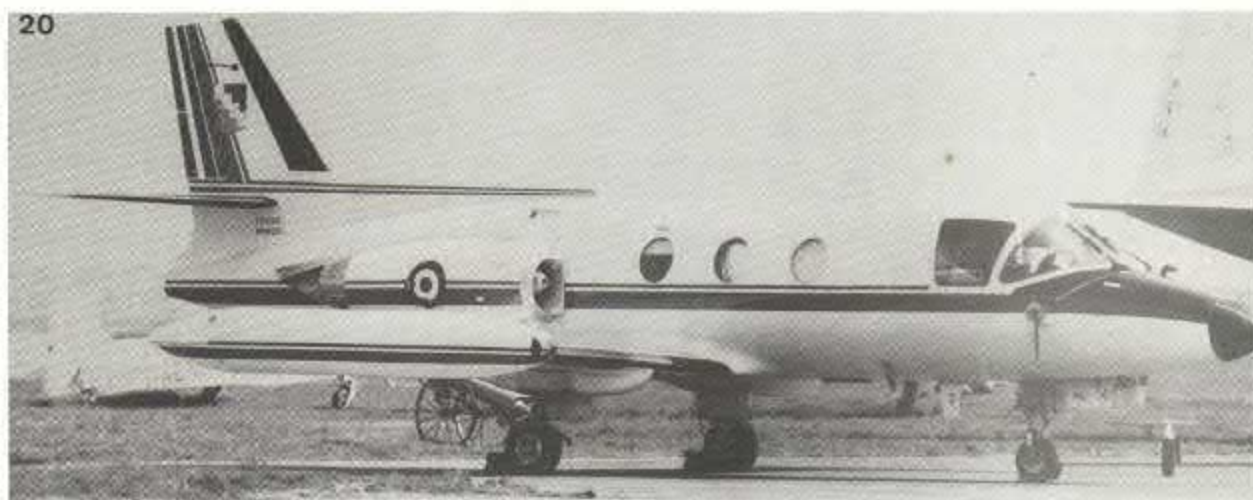
BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: F-105D Thunderchief of 49 TFW at Spangdahlem. Presently the Wing is flying the F-4D at Holloman. The Wing is a mobile Wing; during war-time it is based in Germany. Every year (March) they fly directly from the States to Germany. Here they stay about two months and then they return to the States. Photo:USAF
- PHOTO 2: One of the Neptunes of the MLD with a white upper-fuselage.
Copyright: C.J.van Gent
- PHOTO 3: Just imagine that F-100F of the FAF is flying again.
Copyright: P.v.Gemert/GCA
- PHOTO 4: F-84F Thunderstreak O-19383 during exercises in Europe.
Copyright: F.Klaassen
- PHOTO 5: The gate leading to the TWM area. Photo AFCEM
- PHOTO 6: Phantom 69-245 taxiing to the runway for an attack on the Suippes range.
Photo F.Klaassen
- PHOTO 7: Last time the Belgians used Mirages, but this time the good old Starfighters was back in business again. Photo F.Klaassen
- PHOTO 8: A look at the 315 Squadron area. Photo AFCEM
- PHOTO 9: The Dutch team in conversation with Captain Strijker, our guide at Sollingen; on the right Hans Engels. Photo F.Klaassen
- PHOTO 10: A camouflaged Mirage 5 of the FAF was 13-SQ. Photo F.Klaassen
- PHOTO 11: Aircraft from seven nations featured during the 11th TWM: starting from the front and running clockwise they are French Mirage 5, Canadian CF-104, German F-104, US Phantom, British Phantom, Belgian F-104 and Dutch NF-5.
Photo: Rene Herremans-BAF
- PHOTO 12: Lt. Ghemann, our navigator to the Suippes range in Iroquois 73-82.
Photo F.Klaassen
- PHOTO 13: A look at the interior of the Suippes traffic-control tower; left the controller, right the pilot of the French stand-by helicopter.
Photo F.Klaassen
- PHOTO 14: A Canadian Starfighter in action at Suippes.
Photo F.Klaassen
- PHOTO 15: The helicopter that took the jury to the targets to check the results; the picture was taken from the upper platform of the control tower
Photo F.Klaassen
- PHOTO 16: The scoreboard as it looked after the third day of the Meet; Frank Klaassen is studying the results.
Photo H.Engels
- PHOTO 17: A Belgian pilot climbing out of his Starfighter after a completed mission.
Photo F.Klaassen
- PHOTO 18: German ground-crew at ease in front of one of their (JABOG-31) Starfighters.
Photo AFCEM
- PHOTO 19: During a rotation at Eindhoven with 314Sqn, this F-104S 51-38 of 51Wing/155Gruppo from Istrana;
Photo H.v.Tuyn
- PHOTO 20: PD-808 MM61951 of the Stato Maggiore. Except for the two prototypes none of the PD-808's has a registration.
Photo G.Hiltermann
- PHOTO 21: P-166M MM61927 reg. SP-65. Photo G.Hiltermann
- PHOTO 22: T-33A 3-030 at Villafranca di Verona. Photo G.Hiltermann

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