

FLASH

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

- Except for payments ALL mail concerning FLASH should be sent to the following address: "FLASH Aviation Magazine"
P.O.Box 855,
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- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.

Dear Reader,

Again we have reached a milestone: for the fifth time one of the editors is leaving the FLASH-team. Another fine colleague is to join the "Retired Editors Home" where Danny Hertogs, Hans van Tuyn, Jan van den Oever and Hans Engels are already spending their last years. Gijsbert Hiltermann has been the stimulating phenomenon behind the magazine since its establishment four years ago. We are very sorry that the increase of his study forced him to stop. However, Gijs will continue with his articles on the Italian Air Power every month (not this time, see below) and his WGAF report is still subject of study in the magazine. And of course his traditional travels the "Gijs-reizen", will be intensively reported. No, he won't get off it so easily.

The fairwell of Gijs confronted us with the problem of his replacement. Well we think to have found some very good substitutes in Pieter van Gemert and Hans van de Laar; both are residents of the beautiful city of Eindhoven and they are aviation enthusiasts through and through. Pieter will be our financial and secretarial genius, Hans is to become one of the staff-writers. Next month we hope to publish the first of his series of articles on the USAF in Europe.

Due to the many movements and news we received we are not able to publish this month's Italian Air Power article. We will continue it next month.

Note that with the editorial change the gironummer of FLASH also changed.

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 send DFL.5 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. 21,23-27,29-42,44-48. Prices is DFL.1,50 per issue.
- Free issues of FLASH are available at the editorial address.

COVER PHOTOGRAPH:

Moratlus 62-"E" (128) taxiing over the flight-line at the Cambrai Open Day on September 15.

Photo:F.Klaassen

NEWS ----- NEWS

WITH SPECIAL thanks to: B.Aaftink, G.Avila, FJ.Bachofner, H.Berger, S.Croes, A.Field, IF.Hogarth, R.Kaanan, P.van den Krommenacker, H.Jock, G.van Leeuwen, J.van den Oever, J.Palmer, F.Ploegstra, D.Turner, RJ.Tustair, H.Sloot, F.Swinkels, G.Weinmann, NA.Wiltens, H.R.Spot.Dop. I.A.P.S., ASA, JP-4, SCAN, SEAR, Falcon Air Mail.

HOLLAND

-- Movements at Eindhoven included:

July 12: XL568 Hunter T.7A RAF Laarbruch
 August 23: 20-4 MM54246, 20-16 MM54252, 20-18 MM54253, 20-25 MM54260, All TF-104G ItAF 20Gruppo Grosseto
 September 18: 18 September is the liberation-day of the city Eindhoven. For this reason 240 parachutists of the 1st Airborne Division jumped out 4 C-130E Herculeses. DB63-799, 803, 828, 867 plus a reserve one DB63-778
 Other visitors on this day:
 18015 U-21A USArmy 0-15159 T-29 USAF

-- Interesting birds at Gilze-Rijen were at 19/9 Lancaster KM-B(PA-474) and Vulcan XM-595 of 617Sqn, which made a memorial flight for sqn-leader Guy Gibson of 617Sqn, who was killed near Steenberghe when being shot down in a Mosquito on 19-9-1944. Other visitors that day at Gilze-Rijen were WV729 Pembroke and Andover CC.2.XS792.

-- 313Sqn at Twenthe has adapted a squadron insignia: a white pinetree on a blue surface.

-- From 26/8 till 2/9 eight F-5's of 718Sqn R.NoAF had an exchange with some aircraft of 315Sqn. The Norwegian F-5's were 598, 896, 567, 895, 577, 133(F-5A) and 244, 906(F-5B). On 26/8 they were accompanied by Hercules 957.

-- Movements at Twenthe included:

May 3: PH-EXE F-27 IIAF
 June 19: AR64-006 and 64-074 RF-4C USAF 10TRW
 27-01, 27-06, 27-14, 27-85, 27-98 TF-104G Luftwaffe WS-10
 20: AR64-006, 64-000, 64-017, 64-023, 64-074, 64-083, 66-425, AR66-433 all RF-4C USAF 10TRW; LK68-940 C-130E USAF; 32-99 33-12 G-91R Luftwaffe LEKG-43
 25: 133 F-5A and 909 F-5B RNoAF; XV425 Phantom FGR.2 RAF
 July 15: 28-02 TF-104G Luftwaffe WS-10
 18: XV428 Phantom FGR.2 RAF; FC-12 TF-104G BAF
 27-16, 27-80, 27-98, 28-02 TF-104G Luftwaffe WS-10
 Aug. 19: BA-26, BA-61 Mirage 5BA BAF
 21: 27-02, 27-12 TF-104G Luftwaffe WS-10
 22: BD-05, BD-06 Mirage 5BD BAF
 28: XT909 Phantom FGR.2 RAF 31Sqn
 29: VT-2 CAP-20 and VX-4 CAP-10 FAF

-- Movements at Leeuwarden included:

June 12: XR-502/BL Wessex RAF 18Sqn; OL-A61 Alouette II BAF
 20: 31-53, 31-68 G-91R Luftwaffe LEKG-41
 24: U-280 S-61 RDAF 722Sqn; 30-43, 33-13 G-91R Luftwaffe LEKG-42 c/s NOTE-46
 25: SP63-452 F-4C and SP66-502, 66-504 F-4D USAF c/s GUSH-52
 26: XN-726/N c/s HH-32 and XN-791/D C/s HH-42 Lightning RAF 92Sqn
 LK64-539 C-130E USAF c/s ASK-962; 30-32, 30-39, 30-86, 30-87 G-91R Luftwaffe LEKG-42; WL757 c/s KOV-76 Shackleton AEW-2
 28: AR-108 RF-35 Draken RDAF 729Sqn; XV487 Phantom RAF 17Sqn
 July 2: XF799 Pembroke RAF 60Sqn

Leeuwarden cont.

July 3: LK64-519 C-130E USAF
 5: 84 TP-83 RSWAF and an unknown Sea Heron c/s NAVAIR-822
 8: 25-33, 25-36, 25-40, 26-34 F-104G Luftwaffe JABOG-32 (also 9/7)
 9: 21-37 F-104G Luftwaffe JABOG-32
 11: 31-48, 32-68 G-91R c/s 4133; 30-50, 33-09 G-91R WGAF c/s 4134
 also a F-111E with c/s LAY-03
 16: FC-02 TF-104G BAF c/s EB-450; UH68-071 F-111E USAF
 18: 32-15, 32-28 G-91R Luftwaffe; 133450 T-33 CAF
 19: 22-15 F-104G Bundesmarine MFG-1 (till 25/7)
 27-93 TF-104G Bundesmarine MFG-1 c/s mission 4578
 22: 59-08 DO-28D Bundesmarine MFG-5
 23: 27-97 TF-104G Luftwaffe WS-10; 31-54, 31-79 G-91R Luftwaffe
 LEKG-41 c/s 4134
 24: FX-04, FX-17 F-104G BAF 10th Wing Kleine-Brogel
 25: 59-19 DO-28D Bundesmarine MFG-5 c/s mission 4877

-- At Valkenburg Tracker 180 is now on the fire-dump. Movements at Valkenburg included:

May 30: 156174 code 24 EC-130Q USNavy VQ-4;
 157313/LP-4 P-3C Orion USNavy VP-49
 June 6: 62-KF Noratlas FAF 2/62 Esc. Reims (also on 18/7)
 7: 10740 Argus CAF
 13: 157323/LQ-8 P-3 Orion USNavy VP-56
 19: 7211 UH-1D HEER
 21: 141009 VC-131B USNavy
 24: 158925/LP-2 P-3C Orion USNavy VP-49
 July 8: 906 Navajo Aeronavale; 136753 Trader USNavy Mildenhall
 10: 141023 C-131F USNavy Mildenhall
 15: 156174 code 24 EC-130Q USNavy VQ-4; 6101, 6107 Atlantic WGN;
 WB530, VP971 Devon C.2 RAF 207 Sqn; 154574/LJ-3 P-3 Orion
 USNavy VP-23; 158565/LN-32A P-3 Orion USNavy VP-45
 18: 7345 UH-1D HEER
 19: 109 Atlantic Bundesmarine MFG-3
 31: 7153 UH-1D Luftwaffe HTG-64
 Sept. 5: 89-59 Sea King Bundesmarine MFG-5
 9: 158566/LN-21 P-3C Orion USNavy VP-45
 10: 10729 Argus CAF
 11: VP968 Devon C.2/2 RAF 207 Sqn
 13: WF118/CU569, WF739/CU574, WF131/CU571, WP308/CU572,
 WF133/CU573, WP313/CU568 all Sea Prince T.1 RNavy 750 Sqn
 17: 50-54 Transall Luftwaffe LTG-63 Hohn
 18: 140999 VC-131F USNavy, Commander USN 6th Fleet, emergency
 141009 C-131F USNavy Mildenhall /landing
 19: 59-16 DO-28D Bundesmarine MFG-5
 20: LM63-792 C-130E USAF 316 TAW
 26: 149790/JM C-130F USNavy VR-24

-- Movements at Volkel included:

Aug. 9: 67950 C-141A USAF 438 MAW
 12: FX-31 F-104G BAF 10th Wing Kleine-Brogel
 28: XR366 Belfast C.1 RAF 53 Sqn Brize-Norton; 58-57 DO-28D
 Luftwaffe JABOG-33
 XR755/O, XR768/P, XS903/A Lightning F.6 RAF 5 Sqn from
 Binbrook (on rotation)
 Sept. 2: XR772/E, XR726/N, XV328/T Lightning F.6 RAF 5 Sqn
 4: 18019 U-21A King Air USArmy
 18: 18037 U-21A USArmy Bad Kreuznach; 68-16216,
 68-15691 UH-1H USArmy

-- Military visitors at Schiphol were on 11 September: 053 Mystere XX
 RNoAF and NAF-902 F-27 Nigerian AF
 Inside the Fokker hangars were two F-27's of the IIAF, one of which
 was camouflaged.

BELGIUM

- Another type joined the many aircraft that are stored at Koksijde at the moment: Dakota OT-CWA/K-1. As you may know, three Hawker Siddeler 748-2A Andoverswill be delivered in October 1975 to replace the Dakotas.
- Several Herculeses will be equipped with long-range underwing fuel tanks; the first C-130H that was observed with these large tanks is CH-04.
- Packet CP-46/OT-CEH will go to the "Lucht- en Ruimtevaartmuseum" in Brussel. This museum presently owns 74 aircraft, large, small, gliders etc. Latest acquisitions include a French Ouragan of 705 Sqn, Meknes, and a British two-seater Vampire. The museum is expecting a Bucker Bestmann, a Piper Special and a Tiger Moth. Furthermore Miles Magister OO-NIC, ex G-1 of the Belgian AF, has been transferred from Gent to Brussels; the aircraft will be exhibited in its original (military) state. Well worth a visit, this museum, which is only open on Saturdays.
- Kleine-Brogel (10th Wing) had its last squadron-exchange of this year with the 48th TFW with F-4D's from Lakenheath. The exchange started on 17 September.

FRANCE

- On the Open Day at Creil on 29-9-74 only one Super Mystere B.2 was to be seen and this a/c belonged to the 12Esc from Cambrai. In July all Super Mysteres B.2 of the 1/10Esc. went to Cambrai to become part of the 12Esc. (e.g. 10-SH c/n 55 is now 12-ZU). Replacement for the SMB.2 is the expected Mirage IIIC of the 5Esc from Orange. The latter Escadre is receiving Mirage F.1 as replacement for its Mirage IIIC's. For more details, see show-reports.
 - Noted at Nanchy-Ochey on 15/7 were following T-33A of 338Esc.: 14383, 14502(338-HD), 16516(338-HF), 17412(338-HA); 18752(338-HB?); 35147(338-HR), 41577, and at least 6 others. At Metz 35060(338-HG) was to be seen 17/7.
 - Flamant c/n 261, coded "A" is placed as a monument at Nancy-Essey.
 - A total of 105 Mirage F-1C are currently on order and these are for the 30th, 5th and 12th Escadres, respectively at Reims, Orange and Cambrai. A total of 160 F-1's are expected to be required by the Armee de l'Air, but it is not clear whether this includes F-1M versions. The Mirage F-1C production list till summer 1974 is as follows:
- | | | |
|------------------------|------------------------|-----------------------|
| No.1 CEV | No.15 ECTT 2/30 30-MS | No.29 ECTT 3/30 30-FG |
| No.2 CEAM 118-AK | No.16 ECTT 2/30 30-MT | No.30 ECTT 3/30 30-FH |
| No.3 CEAM 118-AL | No.17 ECTT 2/30 30-MU | No.31 ECTT 3/30 30-FI |
| No.4 CEV | No.18 ECTT 2/30 30-MI | No.32 ECTT 3/30 30-FJ |
| No.5 CEV | No.19 ECTT 2/30 30-MC? | No.33 ECTT 3/30 30-FK |
| No.6 ECTT 2/30 30-MA | No.20 ECTT 2/30 30-MK | No.34 ECTT 3/30 30-FL |
| No.7 ECTT 2/30 30-MD | No.21 ECTT 2/30 30-ML? | No.35 ECTT 3/30 30-FM |
| No.8 ECTT 2/30 30-ME | No.22 ECTT 2/30 30-MN? | No.36 ECTT 3/30 30-FN |
| No.9 ECTT 2/30 30-MF | No.23 ECTT 3/30 30-FA | No.37 ECTT 3/30 30-FO |
| No.10 ECTT 2/30 30-MJ | No.24 ECTT 3/30 30-FB | No.38 ECTT 3/30 30-PP |
| No.11 ECTT 2/30 30-ML? | No.25 ECTT 3/30 30-FC? | No.39 ECTT 3/30 30-PF |
| No.12 ECTT 2/30 30-MM | No.26 ECTT 3/30 30-FD | No.40 |
| No.13 ECTT 2/30 30-NO | No.27 ECTT 3/30 30-FE | |
| No.14 ECTT 2/30 30-MP | No.28 ECTT 3/30 30-PF | |

GREECE

- Observed at Athens Airport in July were T-33A 29925/TR-925, 29876/TR-876, 21061/TR-061, TR-549, TR-065, TR-371, TR-392, TR-575, TR-532, TR-714 and TR-493; furthermore Thunderstreaks 26871 and 26896, Dakota's 16348, 92618, 12373, Noratlas 52-176, 52-174 and 52-172 and Canadair CL-215 1039.

ITALY

- An F-84F, painted in the colours of the "Diavoli Rossi" aerobatic team is preserved as a monument without any registration or s/n at Ghedi.
- Some crashes of the past months: on 26/4 an F-104S of 36 Stormo on 7/5 a P-166 of the SVBAE, on 6/6 a F-104S of the 6 Stormo, on 19/6 an AB-47J-3 of the 31 Stormo, on 22/6 a G-91T of the RSV and on 9/7 an AB-204A of the Esercito.

NORWAY

- Preserved F-86K at Gardermoen are ZK-A/41290 as a monument and RI-A/41313 with the tail of RI-T/41334 as a wreck.
- The 6 Herculeses (952 up to 957) are now flying with the code "UN" on nose and tail.
- 720 Sqn at Gardermoen uses following aircraft: Safir 324 and 337 and UH-1B 079, 585, 688, 963, 966, 967.
- Dakota's BW-M and B"-N are stored at Gardermoen without roundel and with civil American registration, although the aircraft are in a very poor condition.

PORTUGAL

- On 31 March an Alouette II of the air force crashed near the Rhodesian border in Angola.

SPAIN

- According to unofficial reports the F-4C Phantoms, operated by 12 Wing at Torrejon, will be returned to the USAF; the Spanish Air Force will receive F-4E's instead.
- Due to increasing tension between Spain and Morocco (matter of the Spanish Sahara!) a number of HA-200/220 Saetas have been (or are still) based at El Aium airfield.
- Sabre C5-98 is placed as a monument at Torrejon AB.
- Bis Laus runway is being lengthened to allow the Mirage F.1's to operate from that base.
- An Albatross crashed in the Mediterranean on 20-9-74.

UNITED KINGDOM

- About 30 Harriers stationed at Wildenrath left its base on 3-9-74 for a field exercise in the neighbourhood of Detmold in Northern Germany.
- The following FGR.2 Phantoms are in use at Bruggen:
14 Sqn: XV421, 435, 439, 463, 464, 501, 399, 413, 419, 441, 484, XT900, 912, 914
17 Sqn: XV425, 428, 462, 468, 469, 471, 483, 487, 488, 489, 497, 498, XT905, XV474
31 Sqn: XV402, 393, 411, 422, 426, 431, 433, 460, 465, 476, 480, XT909

-- Visitors at Learbruch included:

July 15: 34-13 G-91T Luftwaffe LEKG-41
 17: FT-11 T-33A BAF; 102 and 107 RF-5A RNoAF 717Sqn
 22: K-4011, K-4024 NF-5B RNethAF 316Sqn Gilze-Rijen
 Aug. 14: 373 F-5A RNoAF (cam) and 135 F-5B RNoAF

-- During a recent visit to BAC Warton the following Jaguars were noted:
 XX731 c/n S28; XX733-753 c/n S30-S50; XX828-833 c/n B16-B21 (all are GR.1) and XX147-150 c/n B12-B15 (T.2 version of which B12 was laser-nose equipped).

Also present was BAC167 G-27-238 for Equador.

-- A F-4M from Coningsby hit an agricultural aircraft over Norfolk on 9-8-74, killing the crew and the pilot of the agricultural a/c.

-- Movements at Gutersloh included:

July 2: MT-30 Magister BAF; 27-06 TF-104G Luftwaffe WS-10
 8: XM498 Britannia C.1 RAF 99/511Sqn
 9: XM970 Lightning T.4 RAF 65Sqn; BD-11 Mirage 5BD BAF
 10: WJ728/R Canberra B.2 RAF 85Sqn; 595,244 F-5A/B RNoAF
 FX-83, FX-86 F-104G BAF
 11: VP955 Devon C.2 RAF 21Sqn; GT-983 F-100F RDnAF 730Sqn
 12: XR395 Comet C.4 RAF 216Sqn; 31-75 G-91R LEKG-43 Luftwaffe
 17: WJ567/C Canberra B.2 RAF 85Sqn; XW208/CE Puma HC.1 RAF 33Sqn
 18: WT530 Canberra PR.7 RAF 13Sqn
 22: WJ753/Y Canberra B.2 RAF 100Sqn
 24: 70-53 UH-1D Luftwaffe HTG-64; AR64-033 RF-4C USAF 10TRW;
 60106 CH-47 USArmy; 20-48, 20-53, 26-29, 26-30 F-104G
 Luftwaffe; CH-10 C-130H BAF 15Wing/20Sqn
 30: BA-29, BA-47 Mirage 5BA BAF; G-177, G-266 F-100D RDnAF 730Sqn
 Aug. 1: XS790 Andover CC.2 Queens Flight; 26-66 F-104G WGN MFG-1
 BA-02, BA-06 Mirage 5BA BAF; ST-03, ST-07 SF-260M BAF;
 HR66-702 F-4D USAF 50TFW/10TFS
 2: XS420, XS454 Lightning T.5 RAF 226OCU; 22-16 F-104G WGN MFG-1
 896, 907 F-5A/B RNoAF
 6: K-3007, 3003, 3033, 3051, 3052, 3070, 4001, 4007, 4029 NF-5A/B RNethAF
 373, 241 F-5A/B RNoAF; FX-19, FX-94 F-104G BAF
 7: 20-61, 20-69, 28-24 T/F-104G Luftwaffe JABOG-33
 9: 22-15, 22-22 F-104G Bundesmarine MFG-1
 20-48, 20-50, 27-31 T/F-104G Luftwaffe JABOG-31
 12: 27-20 TF-104G Luftwaffe JABOG-36; DT-835 T-33A RDnAF
 13: 20-42, 25-80, 24-66 F-104G Luftwaffe JABOG-31
 32-15, 30-45 G-91R Luftwaffe LEKG-44; WH849/N Canberra T.4
 16: 27-03, 27-12 TF-104G Luftwaffe WS-10
 19: XX467/92 Hunter T.7 RAF 229OCU; XW791 Dominie RAF 32Sqn
 20: 104653 CF-104D C.F. 439Sqn
 21: 27-81 TF-104G Bundesmarine MFG-2

New Lightnings F.1A's at Gutersloh are XM180, 182, 189 and 216

-- Movements at Bruggen included:

Aug. 9: 67950 C-141A Starlifter USAF 438MAW
 12: XL619/77 Hunter T.7 RAF 45Sqn Wittering
 13: 594 F-5B RNoAF; 28-09 TF-104G Luftwaffe JABOG-36
 14: 7218 UH-1D HEER; SP66-452 F-4D USAF 52TFW
 15: WH957/7 Canberra E.15 98Sqn; 12-04 Convair 440 Luftwaffe
 16: 58-92 DO-28D JABOG-36
 18: 30-28, 32-86 G-91R Luftwaffe LEKG-43
 28: WK111/B Canberra E.17 RAF 360Sqn; 24-92 F-104G WGAF JABOG-36
 Sept. 3: BA-21, BA-37 Mirage 5BA BAF
 4: K-3030, K-3049 NF-5A RNethAF 316Sqn
 6: XG252/37 Hunter F.6 RAF 45Sqn; XF442/81, XF419/85, XE651/87
 XF519/90, XK190/92 Hunters F.6 RAF 58Sqn
 XJ668/B Hunter FGA.9 RAF 79Sqn

Bruggen cont.

Sept. 10: WJ728/R Canberra B.2 RAF 100Sqn

-- Movements at Wildenrath included:

Aug. 13: FT-05, FT-37 T-33A BAF

15: DT-497 T-33A RDanAF

16: TG-503 Hastings T.5 RAF 2300CU

20: AR101, 104, 106, 111 Drakens RDanAF 729Sqn; 71-62 UH-1D WGAF FBS

27: XR397, 398 Comet C.4 RAF 216Sqn; 15907 U-21 USArmy

28: 58-99 "Ossi Marines" DO-28D Luftwaffe JG-71;

XM573 Vulcan SR.2 RAF 27Sqn; BA-41, 45 Mirage 5BA BAF

29: 41-AO c/n 65 Paris II FAF ELA-41; WD499 Hastings C.2 RAF

30: WJ629 Canberra TT.18 RAF 7Sqn; 27-73 TF-104G Luftwaffe JB-31

Sept. 3: DT-404 T-33A RDanAF

9: XG252(45Sqn), XE651/87 (58Sqn) Hunter FGA.9 RAF

WH903/P, WJ975/X Canberra T.19 RAF 100Sqn

WJ753/Y Canberra B.2 RAF 100Sqn

Harrier XV785/F, that was burned on 26 March, is now in process of rebuilding.

-- Wrecks, gate-guards, monuments, etc.:

XP738/E Lightning F.3 (wreck at Wattisham)

XM265 Canberra B(I)8 16Sqn (wreck at Wattisham)

XK531 Buccaneer S.1 (monument at Honington)

VX611 YF-C Lancaster (gate-guard at Scampton)

WL641 Varsity T.1 (wreck at Scampton)

V6-R Spitfire (gate-guard at Binbrook)

XS783 Basset CC.1 (wreck at Wyton)

"H346 Meteor F.8 60 Sqn (monument at Kemble)

WM151 Meteor TT.20 "Ark Royal" (wreck at Kemble)

VW478/P Meteor T.7 (wreck at Kemble)

WF330 Varsity (in storage at Kemble)

TG502 Hastings A&AEE (wreck at St. Mawgan)

XH228 Canberra B(I)8 (wreck at Catterick, a RAF Gliderfield

BM597 PR-O Spitfire Vb (gate-guard at Church Fenton)

WS739 Meteor NF.14 (gate-guard at Church Fenton)

XM164 Lightning F.1 (wfu at Leconfield)

WS774 Meteor NF.14 (in front of the RAF Hospital at Ely)

XD818 Valiant (monument at Marham)

LA226 Spitfire Mk.21 (a preserved a/c outside the Supermarine/Vickers

WF643 Meteor F.8 (29Sqn) on the fire-dump at Coltishall /factories

XP752 Lightning 111Sqn (on the fire-dump at Coltishall

In a museum at Colerne is a Valetta reg "59", a Hastings and a

Shackleton Mr.2

-- RAF Wattisham: 17-7-74

Lightning F.3: 29Sqn: XP703/G, XP708/N, XP765/A

111Sqn: XP741/D, XP754/R, XP762/C, XP748/P, XR720/M

151392 Orion P-3 USNavy code LT-4 of VP-62 Sqn

-- RAF Honington: 17-7-74

Hunter T.7A of 2370CU: WV322, XL614

Buccaneer S.2A of 2370CU: XT270, 277, XN976, XV160, 336, 360

12Sqn: XN977, XT274, 276, 286, 288 XV165, 334, 342

Chipmunk T.10 of East Lowland UAS: WP808, WP830, WK554

-- RAF Coltishall: 18-7-74

Lightning F.3 2260CU: XP696, XP707, XR716

Lightning T.5 of 2260CU: XS418, 420, 423, 451, 554, 458

Chipmunk T.10 of Cambridge UAS: WP837/L; XP347/395 Whirlwind HAR.10 22S

-- West Raynham: 18-7-74

Javelin F(AW).8 of 85Sqn: XH980/A; Canberra T.19 of 85Sqn: WH904

Canberra B.2 100Sqn: WH667/V, WH703/U, WH739/S, WJ753/Y

85Sqn: WP515

- Marham: 18-7-74
Victor K.1: XA936, 938, 939, XH667(all of 214Sqn), XL233, XH615 (both of 2320CU) and XH620 (of 57Sqn)
- RAF Wyton: 19-7-74
Nimrod R.1: XW666 (51Sqn); Canberra PR.9: XH134, XH173 (39Sqn); Canberra T.17: WH902/N (360Sqn); Comet T.2: XK697, XK655; Varsity T. WJ916 (51Sqn); Chipmunk T.10: WK553, WP899 both of Wales UAS
- RAF Oakington: 19-7-74
Varsity T.1: WJ901/O, WJ902/C, WJ941/G, WL676/DD, WF389/E, WL671/Q, WJ912/Z all of 5FTS; Jestream T.1: XX482 of 5FTS
- RAF Wittering: 22-7-74
Harrier GR.1A: 1Sqn: XW923/23, XV746/08, XV754/07, XV795/05, XV752 2330CU: XV759/40, XV747/29, XV807/47, XW922/49
Hunter FGA.9: XF431/62, XF416/85, XE651/87 of 45Sqn
Hunter T.7: XL619/77 of 45Sqn
- Cottesmore: 22-7-74
Varsity T.1: WL670/P (5FTS); HS-125: XW788 (32Sqn); Argosy E.1: XN855, XN855, XP438, XR137, XR140, XR143 all of 115Sqn; Canberra PR.9: XH165 of 39Sqn; Canberra E.15: WH957/7, WH948/8 both of 98Sqn; Canberra B.2 WJ637/Z (2310CU); Canberra T.4: WH919/V, WE192, WT480, WT482/C all of 2310CU; Canberra T.4: WT488/Y of 360Sqn; Canberra T.17: WK102/A, WH665/J both of 360Sqn
- RAF Binbrook: 23-7-74
Lightning F.3: XR753/X (5Sqn), XP695/O (11Sqn); Lightning T.5: XS456/T (11Sqn), XV328/T (5Sqn)
Lightning F.6 of 5 Sqn: XS903/A, XR727/F, XS922/H, XR772/E, XR751/R
Lightning F.6 of 11Sqn: XS904/A, XR765/C, XR757/D, XR727/F, XR724/K
- RAF Coningsby: 24-7-74 the following Phantoms FGR.2:
111Sqn: XV416/H, XV429/E, XV437/F, XT893/K, XV500/M, XV478/O
2280CU: XT897, XT906, XT907, XV405, XV434, XV472
6Sqn: XT908/P, XV420/H, XV442/F, XV482/L, XV499/G
41Sqn: XV400, XV409, XV412, XV418, XV493, XV496
- RAF Cranwell: 24-7-74 Provosts are of the Royal Air Force College
J.Provost T.3: XM424/46, XN547/38, XM464/27, XN509/51, XN589/56, XN593
J.Provost T.5: XW296/64, XW320/62, XW335/61, XW367/75, XW368/86, XW375/10, XW405/83, XW410/78, XW411/70, XW413/89, XW416/82, XW422/68, XW438/67, XW373/11, XW359/4 and XW363/2 of the Poachers
- Meteor NF.14 7065M (instructional airframe)
- RAF Fairford: 25-7-74
Brittania C.1 of 99/511Sqn: XL657/658/659/660/635, XM490/496, 498/518/519
Brittania C.2 of 99/511Sqn: XN392, XN398
Belfast C.1 of 53Sqn: XR364, XR367, XR370, XR371
VC-10 C.1 of 10Sqn: XR806/808/810, XV102, 104, 107, 108
- RAF Kemble: 25-7-74 in open storage:
Argosy C.1: XN815, 818, 820, 850, 853, 856 (114Sqn), 857, 858, XP437, 438 (114Sqn), XP440 (114Sqn), XP443 (114Sqn), XP446, 449, XR106 (114Sqn), XR108, XR142, XR109 (114Sqn), XR134, 135, 138 (114Sqn), XR139 (114Sqn), XR141 (114Sqn),
- RAF Lyneham: 26-7-74
C-130K: XV177, 179, 182, 183, 184, 186, 188, 195, 200, 203, 211, 214, 215, 217, 220, XV221, 222, 223, 294, 297, 298, 299, 304
- RNAS Yeovilton: 29-7-74
Hunter T.8: WT702/747, WT722/742, WT799/839, XF357/740, XF985/746, XL584/744, XL598/741 all of FRADTU
Hunter GA.11: WT711/837, WT804/831, WV256/732, WV267/836, WV382/830, XE668/832, XE682/835, XE689/734, XE716/834, XF368/733
Canberra T.22: WT510/854, WT535/852; Canberra B.2 WJ674/847
Canberra TT.18: WK126, WJ614; Heron C.20: XM296 R.N.(ex 60Sqn)
Wessex HU.5: XS517/WV, XS523/WN, XT479/WX, XT481/WV, XT771/WR all of 707Sqn; XT759/VN of 848Sqn and XT484/837 of FRADTU
Piper Navajo: 929 (Aeronavale)

- RAF St. Mawgan: 1-8-74
Nimrod MR.1: XV253, 259, 235, 255, 254, 230, 252; Canberra TT.18: WJ639, WJ721(cam) both of 7Sqn; Canberra T.4: WH856 of 7Sqn; Canberra B.2: WK119 of 7Sqn; Chipmunk T.10: WB586 of Liverpool UAS
- RAF Linton-on-Ouse: 21-8-74 all a/c of 1FTS:
Varsity T.1: WF429/AA, WJ947/BB
Jet Provost T.3: XM387/5, XM403/22, XM466/14, XM473/19, XM478/17, XN466/29, XM414/37, XN470/26, XN553/34, XN593/27, XN636/15
Jet Provost T.5: XW298/55, XW299/56, XW301/60, XW304/62, XW308/67, XW309/68, XW310/70, XW303/64, XW313/72, XW312/71, XW334/73, XW364/74, XW374/75, XW409/78
- RAF Church Fenton: 22-8-74
Chipmunk T.10 of 2FTS: WD310, WK643/39, WP871/32
Sc. Av. Bulldog T.1: XX521/3, XX522/4, XX525/7, XX531/14, XX533/16, XX534/17, XX535/18, XX526/8 all of 2FTS
- Duxford (Dependence Imperial War Museum) on 21-7-74:
D.H. Sea Vixen FAW.2: XS576/E-125 D.H. Sea Venom F.21: XG613
T-33A/N: G-OAHB(ex CAF-21261 T-33A/N: G-WGHB(ex Can. Navy 21640)
Sea Vampire T.22: XG743/798BY Gloster Meteor F.8: WK991 (56Sqn)
D.H. Vampire T.11: WZ590/19 8FTS Gannet AS.4: XG797/766BY 849Sqn
Avro Anson C.19: TX-183 Hunter F.2: WN904/3
Auster AOP.9: XP281 (Army) P-51D Mustang: 472258 WZ ex USAAF
Sea Fury FB.11: WH589/HB-0 44-73979 ex RCAF 9246
Whirlwind HAR.3: XG577 (Navy) Canberra B.2: WH725 (50Sqn)
RE-8: F-3556 B-24J Liberator: HE771 (Indian AF)
Spitfire VC: AR501 painted as USAAF 250551/RR
Short 184: F-3041 Junkers JU-52: 6613 (portuguese AF)
Shackleton MR.3: XF708/C Gloster Meteor NF.11: WD686
- Yeovilton (Fleet Air Arm Museum) on 29-7-74:
Meteor TT.20: WM292/841 Skyraider AEW.1: WT121/CU415 ex WT893
Sea Prince WJ350, WM756 HMS Wyvern TF.1: VR137
Sea Prince T.1: WF137 /Seahawk Sanders Roe P-531 (prototype Westland
Sopwith Baby: N2078 Wasp): XN332/759
Sopwith Camel: N6812 Supermarine Walrus: L2301
Sea Gladiator: ? Grumman Martlet F.1: AL246
Seafire F.17: SX137 Corsair I: KD431/E2-M
Hellcat: KE209 Tiger Moth: XL717
Hiller HT.1: XD480/537 Firefly Mk.5: VH127
Sea Vampire: LZ351 Sea Hawk FG.4: WV856/163
Attacker F.1: WA473/146J Dragonfly HR.3(WS51): WG718, WN493
Sea Venom F.22: XG737/B438 Buccaneer S.1: XK488, XN957/LM630
Gannet AEW.3: XL503/EO70 Gannet AS.4: XA454/H264
Gannet T.5: XG883/BY773 Scimitar F.1: XD317/R112
Sea Vixen FAW.1: XJ481 A&AEE Sea Vixen FAW.2: XS590/E131
Sea Venom FAW.21: WF138/A229 Sea Vampire T.22: XA129
Swordfish: W5984/5H Whirlwind HAR.1: XA864

UNITED STATES OF AMERICA

- 5 EB-57Es came in at Spangdahlem on 30 August, registrations: 54263, 54276, 54288, 54293, 54295 of 4677 DSES Malmstrom AFB.
- Based at Zweibrücken are following RF-4C's (not complete):
65-841, 65-879, 65-891, 66-467, 66-469, 66-478, 68-553, 68-555, 68-556, 68-557, 68-558, 68-560, 68-561, 68-562, 68-563, 68-564, 68-565, 68-567, 68-568, 68-570, 68-571, 69-301, 69-360, 69-364, 69-365, 69-366, 69-367, 69-368, 69-369, 69-371, 69-372, 69-373, 69-374, 69-375, all coded ZR
- An O-2A of 601TCW at Wiesbaden crashed near Niederhausen on 6/9, killing both pilots. Registration of the a/c is 11151.
- On 20 September a F-4E of 526TFS crashed near Ramstein.

-- Movements at Frankfurt/Rhein Main:

Aug. 7: KY-1 OT-CDA DC-6 BAF 15 Wing Melsbroek
 8: 128425 VC-118B USNavy Washington
 13: 24126 VC135B USAF 89 MAW Andrews AFB
 14: 156174/24 EC-130Q USNavy
 22: 128433 VC-118B USNavy Washington
 27: 156176/06 EC-130Q USNavy

-- Three new RF-4C's for 10 TRW at Alconbury arrived during July:
 50867 (ex 17TRS/26TRW), 50852 and 50908 (both ex 363TRW).

An Armed Force Day was scheduled to take place on 27 July, but this event was cancelled on 26 July. Several aircraft had already arrived to take part in the AFD: D-8013 and D-8119 RF-104G RNethAF; GT-019 F-100F RDanAF; the Slivers of the BAF; 2306 and 26-81 F-104G WGAF;

-- The 48 TRW is also receiving more Phantoms: from 17 July till 29 August no less than 41 F-4D's arrived at Lakenheath:

40977, 50615, 50648, 50674, 50690, 50701, 50742, 60235, 67500, 67527, 67520, 50683, 68710, 68711, 68714, 68727, 68734, 68735, 68737, 68744, 68756, 68768, 68776, 68779, 68789, 68790, 68797, 68825, 50688, 50779, 50789, 50794, 60249, 60262, 60279, 67456, 68745, 50747, 68813, 68793 /67738

-- Movements at Ramstein included:

Aug. 26: D-8047, 6666, 8279 F-104G RNethAF 311/312Sqn; 9085 P-149D 32-04, 33-05 G-91R WGAF LKG-42; 15878, 15884 RU-21A USArmy
 28: 15883 RU-21A USArmy; OL-D06 DO-27 BAF; UH68-082 F-111E USAF 2015 F-104G WGAF; K-4001 NF-5B RNethAF
 29: 00929 F-5E plus another one on delivery to RSaudi Arab AF PC-07 TF-104G BAF; BR-16 Mirage 5BR BAF
 30: 15030 CH-47A USArmy; 7378 UH-1D HEER; FT-33 T-33A BAF 312-BK Noratlas FAF

-- Movements at Hahn included:

Aug. 20: 9494 T-33A WGAF WS-10
 21: D-8293 F-104G and D-5816 TF-104G RNethAF 322/323Sqn 3579 RF-4E Luftwaffe AG-52
 22: 5889 DO-28D WGAF WS-50; 3528, 3579 RF-4E WGAF AG51 and 52
 At Hahn the following Phantoms were noted during August:
 10TFS(F-4D): 66519, 66558, 66614, 66664, 66692, 66694, 66708, 66710, 66711, 66712, 66714, 66720, 66824 all coded HR
 496TFS(F-4E): 68377, 68384, 68404, 68440, 68495, 68503, 68507, 68508, 68512, 68514, 68515, 68532, 68533, 68535, 68536, 69243, 69244, 69251, 69257, 69273, 69550 all coded HR

WEST GERMANY

-- The fuselage of the 4th prototype of the Alpha Jet, which will go to the Luftwaffe, was brought from Villacoublay to Landsberg by a FAF C-160. From here it will go to Oberpfaffenhofen, where it will start its test-program.

-- The squadron-exchange of J.BOG-31 Norvenich with Aeronavale Crusader or Estandards has been cancelled.

-- LEKG-44 at Leipheim has been disbanded. Leipheim will be closed. Its G-91R's went to LEKG-42 at Pferdsfeld. From there they will probably be divided between the other Fiat units.

-- The Hubschrauber Flieger Schule (HFS) at Fassberg has been disbanded. The Bell 47G's will be sold, while in future the helicopter-pilots for the air force, navy and army will get their schooling at the army helicopter school (Heeresfliegerwaffenschule) at Buckeburg.

-- Interesting birds at Jever on 6/8 were Italian AF F-104S 5-09, 5-16 and 5-34.

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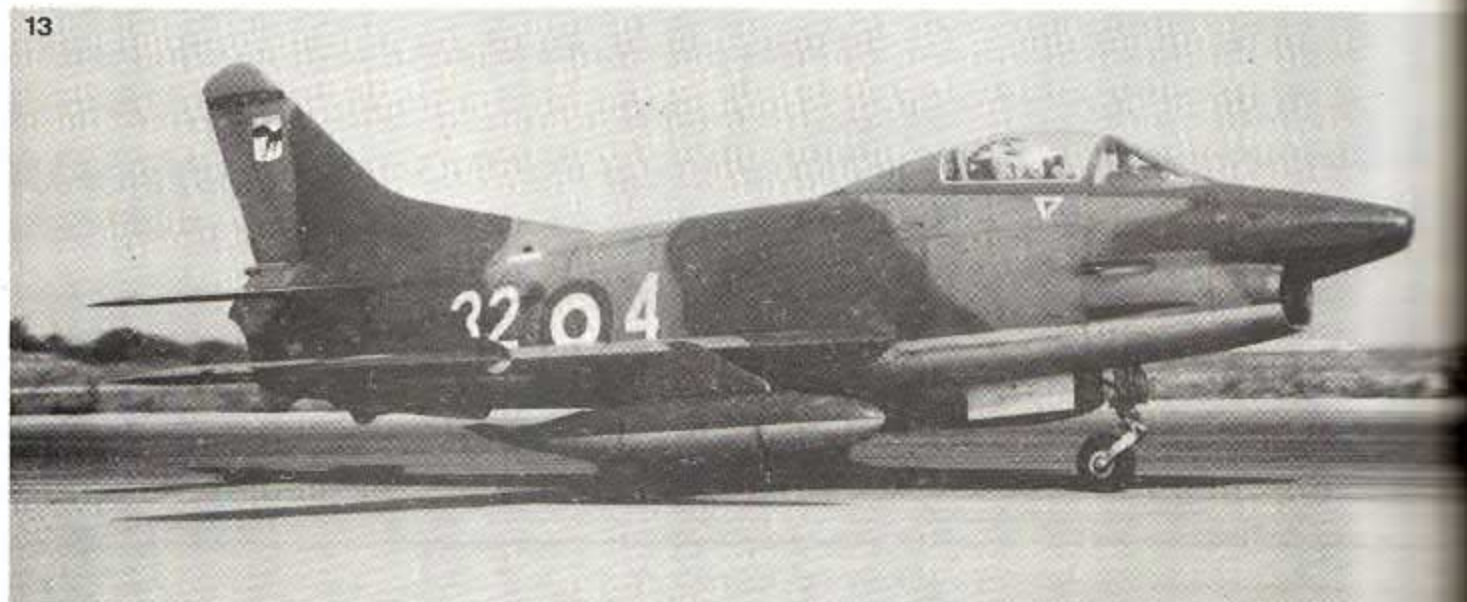


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by Jacob Struben, with thanks to: the
IAC, Ltnt D.Coughlin and Sgt.J.Byrne.

The Irish Air Corps was born from a plan which was ahead of its time. In 1922 at the end of years of fighting for independence, the Irish general M.Collins was negotiating with the British, but he was afraid that they might arrest him if the negotiations failed. Two IRA members, Major-General McSweeney (later IAC's first commanding officer) and a certain Russell, purchased a Martinsyde A.2 five-seater aeroplane to get the Irish delegation out of Britain fast, if necessary. Fortunately it was not necessary to execute this plan.

Very rapid expansion followed. The same year eight Bristol Fighters, six Avro 504Ks, four Martinsyde F.4 Buzzard recce planes and eight De Havilland DH.9 bombers (all ex RAF) were purchased. During the first four years of IAC's existence all pilots were men who had flown with the RAF during and after WW.1. In 1926 however, the first cadets were recruited. Ever since one of IAC's major tasks was and is the training of military and civil pilots. Almost every aircraft bought by the IAC up till a few years before WW.2 was a trainer.

Before we move on to WW.2, one interesting note: the then commanding officer of the IAC, Colonel James Fitzmaurice, was co-pilot in the aircraft that made the first ever East-West transatlantic crossing, on 12-13 April 1928 (the a/c was a Junkers passenger plane).

The first multi-engined aircraft bought by the IAC was one De Havilland DH.84 Dragon, used as a target-tug (in service from 1937 till 1941). More important was the purchase of nine Avro Ansons 1 for service with the No.1 Recce & Medium Bomber Squadron. These aircraft were used throughout WW.2. In 1938 the first fighters since 1925 were purchased four Gloster Gladiators biplanes, which served till '44. The IAC also bought Supermarine Walrus seaplanes and Lysander recce planes, which served with No.1 Fighter Squadron alongside the Gladiators. But it was a trainer which was bought in bigger numbers than any other aircraft in the history of the IAC: the Miles Magister. 15 were bought in 1939 and 1940, followed by another 12 in 1946.

During the war, several RAF a/c made emergency landings on Irish territory. Since the Republic of Ireland was a non-belligerent country, like Sweden and Switzerland, these aircraft were internal and, if possible repaired for service in the IAC. Amongst these strayed aircraft were a Lockheed Hudson, a Fairey Battle and several Hurricanes.

In 1943 the IAC received a number of aircraft that had become obsolete for front-line RAF service: six Miles Master advanced trainers and six Hurricanes, and later during the war six more Masters and five more Hurricanes.

In 1945 again six more Hurricanes were delivered from RAF stocks, but these were soon replaced by 13 de-navilized Supermarine Seafire LF.3's. In 1951 these were augmented in No.1 Fighter Sqn by six Supermarine Spitfire T.9's, converted ex RAF Spitfires. Emphasis had shifted from trainers to fighters, but the Magisters and Masters were becoming very old and tired, so again a lot of trainers were bought. Twelve Chipmunk T.20's replaced the Magisters in 1952 and in 1954 the first four of a total of eleven Hunting Provost T.51's and T.53's were delivered.

1956 meant the beginning of the jet age in the IAC. In that year three De Havilland Vampire T.55's for the Fighter Squadron were delivered. These were followed by three more in 1961 and one ex RAF for ground instruction in 1963.

Another innovation came in 1963 with the purchase of IAC's first helicopters: Alouette 3's. The first batch of three was delivered that year, followed by one in 1972, three in 1973 and one in 1974. Since 1963 only one new type has been introduced in the IAC, the Cessna-Reims FR.172H, a civil version of the Cessna T.41 primary trainer. These particular FR.172H's are not civil at all though, because they can be armed with rocket pods. They were purchased in 1972.

The present tasks of the IAC are:

1. Training: Introduction training is on the Cessna's at Gormanston. This follows primary training on Chipmunks, advanced training on Provosts followed by either jet training on Vampires, or multi-engined training on Doves, or helicopter training on Alouette III's. All these are based at Baldonnell. Both military and civil pilots receive training in the IAC.
2. Army Cooperation and Ground Support: In the unlikely event of an armed conflict on Irish territory, the Vampires and Cessna's will be used to support the Army. The Cessna's and Alouette's are at the moment being used for border patrol to minimize illegal border crossing to and from Northern Ireland.
3. Search and Rescue and Ambulance Service: For these tasks Alouette and Doves are being used.
4. Calibration: One Dove is being used for calibration of airways, instrument approaches, etc.
5. Aerial Photography: mainly for Ordnance Survey maps.

Both the Vampires and the Doves will be replaced soon. Delivery of six refurbished Fouga Magisters will begin in December 1974. In 1975 delivery of three Short Skyvans will begin. The IAC also needs a bigger troop-carrying helicopter in addition to the Alouettes. Amongst the types considered is the Bell UH-1N Iroquois.

Finally a short list of IAC's airfields:

1. Air Corps Station Baldonnell, also named Casement Aerodrome after Roger Casement a hero of Ireland's fight for independence. At Baldonnell all IAC aircraft except for Cessna's and the Alouettes on border patrol duty, are stationed. IAC's headquarters are also at Baldonnell. There are two normal runways: 29-11 (6000 ft long) and 23-05 (4800 ft long).
2. Air Corps Station Gormanston. Here the Cessna's are stationed. Gormanston has three grass runways: 13-21 (2756 ft long), 18-36 (1664 ft) and 08-26 (2640 ft).

During and before WW.2 other fields were also in use, e.g.: Collinstown (now Dublin Apt.), Rineanna (now Shannon Apt.), Fermoy, Navan and Rathfriland.

I visited Baldonnell in the morning of the 3rd of July 1974. Baldonnell lies 5 miles West of Dublin in beautiful typically Irish hill-country. It is quite a small field, compared with military bases on the continent, but it is nevertheless complete. The runways are of normal size (6000 ft and 4800 ft), there are three hangars and a complex of administration buildings including IAC's headquarters. The following aircraft were flying:

Vampire T.55: 197. Fighter Sqn	Alouette 3's: 195, 211, 212	Helicopter
Provost T.51: 178	Chipmunk T.20: 166	/flight
Chipmunk T.22's: 199, 200	Dove 8A: 201	General Duties Flight

The following aircraft were flyable but did not fly:

Vampire T.55's 185, 192	Fighter Sqn	Alouette 3 213	Helicopter-Flight
Provost T.51 177		Provost T.53's 181, 183	
Chipmunk T.20's 168, 171, 172		Cessna FR-172H 205	Gormanston

In repair or non-flyable were:

Miles Magister 34 (the IAC is trying to restore this a/c to flyable status)	
Anson C.19 141	Chipmunk T.20's 164, 169, 170, 173
Provost T.53's 184, 189A, 190	Vampire T.11 XE977/60 (IAC-reg 198)
Vampire T.55's 186, 187, 193	Dove 4 176
Dove 7 194	Alouette 3's 197, 214

I visited Gormanston in the morning of the 8th of July 1974. This combined Army camp and Air Corps Station lies on the coast, approx. 30 miles North of Dublin. There is only one hangar, but it is sufficient because only IAC's eight Cessna's are stationed there. All eight were present. 206 and 207 were in repair, all others (203 till 205, 208 till 209) were flyable. No aircraft were flying when I was there.

AIRCRAFT OF THE IRISH AIR CORPS (postwar)

by Jacob Struben, with thanks to the IAC, the Merseyside Aviation Society and Hawker.

Miles M.14A Magister

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
31	1025	22-2-39	2-3-46	ex N5389 RAF
32	1026	22-2-39	1-46	ex N5390 RAF
33	1027	22-2-39	1-7-42	ex N5391 RAF, crashed
34	1028	22-2-39		ex N5392 RAF, became instr.airframe in 1952, now in restoration at Baldonne
35	1029	22-2-39	6-9-42	ex N5393 RAF, crashed
36	1037	8-3-39	9-46	ex N5401 RAF
37	1038	8-3-39	15-5-44	ex N5402 RAF crashed
38	1039	8-3-39	28-2-44	ex N5403 RAF crashed
39	1040	8-3-39	8-46	ex N5404 RAF
40	1041	8-3-39	2-46	ex N5405 RAF
73	525	7-6-40	3-46	ex L6903 RAF
74	1784	7-6-40	9-45	ex P6440 RAF
75	942	7-6-40	8-46	ex N3901 RAF
76	1769	7-6-40	7-10-41	ex P6414 RAF, crashed
77	1777	7-6-40	8-46	ex P6422 RAF
127	1779	17-2-46	5-52	ex P6424 RAF
128	1827	17-2-46	11-51	ex R1826 RAF
129	2000	17-2-46	12-52	ex T9733 RAF
130	915	17-2-46	1-53	ex N3869 RAF
131	768	9-3-46	6-53	ex L8342 RAF (according to IAC c/n was 769)
132	2044	21-2-46	9-52	ex T9807 RAF
133	2242	21-2-46	7-2-47	ex V1089 RAF, crashed
134	2189	21-2-46	1-53	ex V1016 RAF
135	2040	9-3-46	8-51	ex T9803 RAF
136	2247	9-3-46	11-52	ex V1094 RAF
137	778	9-3-46	11-52	ex L8352 RAF
138	1835	9-3-46	6-52	ex R1834 RAF

The first batch (31 till 40) was delivered as new-built a/c, diverted from RAF contract. The 2nd batch (73 till 77) consisted of a/c that were in storage at RAF Sealand and the final batch (127 till 138) consisted of a/c that were refurbished by Miles Aircraft Ltd. after their RAF service. The Magister was IAC's standard primary trainer from 1939 till 1952.

Miles M.19 Master Mk.2

<u>serial</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
97	10-2-43	10-49	ex DM260 RAF
98	10-2-43	7-46	ex W9J28 RAF
99	10-2-43	8-45	ex DM258 RAF
100	10-2-43	23-3-49	ex ? RAF, crashed
101	10-2-43	19-8-46	ex ? RAF, crashed
102	10-2-43	8-46	ex DM261 RAF
121	31-5-45	3-2-49	ex DL194 RAF, collided in mid-air with 124
122	31-5-45	9-49	ex DK835 RAF
123	15-6-45	7-47	ex DK934 RAF
124	15-6-45	3-2-49	ex DM220 RAF, collided in mid-air with 121
125	15-6-45	9-49	ex DI408 RAF
126	15-6-45	9-49	ex AZ250 RAF

These Master Mk.2's were the IAC's standard advanced trainers from 1943 till 1949. Replacement by Provosts was in 1954.

Avro Anson C.19

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
141	1313	10-4-46		became instr.airframe 20-1-62, now stored at Baldonnell
142	1314	10-4-46	1962	damaged 31-1-58, became instr.airframe and was scrapped when replaced by 141
143	1315	10-4-46	8-5-53	crashed

According to the IAC c/n's resp resp. 1314, 1315 and 1316. These Ansons were used for communications.

Miles M.25 Martinet TT.1

<u>serial</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
144	5-7-46	25-5-52	crashed
145	5-7-46	1963	became instr.airframe 23-12-58, scrapped

These refurbished ex RAF a/c were used by the Cooperation Flight. /in '63

Vickers Supermarine VS.506 Seafire LF.3

<u>serial</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
146	17-2-47	6-54	ex PR302 RNFAA
147	17-2-47	5-9-47	ex PR315 RNFAA, crashed
148	17-2-47	22-5-53	ex PF950 RNFAA, crashed
149	17-2-47	5-54	ex PF948 RNFAA
150	11-7-47	'55	ex RX210 RNFAA
151	11-7-47	29-6-51	ex PF941 RNFAA, crashed
152	11-7-47	1-9-49	ex PF929 RNFAA, crashed
153	11-7-47	7-54	ex PF924 RNFAA
153	27-9-47	28-5-51	ex PF915 RNFAA, crashed
154	27-9-47	8-54	ex PR236 RNFAA
155	27-9-47	'62	ex PF936 RNFAA, became instr.airframe in 7-54, scrapped in '62
157	27- -47	27-10-53	ex RX168 RNFAA

These denavilized Seafires served with No.1 Fighter Squadron.

Vickers Supermarine VS.509 Spitfire T.9

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
158	CBAF7122	5-6-51	20-4-60	ex MJ627 RAF, sold to G-ASOZ
159	CBAF7269	5-6-51	27-1-60	ex MJ772 RAF, sold to G-AVAN
160	?	29-6-51	15-2-57	ex MK721 RAF, crashed
161	CBAF9590	29-6-51	12-60	ex PV202 RAF, sold to ?
162	?	30-7-51	7-60	ex ML407 RAF, sold to ?
163	CBAF11432	30-7-51	'61	ex TE308 RAF, sold to G-ANGB, CF-B and then reconverted to F-9

These ex RAF T.9's were converted by Vickers Supermarine to T.9 standard. They were used as advanced trainers and after 1954 as fighters in No.1 Fighter Squadron.

De Havilland Canada DHC.1 Chipmunk

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
164	C.1/0450	16-1-52		
165	C.1/0452	16-1-52	14-6-56	crashed near Laytown, became /instr.airframe
166	C.1/0453	16-1-52		
167	C.1/0463	31-1-52	'59	wfu after forced landing
168	C.1/0464	31-1-52		
169	C.1/0552	31-1-52		
170	C.1/0724	26-9-52		
171	C.1/0732	26-9-52		
172	C.1/0745	26-9-52		
173	C.1/0746	26-9-52		
174	C.1/0753	26-9-52	23-5-63	crashed at Gormanston
175	C.1/0754	26-9-52	29-3-63	crashed at Gormanston
199	C.1/0392	26-2-65		ex WG320 RAF
200	C.1/0061	26-2-65		ex WB620 RAF

The Chipmunks are IAC's current standard primary trainers. 164 till 175 are all T.20's, 199 and 200 are T.22's.

Hunting Provost

<u>Serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
177	125	26-3-54		
178	157	27-5-54		
179	160	27-5-54	7-3-57	crashed
180	179	6-7-54	6-68	crashed at Baldonnell
181	400	21-7-55		
182	403	20-9-55	3-1-57	crashed
183	406	21-10-55		
184	408	21-10-55		
189	460	23-3-60	14-4-62	crashed, c/n according to IAC W/1068
189A	352	21-2-66		built from parts of 189(c/n 460) and XF846 (c/n 352 ex RAF)
190	461	13-4-60		c/n according to IAC W/1069

The Provosts are IAC's current standard advanced trainers. 177 till 180 are T.51's, the others are T.53's.

De Havilland DH.104 Devon (Dove)

<u>type</u>	<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>w/o</u>	<u>remarks</u>
Mk.4	176	04368	22-2-53		
Mk.5	188	04503	24-3-59	27-1-61	crashed at Shannon Apt.
Mk.7	194	04530	11-7-62		
Mk.8A	201	04525	18-12-70		

The three surviving Doves serve with the General Duties Flight at Baldonnell

De Havilland DH.115 Vampire T.55

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>remarks</u>
185	15775	21-7-56	d/d according to IAC 30-7-56 and according to HSA 24-9-56
186	15765	21-7-56	see 185
187	15766	21-7-56	see 185
191	15815	18-1-61	
192	15816	16-3-61	
193	15817	16-3-61	

These six Vampires serve with the Fighter Squadron at Baldonnell in the dual role of strike and jet training.

IAC also has an ex RAF Vampire T.11 in use as instr.airframe. It has IAC-serial 198, but the RAF-serial XE977 is the only reg. painted on the airframe.

Sud-Aviation SE.3160 and SA.316B Alouette II

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>serial</u>	<u>c/n</u>	<u>d/d</u>
195	1151	25-1-63	211	1983	4-2-73
196	1153	25-11-63	212	1984	29-3-73
197	1194	13-5-64	213	2116	16-12-73
202	1973	24-3-72	214	2122	28-3-74

These Alouette 3's form the Helicopter Flight at Baldonnell.

Cessna-Reims FR.172H Rocket

<u>serial</u>	<u>c/n</u>	<u>d/d</u>	<u>serial</u>	<u>c/n</u>	<u>d/d</u>
203	0343	4-10-72	207	0347	13-10-72
204	0344	4-10-72	208	0348	13-10-72
205	0345	4-10-72	209	0349	13-10-72
206	0346	4-10-72	210	0350	13-10-72

These Cessna's are derived from the civil variant of the Cessna T.41 primary trainer, and can be equipped with rocket-pods, so that they can be used for light strike assignments.

SHOW REPORTS ----- SHOW REPORTS

OPEN DAY TWENTHE: 31 August 1974

Although officially two Open Days are to be held each year (one north and one south of the big streams) this year only one airbase of the Koninklijke Luchtmacht was open to the public, namely Twenthe, near the town of Enschede.

Some 110,000 people visited the field and no doubt they've all returned home satisfied.

The static show was as usual: Klu aircraft, plus a Danish F-100F, a German G-91R, a Harrier and a French CAP-20. The flying display didn't comprise many highlights either. Interesting was the flypast of four Beavers, which was their very last public appearance. One day later, on 1st of September, the type was phased out and flown over to the Depot Vliegtuig Materiaal at Gilze-Rijen. The Beavers are to be sold or (if no buyers show up) scrapped.

Another GPLV demonstration was by "the Grasshoppers", four Alouettes III of 299Sqn, painted in a gay yellow-green colour scheme.

The "Popsy Black" formation, 4 Piper Super Cubs of 300Sqn flown by Lt. Dieryck, Brobbel, Huizenga and De Rink, performed a nice show too. It was a pity that except for the Atlantic, Neptune and Cap-20, none of the participating aircraft taxied in front of the public; empty cans, peaces of paper, etc. formed too great a danger to the jet-engines.

Static: 30-15* G-91R Luftwaffe LEKG-43 69558 F-4E USAF 32TFS
 XV766/E Harrier RAF 3Sqn GT-019* F-100F RDanAF 730Sqn
 D-8083 F-104G 322/323Sqn K-4013 NF-5B
 R-149 L-21B 300Sqn A-399 Alouette III
 213* Neptune MLD S-3 Beaver 300Sqn
 254* Atlantic MLD 240/VN*Wasp MLD

VT/2 CAP-20 PAF
 Show: H-75, H-81 Alouette 3 SAR R-166, 176, 120, 182 L-21B 300Sqn
 A-471, 543, 494, 324 Al.3. Grasshoppers C-10 F-27M 334Sqn
 VX/4 CAP-20 PAF XV770/J Harrier R F 3Sqn
 S-1, 5, 7, 9, Beavers 300Sqn CR69-558, 68-408, 68- plus one
 D-8048, 8268, 8357, 6666 F-4E USAF 32TFS
 F-104G 311/312Sqn K-3051, 3005 plus two NF-5A
 plus the a/c marked * in the static show.

Residents: P-209, 234, 171, 166 F-84F; Q-283 F-86K (gate-guard)
 C-7, C-9 F-27M R-181, 183 Piper Cub
 A236, 399, 481
 K-3001, 3009, 3025, 3042, 3053, 3057, 3019, 3007, 3051, 3061, 3041, 3024,
 K-3028, 3005 all NF-5A
 K-4010, 4030, 4016, 4017, 4014, 4018, 4025 all NF-5B

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CAMBRAI-EPINOY: on 15-9-74

Static: 12-XJ c/n 43 CM-170R 12-XE 14385 T-33A
 30-MK 20 Mirage F.1 12-ZS 59 S.Mystere B.2
 12-XF 53 MH-1521M Broussard AT 21 Mirage IVA
 Flight-line: 34-02 G-91T WGAF LKG-42 12-XC 14044 T-33A
 12-YR/111 and 12-ZV/91 SMB.2 10-RC/5 and 10-RN/58 Mirage 3C
 12-XK/344 and 12-XM/23 CM-170R 67-ID/2097 Alouette III
 VU/1 c/s F-TFVU CAP-20 JBB/1518 Alouette II
 ADB Puma GALDIV-8 Compiegne 62-WZ/128 N2501
 12-ZF/153, 12-ZU/55, 12-YS/118, 12-ZP/158, 12-ZL/22, 12-YF/85,
 12-YK/156, 12-YJ/99, 12-YT/166, 12-ZJ/124, 12-ZQ/53, 12-ZN/27,
 12-ZK/74 all Super Mystere B.2 of 12Esc.
 Hanger: 12-YL/109, 12-YV/172, 12-ZC/23, 12-YQ/90, 12-ZR/145 all SMB.2
 Other a/c on the field: 12-YM/48, 12-YN/179, 12-YA/154 all SMB.2
 On the scrapyard: the nose of a SMB.2 with a frombeled nose
 On the fire-dump: the nose of SMB.2 10-SS; a Flamant of the Aeronavale;
 12-YM SMB.2 with possible serial 151.

OREIL: on 29-9-74

Static: WH 16905 T-33A 10-KI/44 CM-170R
 AY/26 Mirage 4A 10-KX 29901 T-33A
 10-KF/119 CM-170R 10-RG/70 Mirage 3C (ex 13-PB)
 ADC/1128 Puma GALDIV-8 10-SN/12 Mirage 3C (ex 5-0A and 5-NP)
 2-FL/212 Mirage IIIB 62-WD/76 N2501
 5-ND/10 Mirage 3C ex 5-NA F-TFVX/4 Cap20
 30-FC/25 Mirage F.1 12-ZS/59 SMystere B.2

Show: 10-RI/42, 10-RM/51, 10-SG/48, 10-SE/35 Mirage IIIC
 563VF, 561/VM, 541GV, 535VD, VB529, 527, 564, 576, 565 CM-170R
 "Part. de France"; 62-KA/24 N-2501

Hangers: 10-SM/36, 10-SD/16, 10-SJ/67(ex 10-RO), 10-SB/18, 10-RD/27,
 10-RC/5, 10-RR/64, 10-SK/?(ex 5-NF), 10-SA/1, 10-RS/89,
 10-SO all Mirage IICC's
 10-KE/142 MH-1521M and 10-KH/104 CM-170R

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RAMSTEIN: on 22-9-74 from H.Jockers via Jan van den Oever
 Many registrations are still unknown to us; e.g. a G-91R, F-104G,
 C-160, C-118, C-131, UH-1N, Bronco, Mirage IIIE, Red Arrows and a TF-15
 which is probably the same as the one at Farnborough.

Here are the regs:

D-5802 TF-104G RNethAF Volkel	86982 F-100F RDanAF 727Sqn Kerup
AT-155 TF-35 Draken RDanAF	73-0928 F-5E Saudi Araba AF
54-155 EC-121S USAF	TJ63-421 F-4C USAF 401TFW
ZR69-370 RF-4C USAF 26TRW	RS68-475 F-4E USAF 526TFS
UH68-055,044,062,077 F-111E 20TFW	58-0102 KC-135A 449th Bomb.Wing
70460 C-5A USAF 436MAW	

RAF/ROYAL NAVY LEUCHARS (Battle of Britain Display): on 14-9-1974 by Piet

Static: XV418 Phantom FGR.2 41Sqn	XR371 Short Belfast C.1 53Sqn /Glas
WJ975 Canberra T.19	XV788/11 Harrier GR.1 c/n P-38
XX481/81 Jetstream T.1 c/n 251	XW404/77 J.Provost T.5
XS728/E Dominie T.1 c/n 25048	XL597/87 Hunter T.7 4FTS
XP503/03 Gnat T.1 4FTS	XV345 Buccaneer S.2
XH616 Victor K.1A 57Sqn	XX526/8 Bulldog T.1 c/n 212 'Bulldog
XX735 Jaguar GR.1	Aerobatic Team" 2FTS
VP965 Devon C.1	TG-503 Hastings C.1
WR960/60 Shackleton LEW/3	PS-915 Spitfire PR.19
8Sqn Lossiemouth	TE-311 Spitfire XVI
XE643 Hunter FG.9 (only nose)	XV707/P Sea King 819Sqn
30-FB/24 Mirage F.1 F.F	C-5 F-27M RNethAF

Flying display and other a/c on the air base:

D-8311 F-104G RNethAF	XS612 Andover C.1
XV192 C-130K Hercules	XP686/S J.Provost T.4 6FTS
XP696 Lightning F.3 c/n 95120	XR716 Lightning F.3 c/n 95199
VP974 Devon C.1	XX523/5, XX528/10, XX519/1, XX611/04
XV747/29 Harrier GR.1 1Sqn	c/n's 209,214,205,259 resp, all
XV756/34 Harrier GR.1 1sqn	Bulldogs T.1 of "the Bulldogs"
XV247 Nimrod MR.1 c/n 8024	XP403, XD165 Whirlwind HAR.10 202Sqn
XX508 HS125 CC.1 32Sqn	XM652 Vulcan B.2
XX734 Jaguar GR.1	
Red Arrows: Gnat T.1: XR540,955,993,987,991,XP531,514,XS101,107,111	
Red Devils: CM-170R(BAF): MT5/262, MT-6/263, MT-11/268, MT-15/272,	
MT-18/275, MT-21/278, MT-22/289	
Lightning F.6 of 23Sqn: XR753/A(c/n 95218), XR760/H(95225), XR770/L	
(95235), XR756/M(95221), XF750/P(95215), XF751/Q(95216), XS935/J	
(95268), XS936/B(95269), XS937/C(95270)	
Lightning F.1 of 23Sqn: XM144/X, XM169/W(95056)	
Lightning T.5 of 23Sqn: XS419/T(95004)	
Phantom FG.1 of 43Sqn: XV571/A, XV573/L, XV574/B, XV575/C, XV576/P,	
XV577/M(with ECM equipment), XV578/O, XV579/R, XV581/E(3235), XV582/F	
(3253), XV583/G(3268), XV585/P, XT874/J(2775)	

R.N.A.S. Lee on Solent: on 27-7-74 from Geert van Leeuwen

Static: Westland Wasp HAS.1: XV634/460 from HMS Ajax
 WK634/902 Chipmunk (royal Navy)
 WV911, WV828/037 (black) Hawker Sea Hawk
 NF389/5B Fairey Swordfish
 XK944/86, XN305/PO516, XN314 Whirlwind HAS.7
 XT256 (Rescue), XM870 Wessex HAS.3
 XL602 Hunter T.8; XN706/E127 Sea Vixen

Flying display:

XJ347/319/322/324 Sea Devon C.20	XR441/442/443 Sea Heron C.20
WK635 Chipmunk T.10	XT770/772 (VIP) Wessex HU.5
XS869/PO508 Wessex HAS.1 771Sqn	XS508/B-VM, XT473/B-VQ Wessex HU-5
XA466/LM777 Gannet AS.4 849Sqn	LS326/5A Swordfish
XT863/RO01 Phantom FG.1 892Sqn	XM611 Vulcan B.2 (RAF)
XV256 Nimrod MR.1 (RAF)	XV351/RO30 Buccaneer S.2 809Sqn
XV315/407/424/426/428 Jet Provost "the Swords" (RAF)	XV624/417 Wasp HAS.1 MS Herald
XN298/LS10, XN387/LS-11, XN311/LS-12 Whirlwind HAR.9	XV675/PO685 Sea King HAS.1
Other a/c on the field:	XS869/PO508 Wessex HAS.1 771Sqn
XL880/ED35 Whirlwind HAR.9 737Sqn	WT604/VL834 Hunter GA.11 FRADTU
	XT871/RO07 Phantom FG.1 (wreck)

Wiesbaden (Armed Forces Day) on 8-9-74 from Gerhard Weinmann

Static: 4-49, 84-51 CH-53G WGAmy; 50-66 C-160D LTC-61; UH68-059 F-111E
 C-130E: LM63-857; 35-48, 35-84 RF-4E WGAf AKG-52; 66-13559 OV-10A 601TC
 67-17424 (Medevac, 66-60828 (the Anny Bell II) UH-1H USArmy
 2-EN/440 Mirage 3E FAF
 21-86 F-104G WGAf JATOG-32
 XV349/M Buccaneer S.2 RAF 15Sqn
 69-16341 c/n 40562 OH-58A,
 72-21552 c/n 13251 UH-1H both of 3 Sqn Finthen
 3 Helic. Div. Finthen
 24470 T-38 AFCS 1868 FCS
 30-47 G-91 WGAf LEKG-44
 11150 O-2A 601TC7
 70-16000 c/n 20944 AH-1G D-Troop
 18461 CH-54A 295 Av. Comp Finthen

In Hangars: 66-13562 OV-10A; 11149 O-2A; 30106, 22687 C-97G
 Flying: The Slivers FX60, 67, 72 F-104G; the Blue Bees: OL-A62, 64, 67, 68, 75, 77, 80

Farnborough: on 6-9-1974

F.J. Bachofner and SCAN

Static: PH-EXI F-27 IIAF	XX136 Jaguar T.2
G-BCFI Skyvan Ghana AF	G-BBPF Bulldog Nigerian AF
31647 CH-53 USAF	G-BCFJ*Skyvan Ghana AF
XV229*Nimrod MR.1	64-17972 SR-71 USAF
73808/11 Sk.37 Viggen RSWAF	71-20952 CH-47C USArmy
71-0291*F-15B USAF	XV807/47 Harrier GR.1
159327 P-3C Orion USNavy	158873 S-3A Viking USNavy
37053 Viggen RSWAF	XX154*Hawker Hawk
70-0454 C-5A Galaxy USAF	58-20 DO-28D Luftwaffe
XX480 Jetstream T.1	RS-24 and RS-25 MB326K ItAF

* Indicates participation in flying display also, apart from these, the following a/c took part in the air show:

XX108 Jaguar GR.1	XX910 Lynx (replaced by XX150)
37052/52 and 37055/55 Viggen RSWAF	

-RAF demonstration:

-XV756/34, XV934/06, XV778/16, XV788/11, XV759/10, XV754/07, XV787/02
 XV795/05, XV755/20, XV752/03, XV757/12 all Harriers of 1Sqn, except for XV756 and XV759 which are 2320CU

-XX726/726, XX119/07, XX145/H plus two others being Jaguars of OCU/54S

-Red Arrows: XS107/111/101/110, XR540/955/993/991/987/XP514

Visitors and residents:

XM330 Wessex plus XL728	XT672/AZ, XT669/AT, XR523/AM, XV723/AT
XR457 Whirlwind HAR.10	Wessex 72Sqn
XT250 Sioux; XF274 Meteor	68-10368 HH53 USAF; XF321 Hunter
WD480, WJ327 Hastings; XN453, XV144 Comets, XN132 Alouette II AAC	

Culdrose Navy Day on 31-7-74 from G.v.Leeuwen

XS536/CU580, XV633/CU584 Wasp HAS.1 706Sqn	XT418, XT779/462 Wasp HMS.Rothesay
XT863/RO01 Phantom FG.1 892Sqn	XP139/PO651, XP143/PO650 Wessex HAS.3
A-C10 Saab F-35 Draken RDanaF	61-11 Atlantic WGNavy MFG-3
XR443 Sea Heron 781Sqn	AT156 TF-35 Draken RDanaF
XT515 Sioux AH.1 Royal Marines	89-53, 89-54, 89-57 Sea King HAS.50 WGN
XV254 Nimrod MR.1 RAF	XN309/CU590 Whirlwind HAR.9
XW861/CU61, XW895/CU Gazelle HT.1	XW859/CU65, XW860/CU64 Gazelle HT.2
WF225/CU Sea Hawk F.1	XJ610, XN647/VL Sea Vixen F(47).2
XG831 Gannet AS.4	WK574 Chipmunk T.10
LS326/5A Swordfish	XV214 Hercules
XV643/RO55, XV688/RO54, XV701/RO53,	XV648/CU591, XV654/CU063, XV657/CU596,
XV699/RO51 Sea King HAS.1 824Sqn	XV698/CU592, XV709/CU597, Sea King
XV661/P7304 Sea King 819Sqn	HAS.1 706Sqn
XJ322 Sea Devon C.20 781Sqn	XV696/BL411, XV714/BL413, XV713/BL412
Wessex HU.5 of 848Sqn: XS459/B-VB, XS479/B-VV, XS495/B-- , XS506/B-V0,	Sea King 820Sqn
XS508/B-VM, XT471/B-VF, XT473/B-VQ, XT485/B-VT, XT759/B-VN, XT786/B-VE	
Hiller HT.2: XS158/50, XS162/48, XS165/43, XS166/41, XS167/51, XS168/47,	
XS169/44, XS701/42, XS703/49, XS706/40	
Whirlwind HAS.7: XG592/54, XG596/66, XK912/60, XK936/62, XK943/57,	
XL836/65, XL852/55, XL867/59, XM669/63, XN261/61, XN264/53, XN304/64	
Buccaneer S.2A of 809Sqn: XV351/RO30, XV353/RO31, XV361/RO27, XV863/RO20,	
XV865/RO22	
Sea Prince T.1 of 750Sqn: WF118/CU569, WF122/CU575, WF131/CU571,	
WF133/CU573, WF308/CU572, WF314/CU599	
Gnat T.1 of "The Red Arrows": XS107, 101, 111, XR993, 991, 987, 540, 955, XP514, 531	
Jet Provost T.5 of "The Swords": XW370, 407, 426, 428	

ADVERTISEMENTS ---- ADVERTISEMENTS

- Wanted: Correspondence in Denmark, Norway, Belgium, Greece and Turkey to exchange photos and information of the air forces. I am trying to get the special issue of the French Aero-Journal devoted to the Super Mystere B.2. Could anyone help me?
Gonzalo Avila Cruz, Av.Dr.F.Rubio y Gali, 177 5^oB, Madrid 20, Spain.
- Wanted: Slides of the Twenthe Open Day (because of illness I couldn't make them myself); also wanted slides of Beavers and S-11 Instructors; furthermore wanted correspondents to exchange slides of aircraft all over the world.
R.Garretsen, Emmerikseweg 351, Zutphen 6500, Holland.
- Air-View of Holland is a bi-monthly slide service featuring military and civil aircraft. All slides are Kodachrome II. Write for a free catalogue to Air-View of Holland, P.Balkhoven, P.O.Box 128, Spijkenisse, Holland.
- "Famous Aircraft of the World" is a series of Japanese photo's books of approx. 75 pages, dealing with military aircraft. Each deals with a different type, containing very interesting photo's in black-white and colour. A pricelist is obtainable:
Air-View of Holland, P.O.Box 128, Spijkenisse, Holland.
- Wanted Correspondents to exchange negatives, photos and news. I am only interested in military aircraft especially F-4's (German, RAF and USAF), German F-104's and French Mirages. I can offer Dutch F-104's, WF-5's and German F-104's of JABOG-36.
Harry Berger, Brinkstraat 34, Hengelo, Holland.
- Wanted: Miles Magister spare parts, especially engine cowlings, wing root cowlings and a brake mixer unit. Contact Ltnt.Liddy, Air Corps Station Baldonnell, Co.Dublin, Ireland.

CORRECTIONS AND ADDITIONS

- FLASH Nr.45: Page 6: OV-1D 17100 must be 17010; page 8: 46-13/MM61999 is a C-130H not a C-119G; Page 9: 30-QF is a CM170R, not a CM160R
Page 12: Meteor F.8 WH701 must be WF701; Page 18: 67-FG/2018 is an Alouette 3 not All.2; T-33A 13345 must be 133345
FLASH Nr.46: Page 7: movements Wildenrath: Draken A-010 and A-011 are F-35 (not A-35XD) of 725Sqn(not 729Sqn)
FLASH Nr.47/48: Page 10: Norvenich F-104G 2650 was w/o 26-10-73 not 11-3-74 which was 2148.

Notes regarding Embassy Air Tattoo at Greenham Common:

The Championships that were cancelled were the jet aerobatic team championships. The reason for cancellation was not a radar-site but the fuel situation. This had prevented a sufficient amount being allocated for the event, and this may caused the less extensive participation this year. There is some truth in the story about Russians, however, as reported in several newspapers earlier in the year. The British atomic energy research establishment is located at Aldermaston, which is only about four miles east of Greenham Common. This could have been overflown and photographed by Russians if they would have come to the jet aerobatic team championships. Consequently the British authorities had to withdraw the invitation to the Russians....

Furthermore the following corr. and add.:

Scout XP908 was XP9C9; Meteor T.7 was WH669 not WH669

Also flying on Saturday were Hurricane LF363 "LE-Q" and Spitfire P7350 UO-T of the Battle of Britain Memorial Flight.

The C-118 actually was a VC-118A of the 7101st ABW.

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: A Harrier XV766/E was part of the static show at Twente on 31 August. Photo P.v.Gemert/GCA
PHOTO 2: An example of a camouflaged Norwegian F-5 (373). Photo P.v.Gemert/GCA
PHOTO 3: One of JG-71's new F-4F's is 37-27. Photo K.Kramer
PHOTO 4: A Packet of the Belgian AF (CP10) practically devoid of its markings at Koksijde. Photo P.v.Gemert/GCA
PHOTO 5: A Phantom 122-16 (C.12-32) of 122Sqn Spanish AF seen at Torrejon on 5-2-74. Photo G.Avila
PHOTO 6: An F-4C of 121Sqn is 121-15 (C.12-29), note the lining of the serial. Photo G.Avila
PHOTO 7: Squadron insignia of ALA-12, Spanish AF. The badge appears on almost every aircraft. The cat's head is black with green eyes, red mouth, orange tongue it appears on a white shield outlined in orange. The motto is "No le Busques Tre Pies".
PHOTO 8 & 9: Illustrating the article on the IAC: Dove 201 and Cessna 210 taken at Baldonnell and Gormanston resp. Photos J.Struben
PHOTO 10, 11 & 13: Three variants of the Fiat G-91 in the Italian Air Force: a G-91Y, G-91T, G-91R. Photos AMI, G.Hiltermann, AMI resp.
PHOTO 14 and 15: Camouflaged Turkish Starfighters, participating in Rest Hit 1974 at Murted, Turkey. Note the different presentation of the serials; photos are of 22339 and 12718 (the latter is ex Spanish AF) Photos H.Koning
PHOTO 16: A Helio U-10B Super Courier of the Utah National Guard (note not Utah Air National Guard as this U-10B is of the Army). Registration (63)-13171. Photo P.Verderuijsse
PHOTO 17: One of the latest acquisitions of the AMI is DC-9 SM-12 Photo P.v.Gemert/GCA

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