

FLASH

March 1975

NR 54



military aviation magazine

THE F-104 SUCCESSORS



2



3



4



Editorial team: editor : F.Klaassen
co-editors: H.Engels H.v/d.Laar
P.v.Gemert J.v.Tuyn
P.v/d.Krommenacker

.....

- Except for payments ALL mail concerning FLASH should be sent to the following address: "FLASH Aviation Magazine"
P.O.Box 855,
Eindhoven,
Holland.
- FLASH is a monthly appearing non-professional magazine specialized in military aviation.
- 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.
All payments should be sent to gironummer 1275478 t.n.v. P.v.Gemert in Eindhoven (Dutch readers) or via an International Money Order to P.V.Gemert P.O.Box 855, Eindhoven, Holland (Foreign readers).
- 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:
Nos.10,15,23,24,26,31,32,33,35,36-40,44,45,47-50,52,53. At DFL.1,50 each.
- Sample-copies of FLASH are free obtainable at the editorial address.
- Also still obtainable are the self-adhesive FLASH-stickers; DFL.1,- each.

.....

Dear reader,

What makes this month's edition of FLASH magazine worth while looking through again?

Above all a trip of two of your hard working, never resting editors (no kidding!) made to the eastern situated Air Base Twenthe. You will find their report on the next pages to come.

Further on we have an important matter to discuss: what aircraft will become the successor of our aged Starfighter? This question is being posed in this issue.

At last we have succeeded in getting a start to the new presentation of our news-columns, although it is a rather hesitating one, as you will notice when reading on.

To end with and to reassure you: there has been some misunderstanding: we have had an combined January and February which implies that we will have a separated August and September issue! No panic!

Your editors.

.....

COVER PHOTOGRAPH

To be considered a good candidate as successor of the Starfighter is the Saab Viggen. The photo shows the version in service with the Royal Sweden Air Force, the JA-37(37051) somewhere over the woods of Sweden.

Photo: Saab via P.Vercruijsse

HOLLAND - BELGIUM - GERMANY - HOLLAND - BELGIUM - GERMANY - HOLLAND

With special thanks to: H.Berger, A.Booy, J.v/d.Feen, J.Los, A.Luft,
H.Ploegstra, P.v.Veen, P.Vercrujisse, Falcon Air Mail, Luftwaffe

HOLLAND

- For the first time in two years, No.314Sqn at Eindhoven received "new" NF-5's. The concerned a/c are: K-3016 (ex 316Sqn), 3023 (ex 316Sqn) and 3045 (ex 316Sqn).
Movements at Eindhoven included:
Feb.27: 31-61, 32-32, 32-64, 32-78 G-91R WGAF LKG-41 Husum
D-8047,8059,8131 RF-104G RNethAF 306Sqn; D-8326 F-104G 312Sqn
107, 104 RF-5A RNoAF 717Sqn
- In the harbour of Rotterdam, the aircraftcarrier FOCH of the French Navy was open to the public in the afternoon of 2 March. The following a/c were noted:
flight-deck: Crusaders F-8E: 1,4,6,11,12,22,25,30,31,39,41 all of 12F
hangar: Alouette III 1806 of 22S
- The ninth F-27M of the Klu which was camouflaged was the C-10. Only the C-2 and C-12 are the only two uncamouflaged ones.
- Beek-movements included:
Jan. 8: 33303 C-118A USAF; 5820 DO-28D WGAF; 21618 UH-1H USArmy
9: 0-10654 T-39A USAF 17: No.64 Nord 262D French AF
20: 15905 U-21A USArmy; 109159 CC-109 CAF
22: WV729 Pembroke RAF HQ SHAPE 26: 130328 C-130E CAF
28: 10685 T-39A USAF
Feb. 3: XX508 HS.125 CC.2 RAF 32Sqn;
6: 7106 & 7161 UH-1D WGAF HTG-64; 5815 DO-28D WGAF JABOG-31
11: 18030 & 18019 U-21A USArmy
12: 0-10653 T-39A USAF; 18040 U-21A USArmy
13: 7152 UH-1D WGAF HTG-64 25: 130315 C-130E CAF.
26: 33273 C-118A USAF; 15907 U-21A USArmy
Mar. 7: 18040 U-21A King Air USArmy
- Movements at Valkenburg included:
Jan.14: 5911 DO-28D WGNavy MFG-5
20: 157324/LR-9 P-3C Orion USNavy VP-24
21: 6111 Atlantic WGNavy MFG-3
27: XX507 HS.125 CC.2 RAF 32Sqn Northolt
31: WF118/CU-569; WF131/CU-571; WP308/CU-572; WF133/CU-573;
WM739/CU-574; WF122/CU-575; all Sea Princes T.1 RN 750Sqn
Feb. 5: 6112 Atlantic WGN MFG-3; 10: 157324/LR-9 P-3C USNavy VP-24
24: XT757 Wessex HU.5 RNavy; 26: 64-IV/127 N-2501 PAF 64Esc.
- Movements at Leeuwarden included:
Jan.17: XR508/BM Wessex HC.2 RAF 18Sqn
20: D-6685 F-104G Volkel Wing; D-8125 RF-104G 306Sqn (equipped with special electronical instruments)
21: C-8 F-27M 334Sqn; 251V Atlantic MLD
23: C-6 F-27M 334Sqn; 27: D-5804 TF-104G Volkel TCA; 221K UH-1H
28: G-261/542261, G-262/542262 F-100D RDenAF 727Sqn
31-07, 31-79, 32-10, 32-47 G-91R WGAF LKG-41
30-32, 30-33 G-91R WGAF LKG-43
29: FX-03, 59(c/s EB132) F-104G BAF 1 Wing (till 30-1)
30: D-5805, 5808 TF-104G Volkel TCA; D-6699 F-104G Volkel Wing
Feb. 4: K-3063, 3065, 3012 NF-5A 316Sqn
5: WL790 "Mr MacHenery" Shackleton RAF 8Sqn (c/s MAI)
16: 203V Neptune MLD; 227V UH-1B MLD
- Movements at Ypenburg included:
Nov. 4: 24471 & 24477 T-39A USAF 5: 0-17899 T-29 USAF
18: 33303 VC-118A USAF (also on 15 and 20-1)
Dec. 4: XL614 Hunter T.7A RAF 237 OCU Honnington (also on 5-12)
Jan.15: MT-37 Magister BAF 20: XS791 Andover RAF
22: 22462 T-39A USAF 31: 954 C-130H RNoAF

Ipsenburgh cont.

Feb. 5: 10677 T-39A USAF 10: 12626 F-104G RNoAF
 17: LD No.26 Paris II FAF 18: XT762 Wessex HU.5 Royal Navy
 21: LI No.30 Paris II FAF 27: 13705 CG137 CAF (also on 28-2)
 28: CM-02 Mystere XX BAF

— Movements at Twenthe included:

Oct. 8: D-5804, 5806 TF-104G Volkel TCA
 15: D-5906, 5810 TF-104G Volkel TCA; MT-30 CM-170R BAF
 18: 50-70 C-160D WGAF ES.61
 29: 24-05, 26-37, 24-89, 26-23 F-104G WGAF JABOG-36
 Nov. 5: C-8 F-27M 334Sqn; K-3075, 3044 NF-5A 314Sqn
 D-8145, 8066 RF-104G 306Sqn
 Dec.23: D-8098, 8279 F-104G 322/323Sqn; K-4021 NF-5B 314Sqn
 Jan.28: D-8127 RF-104G 306Sqn; K-4011, 4023 NF-5B 316Sqn; A-227 AL.III
 28: FX-70, 29, 96, 99 F-104G BAF; K-4011 NF-5B 316Sqn
 Feb. 5: D-5812 TF-104G Leeuwarden TCA; D-8266 F-104G 311/312Sqn
 27-96, 28-34 TF-104G WGAF WS-10
 6: K-4007 NF-5B 314Sqn; V258 Atlantic MLD
 20: K-3072, 3027 NF-5A 314Sqn; D-8282, 6683 F-104G 311/312Sqn

— Movements at Soesterberg included:

Nov.25: D-8104, 8336 F-104G 322/323
 Dec.11: PB63-812 C-130E USAF 12: 37-27, 37-67 F-4E WGAF JG-71
 20: D-8083, 8341 F-104G 322/323Sqn
 23: AR65-0867 RF-4C USAF 10TRW; K-4021 NF-5B 314Sqn
 30: HR69-0244 F-4E USAF 496TFS; LN65-0608 F-4D 48TFW
 Jan. 2: V250 Atlantic MLD 321Sqn; K-4027, 4030 NF-5B 315Sqn
 9: 2211, 2219 F-104G Bundesmarine
 10: D-6657, 6655, 8049, 8104, 8272, 8286, 5816 (T)F-104G 322/323Sqn
 HR68-0532, 69-0273 F-4E USAF 496TFS; AR64-1033 RF-4C UAAF
 14: FX-11, 84 F-104G BAF 1 Wing; V207 SP-2H MLD 320Sqn
 24: AR66-0449, 66-0413 RF-4C USAF 10TRW; WR66-7507 F-4D USAF 81TFW
 30: 37852, 37853, 37846 C-130E MAC/USAF
 31: ZR68-0557 RF-4C USAF 17TRS; AR64-1084, 65-0830 RF-4C USAF 10TRW
 D-5814 TF-104G Leeuwarden TCA
 Feb. 3: WR66-6719 F-4D USAF 81TFW; AR64-1084 RF-4C USAF 10TRW
 4: SP63-7512 F-4C USAF 52TFW
 5: 35-12 RF-4E WGAF; 23-50, 24-85 F-104G WGNavy (also on 6-2)
 6: 37-65, 37-79 F-4E WGAF 7: 24471 T-39A USAF
 12: AR64-1084 RF-4C USAF 10TRW 13: 62-813 C-130E USAF
 14: XW676/F, XW763/K
 17: 37-03, 37-17 F-4E WGAF 20: 35-33 RF-4E WGAF; D-8294 F-104G
 21: K-4004 NF-5B 314Sqn; K-4028, 4011 NF-5B 316Sqn;
 D-8294 F-104G 322/323Sqn; D-8268 F-104G 311Sqn
 26: AR115, 118 Draken RF-35 RDenAF 729Sqn; 40560 C-130E USAF/MAC
 33535, 21094 C-131 USAF
 Mar.3: XW216 Puma RAF 4: WL756/J Shackleton RAF
 5: 37883 C-130E USAF/MAC; 21103 C-131 USAF
 7: WR66-7480 F-4D USAF 81TFW
 12: 24469 T-39A USAF; 33353 T-29 USAF

— Klu disposals:

Fokker S-11: E-1 to OO-PCH; E-6 to PH-HOT; E-9 to PH-HOS; E-11 to
 PH-HOR; E-14 to PH-HOO; E-15 to PH-HOM; E-17 to OO-MCH;
 E-25 to OO-LMC; E-26 to OO-MSH; E-29 to PH-HOK
 Navy S-11's: 177 to PH-GAF; 178 to OO-LMS; 198 to PH-HOH; 199 was
 wrongly painted as PH-HOH, but is now correct as PH-HOF;
 175 to PH-HOI

— Within eight days the Klu lost two of its Starfighters:

On 12-3-75 D-8336, F-104G of 322/323Sqn, crashed into the Nordsee.
 The accident occurred while attacking a Shackleton of the RAF.
 On 20-3-75 a F-104G of 306Sqn crashed near Erp (Holland). The
 pilot managed to eject safely.

BELGIUM

- Last month we published the opening dates of the Brussel Air Museum. These proved to be incorrect, and should read: except for all sundays, New Year's Day, Eastern and Xmas, the museum is always open. Furthermore, the reg. of the Piper Cub should read OL-L67, the c/n of the SV-40 Stampe of the Aeronavale is 102. The museum is situated on Avenue de Tervueren. To be added in a short time are a Packet (CP-46) and a Caravelle
- The Starfighter, that crashed on 27 January 1973 proves to be the FX
- Movements at Sint Truiden on 13 February:
FT-36, 38 T-33A; MT-11, 12, 15 Magisters of the Red Devils
MT-27, 43, 44, 49, 50 Magisters. FU-021, 082 F-84F Uncam. (wfu)
FU-51, 66, 92, 105, 134, 156 all F-84F cam. (wfu)
- Noted at Goestenhoven on 13-2 were the following SF-260B's:
ST-05, 06, 07, 14, 15, 17, 19, 25, 26, 35, 40.
- Noted at Aachen Merzbruck on 10-2 were the following Alouette II:
A-21, A-26, A-27, A-55, A-56, A-70, A-74, Note that OL- has been removed from all helicopters.

GERMANY:

- After the successful flight of the second prototype of the MRCA, the program is being continued as planned. It is scheduled as follows:
Prototype 03: f/f with BAC at Warton. Tasks: first trainer with double handles.
Prototype 04: f/f with MBB at Manching. Tasks: tests concerning aerobatic characteristics.
Prototype 05: f/f with Aeritalia at Caselle. Tasks: tests with pylons
Prototype 06: f/f with BAC at Warton. Tasks: tests with pylons and armament.
Prototype 07: f/f with MBB at Manching. Tasks: tests concerning a.c.
Prototype 08: f/f with BAC at Warton. Tasks: tests concerning a.c.
Prototype 09: f/f with Aeritalia at Caselle. Tasks: tests concerning armament.
- Better first, than never, "Das Flugkorpergeschwader 2" of the Luftwaffe must have thought. On 25 January this unit organized an Open Day on their airfield Teveren near Geulenkirchen. This to celebrate their 10th year of existence.
This celebration produced the following:
Wessex H.2 XV732/BH RAF 18Sqn Harrier GR.1 XV793/N RAF
UH-1D 7132 & 7044 of HTG-64 UH-1D 7256 of HEER
CH-53G 8437 of HEER
Flying over were 4 G-91R's (regs unknown) and 4 F-104G's (being 2488, 2266, 2451, 2003).
- As, by now, the F-4F's will have replaced the F-104G's with the G-36 at Hopsten, its Staffs have been given away to other units of the WGAf. In this way JABOG-31 at Norvenich got hold of eight "new" F-104G's being: 21-43, 21-49, 21-81, 23-98, 24-51, 24-77, 26-05. Most of the a/c have a cow in its badge instead of the normal horse.
Two "new" F-104G's of JABOG-31 are: 28-31(ex JG-74), 27-35(ex JG-71)
Movements at Norvenich included:
Jan. 16: 84-13 CH-53G HEER; 33-TE/356 Mirage IIIR FAF
29: 24-92 F-104G JB-32; 34-48 G-91T WS-50; 58-56 DO-28D JB-33
25-10, 25-12, 26-11, 26-45, 27-35 T/F-104G JB-33; 58-59 DO-28D JB-33
Feb. 3: 21-55 F-104G JB-32; 27-36 F-104G JB-32; 35-18 RF-4E AG-52;
37-50 F-4F JG-71; 58-44 DO-28D JG-71; 84-38 CH-53G HEER;
K-4004 NF-5B RNethAF 314Sqn; XV433 FGR.2 RAF
13: 34-58 G-91T WS-50 (ex LKG-44); 71-32, 70-46 UH-1D HTG-64;
22-71, 22-30, 22-22 F-104G MFG-1; 37-32, 37-36 F-4F JG-74;
72-54 UH-1D HEER; 26-55 F-105G MFG-2; 35-34 RF-4E AG-51;
BT68-0476 F-4E USAF; WR66-754 F-4D USAF; HR68-535 F-4E USAF
14: 22-18, 22-22, 22-71 F-104G MFG-1; FC-08 F-104G BAF
- The C-160D, crashed on 9-2-75 on Kreta was 50-63 of LTG-63.

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

Special thanks to: A.Booy, R.G.Harris, H.Jockers, J.v/d.Oever,
W.Sorhagen, B.Sorresliig, F.Smith, K.H.Urschel, G.Weinmann, JP-4,
BAR, SEAR, FAM, Luftwaffe.

CANADA

— An CF-104 of the Canadian Armed Forces based at Baden Sollingen, crashed near Nuremberg (Germany) on 11 December 1974.

DEMARK

- Although published last month, F-104G R-646 was not w/o in 1970. In fact the a/c is still with 726Esk. The w/o should be the R-752 of Esk.723, which crashed on 22-2-71.
- To replace the Chipmunks, KZ-7's and Piper Cubs, 32 Saab MFI-17's have been ordered.

FRANCE

- Movements at Toul-Rosieres on 30 January:
11-RV/42122, 11-EB/42146, 11-ED/42185, 11-EE/42248, 11-MF/42249,
11-EF/42272, all F-100D (uncam.)
11-MI/42131, 11-MH/42152, 11-MD/42156, 11-ES/42166, 11-EL/42169,
11-EM/42203, 11-MW/42269, all F-100D's (cam.)
11-EI/64009 F-100F (cam.) 11-OB Broussard; OH/53106 T-33A ex 8-OH;
11-OC/19, 11-OI/70, 118-DE/574 Magisters
- Movements at Metz-Frescaty on 30 January:
AD/76 Nord 262A; 33-NE/331 Mirage IIIR; 338-HO/41577 T-33A;
41-AY/176 Magister; 41-AO/65, 41-AS/73, 41-AQ/77, 41-AP/82 Paris;
28,33,36,39,41,66 N-2501.
- This year the 31st Salon International de Paris will be held at Le Bourget from 30 May till 8 June. The international air show will be held on 7 and 8 June. Among many others will be the YF-14,15,16,17.
- Six Meteors TT.20 have been taken over from the R.Navy: WD649, WD652, WD780, WM242, WM255 and WM293. The aircraft will become part of the Centre d'Essais en Vol (CEV) fleet.

ITALY

- The 3rd Air Brigade is still waiting for the new photographic pod (built by the Dutch "NV Optische Industrie de Oude Delft"). In the meantime, only one Group has the version RF of the Starfighter, the 28th. The other two Groups (18th and 132nd) are using normal F-104G.
- It is almost certain that the first Italian unit that will receive the MRCA will be the 6th Stormo which is the only unit (except for the 3rd A/B) operating with the old G-version of the F-104.
- On February 5th, a G-91T belonging to the S.V.B.A.A. (code SA) crashed near Barletta; both pilots were killed.

SWEDEN

- Hercules 84002 of F-7, now wears a matt green colour-scheme. A third C-130E is on order.

TURKEY:

- As a result of the recent problems about Cyprus, the American government decided to stop arm-deliveries to Turkey. This made the TAF obliged to place an order in Italy. The order contains eighteen F-104S Starfighter.
The first (MM6820) has already been delivered.

UNITED KINGDOM

- As expected, rumours go the Harrier will be withdrawn from service within two years, as too many accidents occur. Still we have to wait to see what is true of the rumour.
- Also the Jetstream is suffering from severely technical problems. On 1-11-74 XX477/31 Jetstream T.1 of CFS had a total engine failure while taking-off from Little Rissington. The a/c crashed while attempting an emergency landing. It was the second failure within a week. To make things even worse, a second Jetstream XX480/33 had an engine failure on the same day. Fortunately it managed to land safely. The one and only result: the Jetstreams are grounded.
- Interesting visitors at Akrotiri (Cyprus) as published in SEAR are:
Apr.29: 149790 C-130F USNavy Code JM VR24Sqn; 23488/P C-130B Pak.AF
May 13: L-401, L-402 CM-170 Magisters Lebanese AF
Jun.17: 501 Viscount Muscat & Oman Air Force
Aug.26: 4X-FNB/CO5 C-47 ID/FAF
Aug.27: 73201 IL-18 Yugoslav AF
Oct. 9: 505 Viscount M&O AF (504 on 28-11)

UNITED STATES

- USAF Dakota o-15527 was written-off whilst landing at Akrotiri in bad weather on 9 January 1975.
- The two YF-16's are 01567 and 01568 f/f resp. 20-1-74 (accidentally) 02-2-74 (officially) and 9-5-74.
The registration of the North American B.1 is 40518 by the way.
- More Air National Guard news:
134FIS/158FIG (VT ANG), 159FIS/125FIG (Fla ANG) and 194FIS/144FIG (Cal ANG) are converted to EB-57, F-106A and F-106A resp. All units used to operate the F-102A Delta Dagger.
- The first YCH-53E (of the USNavy and f/f 1-3-74) was w/o 15-9-74, while during groundtests, it rolled onto one side and burnt out at Startford.
- Movements at Rhein-Main included:
Feb.17: 84-34 CH-53G "GArmy HFR-32 at Mendig
27: 131594 C-118B USNavy "RT" VR-53Sqn
28: 33303 VC-118A USAF HQ SHAPE
Mar. 4: 50-88 C-160D "GAF LTG-63
6: 46-36 C-119G ItAF 46 Aerobrigata Pisa
8: new tankers: 20869, 30205, 22718, 30218 Utah ANG
9: A-44 Alouette II RBAF
10: 5-144 C-130H IIAP
- Movements at Wiesbaden included:
Feb.18: 84-48 CH-53G "GArmy HFR-25 at Laupheim
20: 84-40 CH-53G "GArmy HFR-25; 18036 U-21A USArmy
30-12 G-91R "GAF LSKG-43; 152731 P-3B Orion "20" VQ-2Sqn
154577 F-3B Orion USNavy "13" VP-30Sqn (the Orion carried only the code "13" and the VP-30Sqn badge -- correct is LL-13).
Mar.44: 84-49, 84-44 CH-53G "GArmy HFR-25
6: 84-58 CH-53G "GArmy HFR-25
On detachment from 205 Av.Comp. "Geronimo" from Finthen are the following CH-47C: 71-20946, 71-20950, 71-20952, 70-15035
10: D-8083, 8293 F-104G RNethAF 322/323Sqn
- As noted under the Rhein-Main movements of last month, all C-130's of the Tactical Air Command have been handed over to the Military Air-Lift Command. This means that all codes have disappeared from the Herculeses although the squadrons remain the same.
- On 16 January the first F-4D of the 48th TF at Lakenheath crashed in Spain. The aircraft's registration was LN66-0235.

- The F-4E of the 526TFS at Ramstein, which crashed on 20-9-74, seems to have been the 68-489.

- Movements at Mildenhall included:

Dec. 7: 67-0170 C-5A USAF 436MAW; 156172/23 EC-130Q USNavy VQ-4Sqn;
60-0357 RC-135D USAF 55SRW; 58-0077 KC-135A USAF 456BW;
59-1470 KC-135A USAF 456BW; LN65-0615 F-4D USAF 48TFW
Jan. 16: 68-0219 C-5A USAF 436MAW; 156173/37 EC-130Q USNavy VQ-4Sqn;
61-0677 T-39A USAF 7005ABS; 55-3131 NKC-135A USAF Rome ADC;
64-14848 RC-135D USAF 55SRW; 58-0094 KC-135A USAF 456BW;
57-2594 KC-135A USAF 456BW; 58-0088 KC-135A USAF 456BW;
59-1512 KC-135A USAF 456BW; 59-1513 KC-135A 456BW;
64-0616 C-141A USAF 438MAW; XR808 VC-10 RAF 10Sqn; XW665 Nimrod
XW665 Nimrod SR.1 RAF 51Sqn

Based at Mildenhall are Boeing EC-135J's 61-0282, 61-0285, 61-0286 and 61-0291 belonging to the 7120 ACCS. Belonging to the 513TA are the following T-29B's: 51-7901, 51-7892, 51-5169, 51-5159, 51-7899, 51-3816.

- USMC A-4C Skyhawk 149580 of VMA-131 crashed on March 1, 1975 as it was landing at Willow Grove NAS. Pilot ejected safely.

- In order of the Cefly Lancer Program, the Beech Aircraft Corporation delivered three with electronical instruments equipped Beechcrafts EC-21J's for electronical reconnaissance to the USArmy. Since 1967 a grand total of 170 U-21's (King Air 100) have been delivered to the American forces.

The USArmy ordered 34 converted Super King Airs. 20 of these, named Baron, are destined for the USArmy, while the other 14 (C-12's) are for the USAF. The a/c should be delivered between July 1975 and May 1976.

- Movements at Ramstein included:

Feb. 15: SP66-735 (ex LN) and SP66-714 (ex LN) both F-4D 52TFW
22: WR66-520 F-4D 81TFW; SR66-542 F-4D 81TFW (Yes, code SR. This a/c belonged to 52TFW (SP) and now belongs to 81TFW (WR).
Mar. 1: BT69-550 (ex HR) F-4E 36TFW; AR64-1003, 64-1068 RF-4C 10TRW;
LN66-739, 66-756 F-4D 48TFW; WR66-566 F-4D 81TFW;
60173, 60174 C-141A 438MAW; 24470 T-39A 401TFW
15: SP66-735, 66-756 F-4D 52TFW; SP66-825 F-4D 52TFW (with white tail-colour of 5TFS); SP66-575 F-4D 52TFW;
LN66-756, 66-740, 66-485 F-4D 48TFW; WR65-721 F-4D 81TFW;
51-07, 51-12, 51-16, 51-21 F-104S ItAF
701270, 701269 C-130E (ex LK); 696580, 640560 C-130T;

- While the re-assignments of the F-4E's in Europe are still going on, also changes in USAFE's F-4D-strenght have come to light. According to British Aviation News following F-4D's of the 81st TFW (WR) left for the USA: 66-7509, 7524, 7537, 7549, 7570 (all on 7-10-74), 7547, 7556, 7561, 7634 (all on 28-10-74) and possibly also 66-7677, 7684, 7698.

During October following nine a/c were delivered to the 81st TFW from the 50th TFW (HR): 66-7519, 7558, 7614, 7649, 7669, 7708, 7710, 7751 and 8824. To make things more complicated and interesting for our spotters, USAFE decided to make following change in February 1975: A transfer of 22 F-4D's from the 52nd TFW/23rd TFS (SP) to the 81st TFW (WR); 22 F-4D's from the 81st TFW (WR) to the 48th TFW (LN) and 22 F-4D's from the 48th TFW to the 52nd TFW/23rd TFS (SP). Of this February-reshuffle, these are the details:

- F-4D's to 81st TFW: 66-7539, 7579, 7588, 7604, 7605, 7607, 7610, 7615, 7619, 66-7620, 7623 and 7656 (thus from SP to WR).
- F-4D's to 48th TFW: 65-0682, 0689, 0700, 0738, 0748, 0765, 0769, 66-0227, 7485 and 7487 (thus from WR to LN).
- F-4D's to 52nd TFW: 66-8710, 8711, 8714, 8734, 8758, 8765, 8776, 8797, 8798 (thus from LN to SP).

THE F-104 REPLACEMENT

A FLASH-special, presented by Frank Klaassen and Jacob Struben. The information used in this article has o.a. been abstracted from NATO's Fifteen Nations and press releases by Saab-Scania, Avio Marcel Dassault, the Northrop Corporation and General Dynamics.

At the moment there is one a/c in the Koninklijke Luchtmacht that urgently needs replacement: the Lockheed F-104 Starfighter. Since 1962 five squadrons have been equipped with Starfighters: No.306 at Volkel (RF-104G), Nos. 311 and 312 at Volkel (F-104G, tactical roles) and Nos.322 and 323 at Leeuwarden (F-104G, interception). In 1975 the Starfighter is an obsolete weapon-system, that can no longer be seen as a suitable answer to possible hostile actions. Already in 1967 the chiefs of the Belgian, Netherlands, Italian and West German air staffs started to hold regular meetings with other F-104 utilizers to prepare the grounds for a successor. A joint working group was created; object of study was the MRCA (Multi Role Combat Aircraft), which was considered a suitable replacement for the Starfighter of Holland, Belgium, Germany, Italy, Canada and the Lightnings of the RAF. For budgetary reasons Canada and Belgium abandoned the project in 1968 though, while Holland determined to drop out of the MRCA in 1969.

The chief of the Belgian Air Force took the initiative to form a new steering group. In 1973 he notified his Norwegian, Danish, Italian, Greek, Turkish and Dutch colleagues, forewarning them that they really had an F-104 problem to solve. Turkey, Greece and Italy answered in the negative but on December 6, 1973 the remaining four countries established the "Eurogroup": an official step to urge the four defence ministers to get together to see how their Starfighter-replacement could be speeded up.

A first important step was taken by the Steering Committee on 8 May 1974: four aircraft (the Saab Viggen, Dassault Mirage F.1, Northrop F-17 Cobra and General Dynamics YF-16) could eventually answer the requirements of the four countries, with the addition of limited nuclear mission roles for the Belgian and Dutch Air Forces, and anti-shiping for the Norwegian and Danish Air Forces. Before proceeding any further it should be specified that dozens of proposals from aircraft manufacturers had been scrupulously screened by the 4 air staffs. The F-14, F-15 and MRCA were for them being too expensive; the F-104S, Lancer, Jaguar, Mirage F.1, YF-16, Cobra and Viggen were weighed with great care. Ultimately the Dassault, Northrop, Saab and General Dynamics alternatives were retained by the Committee. A first chapter was closed.

The objective is to buy some 350 aircraft of the same type for the four air forces. According to the Dutch prime minister, Joop den Uyl, all 4 air forces are now going to determine their own favourites, and then the officials will come together again for negotiations on the ultimate choice. This might take some months, perhaps even the whole year (1975). We can expect a decision before the last months of this year; an order placed say, December 1975 will mean a first delivery in 1978, which is just in time.

Current Klu planning calls for a first batch of 72 aircraft, to be ordered when the choice has been made for replacement of the two interceptor squadrons and one tactical squadron by 1979. The second batch, of 20, will be ordered in 1977 for delivery by 1980, replacing one tactical squadron; the third batch, also of 20 aircraft, will be ordered one year later for replacement of the last RF-104G squadron in 1981, nineteen years after the first Starfighters entered Klu service! The following four years (1982-1985) four batches of 20 aircraft will be delivered annually to replace the NF-5 squadrons. The last NF-5's will have been in service for 15 years. The most interesting side of the matter is of course that in a period of 7-8 years more and more new aircraft will enter Klu service, while the number of Starfighters and NF-5's diminishes gradually. The big question is: which new aircraft?

will try to give an objective, but very short and superficial evaluation of the contenders.

I Saab-Scania 37E Viggen "Eurofighter"

The Viggen-Eurofighter is practically identical to the latest version of the JA-37 Viggen for the Swedish Air Force; the first aircraft of this version will become operational in Sweden in 1978. The Viggen was the first aircraft to have a double delta-wing; the advantages of this conception are the short take-off and landing capabilities (500 meters are sufficient), stability and manoeuvrability. The Viggen is equipped with a Pulse-Doppler radar, which enables the pilot to operate without the help from groundstations; air-defence remains effective even when the radio-beacons on the ground have been destroyed. The choice of the 4 countries will also be influenced by the economical compensations offered by the aircraft manufacturers; a few words on this subject therefore. The production of the Viggen-Eurofighter will be made within the EEC and NATO-countries. The production program offered to the four countries, Belgium, Holland, Denmark and Norway, gives them at least 80% of the production work resulting from their order for 346 Eurofighters. As far as Holland is concerned, Saab-Scania guarantees activities which amount to a value of approx. 2,000 million guilders over ten years; these activities are mainly in the automotive area. For the Eurofighter programme, the Dutch participation represents 15,800 man-years. Of the total production Belgium takes part for 34%, Denmark 8% and the Netherlands 33%.

II Dassault Mirage F.1/M.53

The Mirage F.1/M53 is directly derived from the Mirage F.1/9K50, which is now in operational service with the French Air Force. New components are the more powerful engine (a Snecma M53) and radar (an improved version of the Cyrano IV, fitted in the F.1). The M53 power-plant has o.a. been proved in flight, mounted on a specially transformed Caravelle (No. 193/CF) which was used as a flying test-bench. With regard to aerodynamics the only differences with the Mirage F.1 are the new shape of the front fuselage, housing a retractable flight refuelling boom and enlarged air intakes to accommodate the increased airflow required by the M53 engine. The two basic versions of the Mirage F.1/M53 are the F-1E (single-seat) and the F-1D (two seater). The two-seater will keep all the operational capabilities of the F-1E. The first flight with the type was made in December 1974.

III General Dynamics F-16

The YF-16 flight test program began in February 1974 and by late November it had been accomplished successfully; the two prototypes (serialised 01567 and 01568) had made 302 flights and logged 380 air hours, 15 of which were at supersonic speeds.

The F-16 fighter is designed for low-cost production and operation. Maximum use has been made of existing components and proved systems; for instance, the YF-16 uses the environmental control system from the A-7 Corsair, the control actuators from the F-111, the nose-wheel from the F-4 Phantom, main-gear wheel from the B-58, air-starter from the C-5 Galaxy, air-data computer, generator drive and engine from the F-15 Eagle.

Should the four countries decide to buy the F-16, approx. 80% of the airframe will be manufactured in Belgium, Holland, Denmark and Norway, with modular component assembly being accomplished in the Fairey, Sabca and Fokker plants in Belgium and Holland. These firms will supply these components for all 350 consortium aircraft, one third of the 650 General Dynamics built USAF aircraft and one third of the aircraft for sale to other countries.

A unique aspect of the F-16 is the "Fly-by-Wire" system; orders from the pilot are electronically transmitted to the controls. The system is easy and offers the advantages of incomparable rapid transmission; it makes the aircraft weigh less by doing away with all the mechanical

linkage (cables, etc) and offers great structural simplification (cables are usually routed throughout the aircraft).

The YF-16 is the first aircraft in the world ever to fly from the outset with this flight-control system.

IV Northrop F-17 Cobra

On 9 June 1974 the first prototype of the YF-17 flew at Edwards AFB, California. As of the middle of October, the two prototypes, serials 01569 and 01570 (a photo of the latter has been published in our last issue, by the way), had flown 133 flights for a total of 143 hours. YF-17 serial 01569 became the first US-built aircraft to fly supersonic without using its afterburners.

An interesting design feature of this aircraft is the use of graphite, an advanced structural material which weighs 30% less than aluminium while it provides twice the tensile strength of steel. The F-17/Cobra is twin-engined: two newly developed General Electric J101 engines are installed. Having 50% more manoeuvrability than current operational fighters such as the F-4, the YF-17/Cobra can climb vertically at supersonic speed and it can fly supersonic with one of the two engines not operating.

Northrop has concluded agreements with nearly 100 companies in the 16 NATO countries for industrial participation in a multi-national F-17/Cobra project.

So far this introduction of the 4 candidates. Let's try to compare them with each other.

I Performance

As far as pure speed is concerned, the Viggen is the best. Although the differences between the contenders are in the order of tenths of Mach, it does make an important difference whether having an aircraft that can fly M 2.4 or M 2.0. The Viggen can maintain M 2.4 in level flight, whereas both F-16 and the Mirage do M 2.2. The F-17, a defuelled and purely air superiority version of the Cobra, flies at M 2.0 and if the Cobra will ever fly it'll certainly do less than M 2.0 because it is much heavier than the F-17, with exactly the same engines.

Manoeuvrability of all aircraft appears to be good, although the Viggen is almost famous for its manoeuvrability, especially considering its size (it is the biggest of the four contenders).

II Armament

The Viggen, F-16 and F-17 Cobra all carry one permanent high-velocity gun, resp. a 30mm Oerlikon, a six-barrelled 20mm M61A and again a M61A. The Mirage F-1 carries two 30mm DEFA guns, so it is the most heavily gun-armed aircraft. The M-61A-equipped aircraft form no improvement over the F-104G, because this a/c is also equipped with M61.

The Viggen however can deliver a lot more explosives in the same time with its 30mm Oerlikon.

In the air superiority/interception role the Viggen can, thanks to its enormous wings, carry most AAM (anti-aircraft missiles) of all contenders. The Mirage usually carries two sidewinders on the wing tips, as do the F-16 and F-17. The Cobra, can carry some 7,620kg under its wings, whereas the Mirage carries 4,000kg, and the F-16 less than the Cobra. The F-16 has two underwing stores pylons, the Cobra six. The Viggen offered is primarily an interceptor, but it can also be able to carry a lot of tactical stores.

III Fitness for tasks

The primary task of the Klu is a tactical one. This calls for quite sturdy aircraft, capable of carrying a great number of underwing stores. The Viggen answers to both requirements. The Cobra does carry a great number of stores, but is not as strong as the Viggen.

tactical task may also call for capability of operating from advanced bases, such as unprepared fields on highways. The Viggen has STOL performance, so it needs a small space for take-off and landing. It is heavy, but its six wheels will enable it to operate from advanced bases. But this tactical task is not the only one. Two squadrons of Leeuwarden are interceptor squadrons. A good interceptor is an aircraft that has a good acceleration, rate of climb, manoeuvrability, etc. The American and Swedish contenders are all three fit for interception missions. The Mirage is built for both tasks, but possesses the worst thrust to weight ratio of all four and not a very good rate of climb either.

Safety and Ecology

The Cobra is the only aircraft offered with two engines. All the others have only one engine. It is clear that when a flame-out occurs in one engine, the Cobra is the only a/c that has one engine left to return home on. In combat the smaller F-16 and Mirage are harder to hit, but since the Viggen is a very sturdy aircraft, it will be able to take in a lot of damage and still be able to fly home without crashing in the process.

The enormous RM.8B of the Viggen could well be a very noisy engine, but its short-field performance and tremendous initial rate of climb reduce the trouble caused by the noise for the surrounding natives. The other aircraft won't make much more noise than the NF-5's, F-100's and F-104's they are to replace. We might even miss the Starfighter's distinct howl!!!

Availability

Two of the contenders are new versions of aircraft that are already in service. The original Viggen, the JA-37, is now well in service with the Swedish Air Force, and the Mirage F-1C in service with the FAF since last year. The F-16 and F-17 are new aircraft, of which the F-16 will go into USAF service in 1976/1977. The F-17 has been rejected by the USAF, but navalized versions of both the F-16 and F-17 have been offered to the USNavy for its VFAX requirement, and the USNavy favours the naval F-17 because of its twin engines.

The earliest available is not easy to determine. Development programs may suffer from setbacks, or may be finished well before schedule. Two of the contenders are in production: the JA-37 Viggen, which will become operational in the Swedish Air Force in 1978, and the F-16, which will become operational one year before that, but only in limited numbers (in January 1975 an order for 15 aircraft has been placed). The others are prototypes, for which no production orders have been placed yet (Mirage F.1E and F-17), or have not even been built in prototype form (Cobra). One can assume that all contenders, except the Cobra can become part of Klu inventory during 1978.

Politics is a murky business: one never knows what the outcome is. A government will easily buy the worst aircraft in the world if it is politically advantageous. "Buy European" is a slogan of many European politicians and (of course) aircraft manufactures. Both the Viggen and the Mirage are continental products. The Dutch experts were most attracted by the Cobra, but since the USAF decided to buy F-16's it doesn't seem likely ever to see Cobra's flying in Dutch colours. A choice in favour of the F-16 is expected. The Belgians prefer the Mirage F-1E;

Holland, the Mirage came in the news when members of the parliament said to have been approached by Dassault; a large sum of money was offered to them if they would see to it that the Mirage would be selected.. Let's hope that a decision in favour of the best aircraft will be made soon.

TWENTHE AIR BASE

FLASH editors Frank Klaassen and Hans Engels visited our eastern air base on 5 March; printed below is their report. No need saying that this article couldn't have been compiled without the enthusiastic assistance of Twenthe's PRO Cap. Piet Str

Twenthe is the third NF-5 base of the Koninklijke Luchtmacht and houses Nos 313 and 315 Squadron.

A great deal of the local NF-5's are now hidden in big aircraft shelters for security reasons we weren't allowed to photograph here, but fortunately, 315 Squadron still has a platform where resident and visiting aircraft are lined up. We took some ground shots of the present aircraft including visiting Alouette A-366(300Sqn), Starfighter D-8245(311Sqn) NF-5B K-4023(316Sqn), when two NF-5's returned from Creil AB in France, they had been discussing the squadron rotation which is to take place in May.

In the afternoon, when we were having lunch with Captain Strijker, we again met Major Penson, CO of 315Sqn; he told us that his squadron will move to Ahlhorn due to runway works at Twenthe from 7 April till 30 May. It's not certain yet, whether the squadron-rotation (scheduled for 20 May) will be postponed or that the French will go to Ahlhorn as well. Later on we drove to the 313Sqn area (313 is to go to Rheine Hopsten for the same two months by the way), where we received a thorough briefing by Aoo Pijnen about the activities of the "Testgroep Koninklijke Luchtmacht".

This unique air force unit has close links with the Netherlands Air- and Spaceflight Laboratory (NLR) and operates a specially equipped NF-5A, K-3001. As there doesn't exist a prototype of the NF-5, which is in fact a new aircraft, the Koninklijke Luchtmacht was left with many questions that needed proper answers. Therefore it was decided to withdraw one aircraft for squadron service to use it as a constant testbed. In the tests have been carried out with K-3001 concerning "flutter" problems (the vibration of the wings at high speed), the effects that dropping bombs have on the wings, etc.

By the time of our visit, a series of tests on the reliability of speed and height instruments was in progress. For this purpose an extra long nose had been fitted with special devices in and on it, to give exact figures. Where normal NF-5's have their machine-guns K-3001 has instruments, the readings of which being filmed in flight! When this project is finished, metal-fatigue of the wings will be thoroughly examined. Testpilot of the K-3001 is captain Heyboer and a crew of 4 technicians led by Aoo Pijnen do the groundwork.

Parked next to K-3001 on the platform was an NF-5 of 313Sqn, carrying the latest badge: a bird on a runway, the old TVO-badge. In one of our previous issues we mentioned under the news-column, that 313 had a pine-tree as squadron insignia. Well, that sure was a blunder, we now realize. The story is as follows: about a year ago Twenthe suffered with an engine problem and the support of new engines was delayed for some reason too. This resulted in lots of unservicable aircraft; NF-5's with only one engine were common sight. The maintenance group therefore decided to cannibalise one aircraft on behalf of another, in order to keep at least half of the fleet operational. The NF-5's that were left without engine got a special insignia (the pine-tree, yes), symbolizing that they were just as useful to the air force as is fire-wood.....

HISTORY OF VLIEGBASIS TWENTHE

In 1929 "NV Luchthaventerrein Twenthe", a private enterprise, started a 6,400 sq. mtr. site in the hearth of the important eastern industrial



9



11



12



German occupation. Twente appeared into a 2, 733-sized fighter. From this "Fliegerhorst" Twente Messerschmidt and Focke Wulf night fighters operated against the massive Allied bombers waves on their missions over Germany. As a consequence Twente AB also received its share of Allied bombings which caused heavy damage.

After WWII preparations of a complimentary flying training school for jet-engined aircraft (AVOT) equipped with Oxford aircraft started. Shortly afterwards Spitfires of the Central Fighter School (IVS) appeared and round about 1949 Twente entered the jet age with the arrival of the Meteor Mk.7 dual trainers. One operational squadron: Nr.323 was formed, later replaced by 326Sqn.

The real operational period came in 1955 with the arrival of Nrs.701 and 704 Sqn equipped with F-86K's, later joined by Nr.700 AWW-Sqn. With the change to the F-104G aircraft came renewed intensified training activities, "The Dutch Masters" transition training squadron, training all Dutch F-104 pilots.

The final-phase flying training the Central Fighter School returned under the name TVO and forced Nr.306 Recce Sqn. to move to Volkel AB. In the centralized operational training scheme also Nr.315Sqn (OCC) for the operational transition course moved in.

Nr.313 squadron, finally, is a training squadron for pilots and in mainly flying the B-march of the NF-5.

One of our future issues we hope to publish an article on the Jacht-Vlieg-school, TVO and 313 Squadron.

.....

SECTS - MEETINGS - ARMED FORCES DAYS - NAVAL DAYS - OPEN DAYS

We already can give you some more events this month. Next month we hope we can give you a nearly complete list with all events to be held in West Europe.

The yell "Check before going" is already bearing fruits, because the Bulls Eye Meet has been postponed (see below). It is impossible for us to check all Open Days (meets etc) some weeks before they are being held. Therefore, if you know something about a postponement or cancel, we would be very pleased if you let us know.

Official: Bulls Eye Meet 1975 at Sola (Norway) from 25 Aug. till 5 Sept.

Other sources: Tiger Meet 1975 at Leck (Germany)

Royal Flush 1975 at Bremgarten (Germany) late May

6 or 12 June Bremgarten (Germany) open day

21 and 22 June Air Force Meeting at Florrnes (Belgium)

22 June Armed Forces Day at Ramstein (Germany)

7 July Open Day at Gutersloh (Germany)

12 July Open Day at Kaufbeuren (Germany)

In August an Open Day at Jever (Germany)

30 August Open Day at Volkel (Holland)

31 August Open Day at Ahlhorn (Germany)

7 or 14 September Open Day at Leck (Germany)

13 September Open Day at Wunstorf (Germany)

27 September Open Day at Leeuwarden (Holland)

Other sources: 7 June Laarbruch and Wildenrath Open Days (Germany)

Good sources say that only two open Days of the USAFE in Germany will be Ramstein (22 June) and Templehof.

.....

ADVERTISEMENT:

At last! From the West London Aviation Group the monograph you've all been waiting for.... "The USAF Today". A comprehensive and authoritative analysis of USAF air operations. Commands, units, types, bases and maps. Over 100 pages with nearly 80 previously unpublished photographs. This valuable work contains much new data and seven easy-reference appendices. A quality production at a bargain price of £ 1.60 worldwide (overseas order by surface) Air mail to USA/Canada £ 2.50 and £ 2.75 for Australia. All monies to be in £ sterling and made payable to WLAG. Available by post from WLAG RW.Parnell, 18 Green Lawns, Southbourne Gardens, Eastcote, Welwyn, Middx. HA4 9SP. Please mention this magazine when ordering.

By Hans van de Laar with thanks to
USAF, Pieter van Gemert and Paul
Jackson.

For the time being, no corrections or additions have come my way, except some changes concerning Phantom-assignments (see USAF-news).

As the F-4E's and now also the D-models keep on moving from the one squadron to another, I have decided to publish serial-lists of the different squadrons, not until there is some more clearness and USAF's Phantoms have settled down. So let's go on with some "oldies but goldies".

66th Tactical Reconnaissance Wing

Lineage: Constituted 66th TRW on 15 November 1952. Activated on 1 January 1953, Inactivated in September 1969.

Assignments: 9th Air Force, 1 January 1953 till 7 July 1953

12th Air Force, 7 July 1953 till 1 January 1958

USAF, 7 July 1953 - September 1969

17th Air Force, 15 November 1959 - September 1969

Stations: Shaw AFB, South Carolina 1 January 1953 till 7 July 1953

Sembach AFB, Germany, 7 July 1953 till 18 June 1958

Laon AFB, France, 18 June 1958 till 1 September 1966 (17th and 18 TRS from 1959, 302nd and 303rd TRS's till 1959, 32nd TRS 1962-1965);

Phalsbourg AB, France, January 1958 till October 1960 (32nd and 38th TRS)

Sculthorpe, England, 1 January 1957 till 8 March 1958 (19th TRS)

Toul-Rosieres AB, France, October 1960 till 1962 (32nd and 38th TRS)

Ramstein AB, Germany, 1962 till January 1966 (38th TRS)

RAF Upper Heyford, England, 1 September 1966 till September 1969 (17th and 18th TRS).

Aircraft: Douglas RB-26 Invader, 1953-1955; Lockheed RF-80A Shooting Star, 1953-1956 (66th TRGp); Martin RB-57A Canberra, 1955-1957 (66th TRGp); Republic RF-84F Thunderflash, 1955-1959 (32nd and 38th TRS, in 1958 while 302nd and 303rd till 1959); Douglas RB-66C Destroyer II, 1957-1958 (19th and 30th TRS); McDonnell RF-101C Voodoo, 1958/59-September 1969 (32nd and 38th TRS from 1959 till 1965/66 while 17th and 18th TRS from 1959 till 1969); McDonnell RF-4C Phantom II, 1966-1969.

Components:

66th Tactical Reconnaissance Group, 1 January 1953- 8 December 1957

66th Maintenance and Supply Group, 1 January 1953 - 8 December 1957

66th Air Base (later Combat Support) Group, 1 January 1953 - unknown

66th Medical (later Tactical Hospital) Group, 1 January 1953 - unknown

7486th Air Base Group, 8 March 1958 - 20 March 1961

7544th Support Group, 8 August 1960 - 15 July 1962

66th Reconnaissance Technical Squadron, 1 January 1953 - 8 February 1957

7427th USAF Infirmary (later Dispensary) Sqdn., 1 March 1954 - 8 Oct. 1957

19th Tactical Reconnaissance Squadron, 8 December 1957 - 9 March 1958 formerly with 47th Bomb. Wing at Sculthorpe (England); remained operating from Sculthorpe while assigned to 66th TRW (66th TRGp Feb. 1958 - 8 December 1957); in 1958 to 10th TRW at Spangdahlem. See under 10th TRW for historical details.

30th Tactical Reconnaissance Squadron, 8 December 1957 - 8 March 1958 formerly with 66th TRGp (1947-1951 and 1953-1957); operated from Sembach AB, Germany, while flying with 66th TRW; in 1958 to 10th TRW at Spangdahlem AB. See under 10th TRW for history.

302nd Tactical Reconnaissance Squadron: 8 December 1957 - 20 June 1959 formerly with 66th TRGp (1953-1957) at Sembach AB; operated from Sembach AB and later Laon AB (since 1958) while flying with 66th TRW; in 1959 returned to the USA.

303rd Tactical Reconnaissance Squadron, 8 December 1957 - 20 June 1959 formerly with 66th TRGp (1953-1957) at Sembach AB; operated from Sembach AB and later Laon AB (since 1958) while flying with 66th TRW; in 1959 returned to the USA.

32nd Tactical Reconnaissance Squadron, 8 March 1958 - 1 July 1965; previous history not known; operated from Phalsbourg AB (1958-1960).

Toul-Rosieres AB (1960-1962) and Laon AB (1962-1965) while flying with 66th TRW; in 1965 to 26th TRW at Toul-Rosieres AB. Further history see under 26th and 10th TRW's.

38th Tactical Reconnaissance Squadron, 8 March 1958 - January 1966; formerly assigned to 10th TRW at Phalsbourg AB; operated from Phalsbourg AB (1959-1960), Toul-Rosieres AB (1960-1962) and Ramstein AB (1962-1966) while flying with 66th TRW; in 1966 to 26th TRW at Ramstein. See under 26th TRW for history.

The 32nd and 38th TRS's replaced the 19th and 30th TRS's in March 1958.

17th Tactical Reconnaissance Squadron, 10 May 1959 - September 1969; formerly with 432nd TRW at Shaw AFB; operated from Laon AB (1959-1966) and Upper Heyford (1966-1969) while flying with 66th TRW; in 1969 to 86th TRW at Zweibrucken.

18th Tactical Reconnaissance Squadron, 1 June 1959 - September 1969; formerly with 363rd TRW at Shaw AFB; operated from Laon AB (1959-1966) and Upper Heyford (1966-1969) while flying with 66th TRW; in 1969 to 363rd TRW at Shaw AFB.

The 17th and 18th TRS's replaced the 302nd and 303rd TRS's in June 1959.

Special thanks to James N. Eastman jr, Chief Historical Research Center USAF, Maxwell AFB, Alabama.

Squadron registrations:

RF-84F : 52-7343 to WGAF in 1957

RF-74 : 52-1456 30th TRS, 66th TRGp

RF-84B/C : 19th TRS: 54-0420, 0421, 0422, 0424, 0426, 0427, 0429, 0430, 0432, 0433, 54-0434, 0435, 0436, 0437, 0439, 0441, 0442, 0445, 0506, 0507, 0510, 54-0511, 0515, 0524

RF-101C: 56-0055 (17th and 18th TRS); 0056; 0057 (18th TRS); 0058 (17th, 18th and 38th TRS); 0059; 0060 (17th TRS); 0062; 0063 (38th TRS); 0065; 0067; 0070 (17th TRS); 0071; 0072 (38th TRS); 0089 (17th TRS); 0090; 0091 (17th TRS); 0093 (38th TRS); 0096 (to 363rd TRW); 0097 (17th TRS); 0101 (18th TRS); 0102 (18th TRS); 0106 (17th and 18th TRS); 0107; 0109 (18th TRS); 0110 (17th TRS); 0112 (17th and 18th TRS); 0114 (17th, 18th and 38th TRS); 0017 (17th TRS); 0119; 0122; 0123 (17th TRS); 0124 (18th TRS); 0125 (17th, and 18th TRS); 0126 (17th, 18th and 38th TRS); 0127 (18th and 38th TRS); 0128 (17th TRS); 0130 (18th TRS); 0132 (18th TRS, w/o 18-6-1969); 0133, 0135; 0169; 0171 (17th TRS, ex 363rd TRW); 0182, 0184 (38th TRS); 0198 (18th TRS); 0202 (17th TRS); 0206 (17th and 38th TRS, ex 363rd TRW); 0212, 0214, 0216 (17th and 38th TRS); 0217 (17th TRS); 0218; 0219; 0221 (18th TRS, ex 363rd TRW); 0224 (17th and 18th TRS); 0226; 0229 (17th, 18th TRS, ex 363rd TRW); 0231 (18th TRS).

RF-101C's which didn't move with the 66th TRW from Laon to Upper Heyford were: 56-0059; 0063 (38th TRS); 0071; 0072 (38th TRS); 56-0090; 0093 (38th TRS); 0096 (to 363rd TRW); 0110; 0119; 0128; 56-0206 (38th TRS); 0210; 0212, 0214; 0217 (17th TRS); 0226

RF-47D : 43-48715

RF-49D : 52-5832

RF-59A : 62-4473; 4476; 61-0678 (w/o 10-1-1967 near Torrejon)

RF-40 : 17th TRS, delivered mid 1969:

68-0553, 0554, 0555, 0556, 0557, 0558, 0559, 0560, 0561, 0562, 0563, 0564, 68-0565, 0567, 0568, 0570, 0571

All to 86th TRW, 17th TRS, Zweibrucken AB, end 1969 and coded ZR in 1970.

66th Tactical Reconnaissance Group

Constituted as 66th Observation Group on 21 August 1941. Activated 1 September 1941. Redesignated 66th Reconnaissance Group in April 1943 and 66th Tactical Reconnaissance Group in August 1943. Equipped at various times with O-46, O-47, A-20, P-39 Airacobra, P-40 Warhawk, B-25 Mitchell, and L-6 aircraft. Supported ground units on manoeuvres, including the Carolina Manoeuvres of 1942, the Tennessee Manoeuvres of 1942 and 1943, and the 2nd Army Manoeuvres of 1943-1944. Trained personnel in aerial reconnaissance and artillery adjustment methods. Also flew antisubmarine patrols off the east coast (USA), January-August 1942. Disbanded on 20-4-44

Reconstituted, redesignated 66th Reconnaissance Group, allotted to the reserve, and activated on 27 December 1946. Equipped with RB-26 Invaders and RF-80A Shooting Stars. Redesignated 66th Strategic Reconnaissance Group in June 1949. Called to active duty on 1 May 1951. Inactivated on 16 May 1951.

Redesignated 66th Tactical Reconnaissance Group. Activated on 1 January 1953 and assigned to 66th TRW. Equipped with RB-26 Invaders and RF-80A Shooting Stars. Moved to Germany in June-July 1953, and assigned to USA. Converted to RB-57A Canberra's and RF-84F Thunderflashes in 1955, and further from RB-57A's to RB-66B/C Destroyers in 1957. Inactivated on 8 December 1957.

Group's motto: Omnis Conspicimus - We observe all.

Stations: Jacksonville, Florida, 1 Sept. 1941 - Jan. 1942;

Charleston, S. Carolina, Jan. 1942 - Mar. 1942; Jacksonville (Mun. Aprt), Florida, Mar. 1942 - May 1942; Pope Field, N. Carolina, May 1942 - Sep. 1942; Tullahoma, Tennessee, Sept. 1942 - Nov. 1942; Morris Field, N. Carolina, Nov. 1942 - Apr. 1943; Camp Campbell, Kentucky, Apr. 1943 - June 1943; Aiken AAFld, S. Carolina, June 1943 - Oct. 1943; Lebanon Tennessee, Oct. 1943 - 20 Apr. 1944; Newark AAB, New Jersey, 27 Dec. 1943 - 27 June 1949; McGuire AFB, New Jersey, 27 June 1949 - 10 Oct. 1949; Barksdale AFB, Louisiana, 10 Oct. 1949 - 16 May 1951; Shaw AFB, S. Carolina, 1 Jan. 1953 - 1 July 1953; Sembach AB, Germany, 7 July 1953 - 8 December 1957.

Components:

- 18th Reconnaissance Squadron, 1947 - 1949
- 19th Liaison Squadron, 1942 - 1943
- 20th Reconnaissance Squadron 1947 - 1949 and 1949 - 1951
- 23rd Reconnaissance Squadron 1943
- 97th Reconnaissance Squadron 1941 - 1943
- 106th Reconnaissance Squadron 1941-1943
- 118th Reconnaissance Squadron 1941-- 1943
- 19th Reconnaissance (later Tactical Reconnaissance) Squadron; 1947-1949 and Jan.-Dec. 1957. Formerly with 47TBW; was flying RB-66B/C Destroyers in 1957; when the 66th TRGp was inactivated on 8 Dec. 1957, the 19th TRS came under control of the 66th TRW. For further history see under 66th and 10th TRW and 47th TBW.
- 30th Reconnaissance (later Tactical Reconnaissance) Squadron: 1947 - 1951 and 1953-1957; was flying RB-26 Invaders (1953-1955), RB-57 Canberra's (1955-1957) and RB-66B/C Destroyers (1957) while flying with the 66th TRGp; when the 66th TRGp was inactivated on 8 Dec. 1957, the 30th TRS was further assigned to the 66th TRW. For further history see under 10th TRW.
- 302nd Tactical Reconnaissance Squadron, 1953-1957; previous history not known; was flying RF-80A Shooting Stars (1953-1955) and RF-84F Thunderflashes (1955-1957) while flying with the 66th TRGp; assigned to 66th TRW after 8 Dec. 1957. For history see also 66th TRW.
- 303rd Tactical Reconnaissance Squadron, 1953-1957; previous history not known; was flying RF-80A Shooting Stars (1953-1955) and RF-84F Thunderflashes (1955-1957) while flying with the 66th TRGp; assigned to 66th TRW after 8 Dec. 1957. For history see also under 66th TRW.

Special thanks to James N. Eastman jr, Chief Historical Research Center USAF, Maxwell AFB, Alabama.

17th Tactical Reconnaissance Squadron

Lineage: Constituted 17th Photographic Reconnaissance Squadron on 14 July 1942. Activated on 23 July 1942. Redesignated: 17th Photographic Sqn. (Light) on 6 February 1943; 17th Photographic Reconnaissance Sqn. on 13 November 1943. Inactivated on 1 May 1946. Redesignated 17th Tactical Reconnaissance Squadron (Photographic) on 1 April 1951. Activated on 2 April 1951.

Assignments: 4th Photographic (later Photographic Reconnaissance and Mapping, Photographic and Reconnaissance resp.) Group, 23 July 1942 - 5 December 1945; 13th Air Force, from 5 December 1945; XIII Fighter Command, from 10 December 1945; 85th Fighter Wing, from 1 February 1946.

33rd Air Force, 22 March 1946 - 1 May 1946; 363rd Tactical Reconnaissance Group, 1 April 1951 - 8 February 1958; 432nd Tactical Reconnaissance Wing, 8 February 1958 - 10 May 1959; 66th Tactical Reconnaissance Wing, 10 May 1959 - September 1969; 86th Tactical Fighter Wing, 1 November 1969 - 31 January 1973; 26th Tactical Reconnaissance Wing, 31 January 1973 - present.

Locations: Colorado Springs, Colorado, 23 July 1942 - 24 October 1942 (air echelon of C*flight, later C- and D-flights, at Colorado Springs, till 12 October 1943, and Will Rogers Field, Oklahoma, 12 Oct. 1943 - 25 Jan. 1944)

Monte, New Caledonia, 2 December 1942 - 11 January 1943

Medalcanal, 16 January 1943 - 8 October 1944 (detachments operated from Munda, New Georgia, 13 October 1943 - 31 January 1944, and 9 March 1944 - 1 April 1944; Bougainville, 11 December 1943 - February 1945; Soanfoor, 8 till 23 October 1944; Sansapor, New Guinea, 13 Oct. 1944 - 4 November 1944).

Marotai, 2 November 1944 - 7 May 1945 (detachments operated from Balag, Leyte, 9 February 1945 - October 1945)

Puerto Princesa, Palawan, 7 May 1945 - November 1945

Clark Field, Luzon, November 1945 - 1 May 1946

Shaw AFB, South Carolina, 2 April 1951 - 10 May 1959

Leam AB, France, 10 May 1959 - 1 September 1966

RAF Upper Heyford, England, 1 September 1966 - September 1969

Zweibruecken AB, Germany, 1 November 1969 - present

Aircraft:

Lockheed P-38/F-5 Lightning (photographic version): 1942 - 1946

North American B-25/F-10 Mitchell (photographic version): 1944 - 1946

North American F-6 Mustang: 1946

Lockheed RF-80A Shooting Star: 1951 - 1955

Republic RF-84F Thunderflash: 1954 - 1958

McDonnell RF-101C Voodoo: 1957 - 1969

McDonnell RF-4C Phantom II: 1969 - present

Operations:

Combat in South, Southwest and Western Pacific, 5 February 1943 - 13 August 1945.

Campaigns:

Medalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon, Southern Philippines; Central Burma; China Offensive; Air Combat in Asiatic-Pacific Theater.

Awards:

Air Force Outstanding Unit Award over 1962; Philippine Presidential Unit Citation.

Special thanks to John L. Cunningham, Captain USAF and chief Office of Information 26th TRW, Zweibruecken AB.

.....

ADVERTISEMENT:

I received the following letter from John Atkey (address: W1921283 7 Atkey, Sqts Mess, RAF Bruggen, BFPO 42, Germany):

Having been given your address by Sqn-Ldr Lamb of RAF Bruggen, I am writing to see if you could put me in touch with people in the Netherlands who are interested in recovering World War II aircraft which have crashed.

I have been concerned with this work in Scotland and in Ireland and now coming to Germany for 3 years I would like to do the same thing out here. Principally I am interested in recovery, restoration and then presenting the items recovered to either the RAF Museum or the FAA Museum, both in England. Failing them I usually give them to local museums.

Hoping that you can help me, I remain, Yours faithfully,

We hope that people interested in this matter will contact Sgt. Atkey.

ADVERTISEMENTS:

- If you speak Dutch, Danish, Spanish, Portuguese, Polish, Finnish or you are a member or subscribed to IPMS Canada, USA, Australia, Finland, Holland, Belgium, Denmark, Air International, Aero Album, Detective Kosmonautica, Modelarz ..., then you don't need the Small Air Force Clearing House, but if you above does not apply on you, you just might be interested in the SAFCH.
For information write to SAFCH the Netherlands, Velleweg 4, Brielle
- Correspondence wanted in the USA, Japan, West Germany, France, United Kingdom and Denmark in order to exchange top-quality b&w negatives and Kodachrome II colour-slides (no copies).
Please write to: J.A.H. van den Oever, P.O.Box 8006, Eindhoven 4508 Holland.

.....

CORRECTIONS AND ADDITIONS TO THE ORION-ARTICLE

- VP VP-40 (CE) is now operating with P-30's.
- VP-94 (LZ) is still operating with SP-2H's and isn't likely to receive Orions in a short time.
- The VP-3D's of NOAA are likely to receive civil registrations.
- Adds to the serial list:
RP-3A: also 100500 c/n 5026 "Project Birdseye" named The Arctic Fox
P-3B : 152718-152765 c/n's 5158-5189, 5191, 5193-5199, 5201, 5203-5207, 5209-5210
153414-153442 c/n 5211-5239 153444-153458 c/n 5240-5254
153574-154605 c/n 5255-5286 RNZAF resp. 5301 up to 5305
RNZAF resp. 5190, 5192, 5200, 5202, 5208
YP-3C: 153443 c/n 5500
P-3C : 159318-159329 c/n 5608-5619
EP-3E: correct serials: 148887, 148888, 149668, 149669, 149678, 150494, 150497, 150498, 150501, 150502, 150503, 150505, 150525 c/n's 5005, 5006, 5009, 5010, 5019, 5020, 5023, 5024, 5027-5029, 5031, 5051.
EP-3A: 149673 c/n 5014

.....

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: Although it seems that the Viggen's chances to become F-104's successor are getting smaller and smaller, we still think it opportune to publish some pictures of this remarkable aircraft in this issue. Copyright: P.Verduijnsse
- PHOTO 2: Douglas C-54's are serving all over the world with different Air Arms for example the Turkish AF. Copyright: ALPS/NH.Larsen
- PHOTO 4: A Max Holste MH-1521 Broussard in belonging to the 12e Escad de Chasse at Cambrai, France, where it was taken on 15-9-74 during the Open House. Copyright: F.Klaassen
- PHOTO 4: At Tours-St.Symphorien there FAF Mirage IIIE's were pictured 30-9-1971. Copyright: E. Joreau
- PHOTO 5: NF-5A K-3051/315Sqn has just returned at Twenthe after a flight at Creil AFB, France.
- PHOTO 6: This emblem symbolising the experimental character of NF-K-3001. See article in this issue.
- PHOTO 7: NF-5A K-3005 is being refuelled.
- PHOTO 8: NF-5A K-3014 and NF-5B K-4008 of 313Sqn grabbed while on take off from Twenthe.
- PHOTO 9: This is the badge of "Testgroep Kon.Luchtmacht" on K-3001.
- PHOTO 10: Adjutant Pijnen is explaining the secrets of K-3001 to our Chief Editor.
- PHOTO 11: This NF-5A on the 313 tarmac at Twenthe shows the new 313-badge
- PHOTO 12: NF-5B K-4025/315Sqn back on the 315-platform. Photos 5 to 12 Copyrights: J.A. Engels and F.Klaassen
- PHOTO 13: A Harverd of the Swiss Air Force. Copyright: ALPS/NH.Larsen
- PHOTO 14: EF-4C with special fin-colours on Sola on 22-8-1972 during the Big Click. Copyright: J.H.Larsen
- PHOTO 15: Register c/n 323 taken at Brustem. Copyright: K.v. Aggelen
- PHOTO 16: This Piaggio was taken at Norvenich on 13-2-75 by H.Richter.

13



14



15



16

