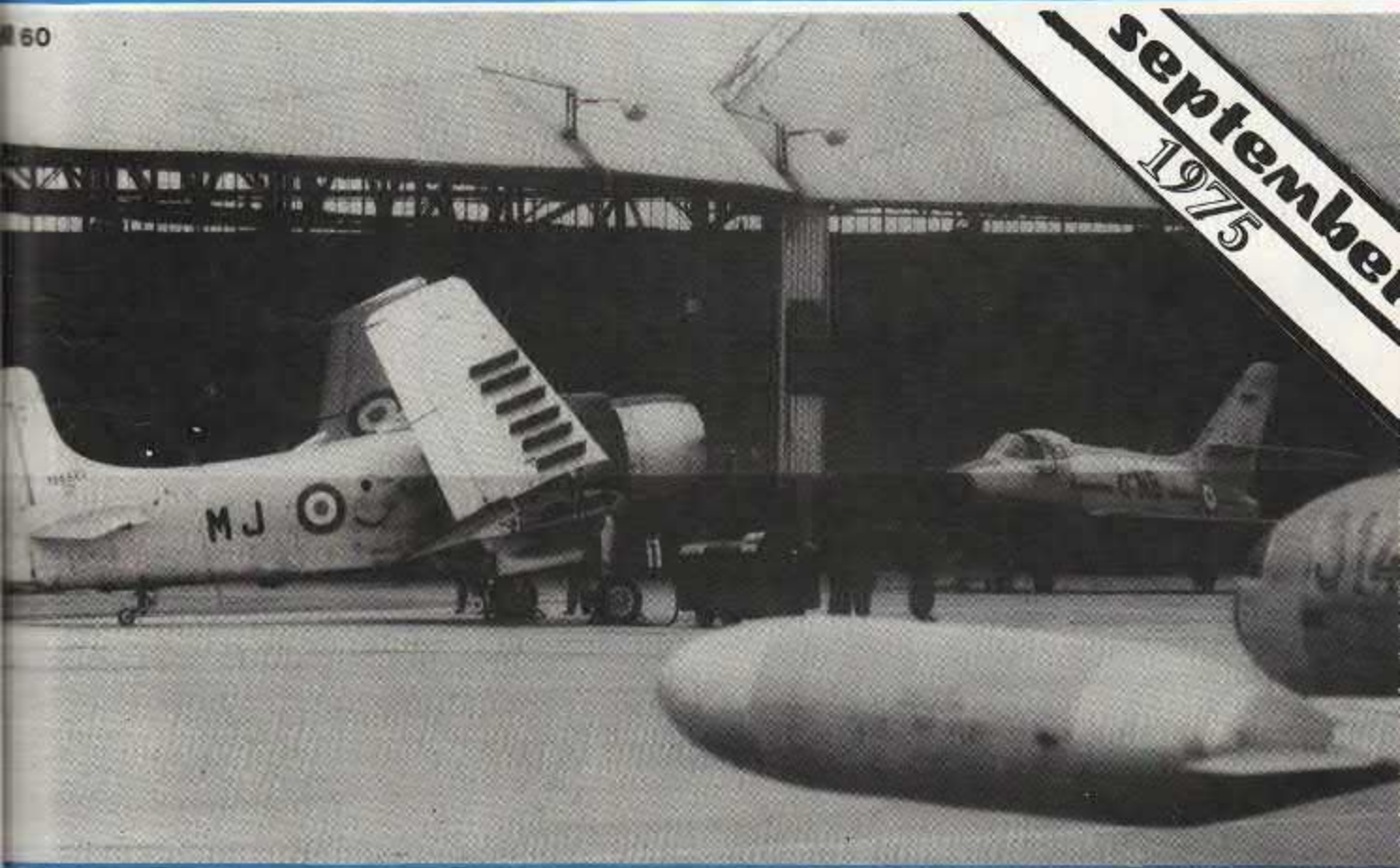


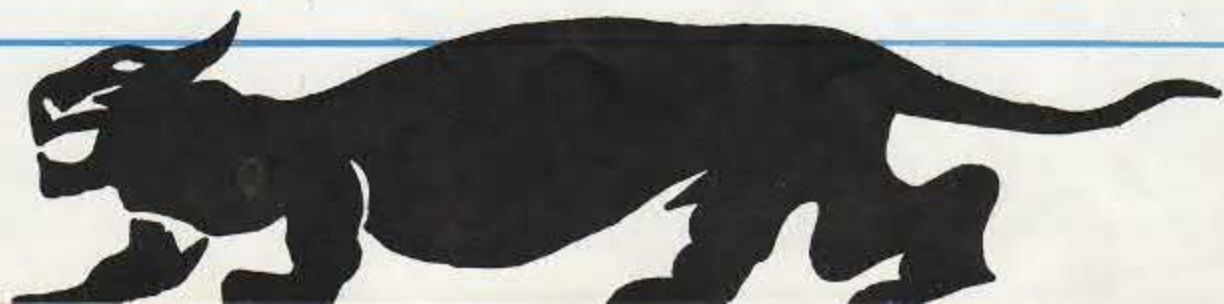
FLASH

60

September
1975



military aviation magazine





FLASH MILITARY AVIATION MAGAZINE, P.O.BOX 855, EINDHOVEN, HOLLAND

EDITORIAL TEAM

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Dear reader,

From reactions of our readers we concluded that there is a certain amount of interest for civil aviation. In order to get a magazine that will satisfy those readers more adequately, we will add a civil section to FLASH in the near future. In order to make this possible the editorial team has been strengthened with Mr. Jaskolkowsky and Mr.Struben. Now we have at last formed a definitive editorial team, we will try retain a form as stable as possible, which will only be benifical for your magazine.

Some comment on the excersises in West Germany:

The increasing strenght of NATO's potential adversaries necessitate permanent testing of the Western defence systems. This is the reason why the USA and Western Germany, in co-operation with other NATO members, have organized one of the largest exercises since 1956. An aerial fleet of hundreds of fighter aircraft have been flown in from the USA. These aircraft have been added to the units that are based in Europe permanently, so that a correct rate of Western and Eastern aerial power is achieved during the exercise. The Dutch government however, expecting a good outcome of the MBFR talks, has already announced measures that will reduce the operational strenght in the latest defense budget. That these decisions are not very welcome in military circles, has been made clear by protests of the flying personnel of the MLD.

The political decisions and possible consequences for our contribution to NATO will give ample subjects for discussions in the coming years.

Recent publications of the British institute for peace problems show that the Russian defense expenditures are being increased, which means that the MBFR talks have been reduced to informative talks and will, for the time being, not result in reductions of the forces of East and West.

The editors.

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NEWS ----- NEWS

With special thanks to: K.v.Aggelen, F.v/d.Berk, A.Booy, P.v.Gemert, B.Hickmann, N.Larsen, H.d.Ree, F.Swinkels, R.J.Tustain, P.v.Veen, BAF

HOLLAND

-- Three events worth mentioning at Eindhoven:

- On August 15th, the first F-100 landed here since six years ago. The aircraft concerned was the GT-976 F-100F of the RDanAF (730Sqn) and stayed till August 18th.
- For the third year in succession the liberation-day of Eindhoven was celebrated with the dropping of American parachutists of the 101st Airborne Division from Venice (Italy). This year only two C-130s were needed to transport the 120 parachutists. The C-130s were 10950 and 21295 of the 314TAW. Also visiting was 18015 U-21A of the USArmy from Aviano (Italy).
- Due to the departure of General Feber of AFCENT, Eindhoven had more visitors in one week than ever recorded. For the departure of the General a fly-past, consisting of 30 helicopters and 25 aircraft, was planned over AFCENT's HQ at Brunsum. For the preparations Eindhoven was visited, on August 24th, by: 18001 U-21A USArmy; 28-18 TF-104G WGAF JB-33; 8484 CH-53DG Heer; A-50 Alouette II Belg.Army; A-336 Alouette III RNethAF. Furthermore a scout of the RArmy, a Buccaneer of the RAF, a F-104G of the BAF (1Wing) and a CF-104G of the CAF. On 29-9, the actual date of the fly-past, the following were present:

20538, 21217 and 21214 OH-58A Kiowa USArmy (arriving on 26-9)
 15335 and 15075 AH-1G Cobra USArmy (arriving 26-6)
 136266, and 4 others COH-58A Kiowa Can.Army (arriving on 26-9)
 8477, 8475, 8486, 8507 and 8508 CH-53DG WGArmy
 A-10, A-49, A-64, A-78 and A-79 Alouette II Belg. Army
 XT612, XV129 and XT646 (plus 2 others) Scout RArmy
 104733, 104807, 104822, 104826, 104829 CF-104G CAF
 A-399, A-342, A-383, A-281, A-390 Alouette III RNethAF
 Also taking part in the fly-past, but to landing at Eindhoven:
 5 F-104Gs of the BAF (1Wing), 5 Buccaneers of the RAF, 5 F-104Cs of the WGAF (JB-33)
 Furthermore K-4009, 4017, 3069, 3058 and 3072 NF-5s of 314Sqn also participated.

-- During the month September Volkel AB had two squadron-exchanges:

- 312Sqn had an exchange with 4 Starfighters of the 6 Stormo/10 Grup from Grazzanise from September, 3rd till 12th. ItAF F-104Ss: 9-30 (MM6808, 9-32 (MM6812), 9-35 (MM6809) and 9-44 (MM6826), while C-130H 46-05 acted as transport on Sept.12th.
- 311Sqn had an exchange with 4 Drakens of the 725Esk. of Kerup, from September 16th till 25th. The Drakens were: A-002, 007, 016 and A-020. Transport was the N-625 C-54 on 16-9.

-- Movements at Ypenburg included:

Jun. 6: 312-TG c/n 468 Magister FAF
 19: A-79 Alouette II BAF
 26: 1333542 CT-33AN FAF
 27: OT-ZKN B-14 H-34A BAF
 Jul. 1: 12633 F-104G RNoAF
 2: 5852 DO-28D Luftwaffe
 14: K-682 V-47 RDanAF (also on 16-7)
 17: 18034 U-21A King Air USArmy
 28: 16-02 HFB-320 Hansa Jet Luftwaffe
 Aug.26: CM-02 Mystere XX BAF 21Sqn/15 Wing

-- Movements at Soesterberg included:

Sep. 5: O-10653 T-39A USAF; 15847, 16002 CH-47C USArmy "Geronimo"

Soesterberg cont.

Sep. 9: O-10654 and 24461 T-39A USAF

18: 221/K UH-1B MLD

19: 24462 T-39A USAF

22: 38-24 F-4F Luftwaffe JG-74 Neuburg

24: SP66-662 F-4D USAF 52TFW (also on 26-9); O-10653 T-39A USAF

26: D-8331 F-104G 322/323Sqn; WR65-749 F-4D USAF 81TFW

Bolkow Bo-105Cs based at Soesterberg are: B-37 and B-41

- On September 23th, the return started of 316's exchange with the 36 Stormo of the ItAF. The 4 F-104Ss stayed at Gilze-Rijen till 2-10: 36-33 (MM6751), 36-35 (MM6758), 36-40 (MM6840) and 36-48 (MM6759), all of 156 Gruppo. Transport was C-130H 46-08 on October 1st (arriving) and 2st (leaving).

BELGIUM

- It's becoming more and more obvious that the Belgian authorities don't want to consider the observing of military aircraft as a hobby. In order to prevent difficulties with the Belgian authorities, we, the editorial team, would like to give this advise:

" only by staying away from Belgium military bases you are sure of not getting into any kind of trouble".

(This doesn't, of course, apply to Open Days)

- September 11th was the last day of a exchange with French F-100's at Kleine-Brogel (regs. unknown). Transport for this exchange on September 11th were 61-ZC (F-55) and 61-MI (A-02) both C-160Fs

Also on Sept. 11th:

OT-CDF KY-4 DC-6 BAF; G-02 Puma Gendarmerie

SJ265 and 290 F-4E USAF 4TFW; 104845, 104838, 104756, 104883, 104848, 104842 (plus other) CF-104Gs CAF (also on exchange)

Noted F-104s of 10Wing: FC-03, 10, and 11 TF-104G

FX-100, 40, 99, 98, 35, 22, 70, 06, 91, 02, 85, 47, 72 (Silver), all F-104G.

- Noted at Bierset on August 28th:

BD-10, 03, 11, 04, 06, 07, 13, all Mirage VBD 80CU

BA-15, 59, 12, 46, 44, 10, 63, 28, 42, 35, 48, 05, 40, 51, all Mirage VBA 1Sqn/3Wing. FU-74, 93 and 159 F-84F (wfu)

DENMARK

- At 0915 hrs. on June, 13th, a TF-104G RT681 crashed 5 miles North East of Fynshoved. Both pilots (Stentoft and Johansen) baled out.

GREECE

- Outside the Greece war-museum in Athene, the following aircraft were noted:

51-6771/TR-771 T-33A (silver); 49-3500 T-6G Harvard

a Tiger Moth (without reg. or s/n); 83633 Curtiss Helldiver;

MJ755 Spitfire F.IX. All a/c were in Greece-colours

FRANCE

- Escadre 12 of the Armee de l'Air will swap its Super Mystere B.2s to Mirage F.1s early next year.

- Still at the dump of La Ferte Aluis airstrip were the following Harvard T-6Gs (13-9):

534592/RA, 534572/KA, 534579, 114839/KQ, 492901/WQ, 14811, 14740, 14700, 14707/KN, 14979, 718/DC, 017/RD, 4594, 4593 and "DD"

Furthermore: DZ/134 Nord 1101.

ITALY

- On September 25th, four Italian Starfighters from Ghedi collided and crashed shortly after take-off from Bitburg AB; all pilots were killed. The Italian and German authorities are investigating the

possibility of sabotage but for the time being it is supposed that one of the aircraft exploded and that pieces of the wreck hit the others. The a/c had left Ghedi the same day.

- Frece Tricolori fans, here is your chance to see your favourites for the last time this year: on October 5th, the team will perform at an air show organized by the Aero club of Luni-Sarzana and on October 12th at the Riviolo Open Day.

UNITED KINGDOM

- Noted at Wildenrath on September 25th: 11-MK/42148, 11-MD/42156, 11-MV/42166, 11-MM/42205, 11-EC/42212, 11-EJ/42211, 11-MQ/42154, all F-100Ds of the FAF on some sort of exercise 31-04, 32-31, 32-37, 32-64, 31-13, all G-91R and 34-55 G-91T of the WGAF of LEKG-41 on squadron-exchange (arrived on 22-9)
- From June 19th till 29th, No.6 Sqn from Coltishall had an exchange with Canadian Starfighters from Sollingen: CF-104Gs of the CAF at Coltishall: 104713, 104796 (replaced by 104880), 104839, 104843 (replaced by 104776), 104845 and 104891 Jaguars of No.6 Sqn to Sollingen: XX726, XX727, XX738 and XX753
- Coningsby had two exchanges at the same time, both starting at June 24th. No.29 Sqn had an exchange with 726Esk of the RDanAF. The F-104Gs of the RDanAF at Coningsby were R-342, R-343, R-646, R-703 and RT-683 (TF-104G). Transport was B-679 C-130H. While No.41Sqn had an exchange with 717Sqn of the RNoAF. RF-5As of the 717Sqn at Coningsby were 100, 102, 104, 107, 110 and 113. Transport was 957 C-130H. Visiting a/c during the exchanges: R-819 and R888 CF-104Gs on 25-6 R-647 F-104G on 26-6 and TF-104G RT-684 on 2-7.
- Movements of some RAF Air Fields during the last week of July and the first week of August:
 - Cottesmore: "D944 (2310CU), "F916/P (360Sqn), "WH872/W (360Sqn), "WH919/V (2310CU), "WH972/Z (98Sqn), "WJ630/E (360Sqn), "WJ731, "WJ863/Z (360Sqn), "WJ869 (2310CU) and "WJ988/Y (2310CU), all Canberras; "XN816, "XP413 and 439, all Argosy E.1 of 115Sqn
 - Wittering: Harriers GR.1/T.2 of 2330CU: "XV745/27, 753/31, 756/34, "XV760/42, 804/45, "XW922/49, 266/51, 268/54
 - Harriers of 1Sqn: "XV746/08, 755/20, 757/12, 788/11, 795/05
 - Honington: Buccaneers of 12Sqn: "XN976, "XT270, 281, "XV165, 340, "XW531 and 547
 - Buccaneers of 2370CU: "XT279, "XV157, 160, 338 and 341
 - Coningsby: Phantoms of 29Sqn: "XV420/H, 424/B and 438/A
 - Phantoms of 41Sqn: "XV400/F, 463/R, 471/T, 483/U
 - Phantoms of 111Sqn: "XT912/K, "XV409/J, 410/E and 500/M
 - Phantoms of 2280CU: "XT895, 897, 898, "XV393, 408, 432 and 472
 - Wattisham: Lightnings F.6 of 56Sqn (returned from Akrotiri to England after the Cyprus-war): "XP694/V, 701/W, 702/U, 728/D, 761/A, "XP771/C, "XS897/S, 928/E, 933/K, 935/V and "XS459 (T.5)

UNITED STATES of AMERICA

- West Germany is changed in a temporary spotters-heaven. Every USAF Air Base acted as a home-base for one or more units from the States. Perhaps it's becoming complicated to you what is happening in Germany and therefore we like to summarize the whole lot again with new information added:
 - From July 11st till 25th, Spangdahlem was the home of at least 18 F-4Es of 335TFS/4TFW from Seymour Johnson. Regs: SJ67-227 (and not 69 as previously published), 67-364, 68-395, SJ68-466, 69-258, 69-268, 71-079, 72-139, 72-142, 72-143, 72-162 SJ72-407, 72-477, 72-479, 72-485, 72-489, 73-1160 and 73-1163

On August 8th, 18 F-4Es of 58TFS/33TFW from Eglin AFB arrived at Spangdahlem and stayed at least till August 18th. Regs: ED66-304, 66-318, 67-246, 68-307, 68-338, 68-342, 68-360, 68-366, ED68-385, 68-423, 68-451, 68-505, 69-235, 69-251, 69-269, 69-300, and 69-579

- Five EB-57Es of 4677 DSES from Malmstrom AFB passed through Upper Heyford on their way to Spangdahlem on September 28th and 29th. Regs: 54278, 54287, 54280, 54290, 54300

- On September 10th and 11th, the following F-4Es of 334TFW/4TFW from Seymour Johnson were noted at Spangdahlem: SJ67-331, 69-584, 69-305, 69-253, 69-231, 69-265, 69-217, 71-397, SJ71-243, 72-125, 72-490, 72-1478, 72-126, 72-168, 72-152, 72-159, SJ73-1167, 73-1166 and SJ290 and SJ394.

- Like every year, Bitburg and Hahn are being visited by F-4Ds of 49TFW from Holloman. This because Bitburg and Hahn are the home-bases of the 49TFW in wartime:

Noted at Bitburg on September 10th and 11th:

HO66-749, 66-737, 66-277, 65-590, 65-585, 65-584, 66-641, 66-626, HO66-465, 66-687, 66-529, 65-760, 66-544, 67-515, 66-589, 66-536, HO66-544, 64-953, 64-963, 66-701, 66-723, 66-259 and 66-254

Noted at Hahn on September 11th and 16th:

HO66-690, 66-626, 66-577, 65-629, 66-757, 66-724, 66-722, 66-467, HO66-647, 65-639, 66-658, 66-705, 66-625, 66-679, 66-638, 66-629, HO66-489 and 66-476

All a/c of 49TFW left Hahn and Bitburg late September. While during the first week of October, 48 new F-4Ds of 49TFW were to arrive.

- On September 4th seven Delta Darts of 5th FIS from Minot AFB arrived at Hahn. These were: 60460, 90005, 90010, 90015, 90019 and 90063, all F-106A and 80901 F-106B

- Ramstein was also in the picture. Four EC-121s of the Pennsylvania ANG were based here temporarily.

On October 8th, 18 A-7Ds from Myrtle Beach were to arrive here.

While 18 A-7Ds of the Colorado ANG (from 2nd to 14th November) and 18 A-7Ds from England (from 21st till 5th December) are on the program.

-- Friday morning, September 26th, a Sikorsky CH-53C of the USAF (601TCW) crashed near Paderborn in Germany; the helicopter was transporting troops from Wiesbaden to parachuting grounds. Inside the wreck 6 bodies were found. The other 10 men had already jumped out.

Two Dutch RF-104Gs were on a reconnaissance mission, at a flight-level of 240 meters, when the pilots observed a helicopter some miles ahead, flying at a flight-level of about 1600 meters, that suddenly toppled over. At first it was suspected that the exhaust gases of the overflying Starfighters had caused the crash if the helicopter, but both the German and Dutch authorities stated that these fighters were at least 2 miles away when the accident happened.

-- Another crash. On September 15th, an F-4E of 32TFS from Soesterberg crashed at Wittmundshafen during take-off. Probably due to a flame-out. The aircraft was CR69-266. This one is the 69-0266 as 69-7266 belongs to the 36TFW.

-- Movements at Ramstein included:

Jul. 8: 10881 C-9A USAF; 40561 C-130E Skyhook USAF 7SOS
40639 and 70165 (438MAW) C-141A USAF; VP967 Devon RAF
LN66-280, 66-502 and 66-504 F-4D USAF 48TFW; 71-72 UH-1D WGAF
BT68-412, 69-271 F-4E USAF 36TFW; FC-10 TF-104G BAF
ZR68-553, 68-560, 68-563, 69-349, 69-369 and 68-609, all
RF-4C USAF 26TFW; OT-ZAA Pembroke BAF 15Wing
R-704 and R-846 F-104G RDanAF; 20-10 and 20-23 TF-104G ItAF
51-32, 51-34, 51-38 and 51-43 F-104S ItAF
15771, 21659 and 21717 UH-1H USArmy

Ramstein cont.

Jul. 8: 18021 and 18033 and 18035 U-21A King Air USArmy
 15880 and 15884 RU-21A USArmy
 9: 37872 and 21298 C-130E USAF; 53126 VC-135 USAF
 40627, 40639, 59100 (437MAW), 60137, 60199 (437MAW) and
 70165 (438MAW), all C-141A USAF; LN66-498 F-4D 48TFW
 AR64-076, 65-908 and 66-421 RF-4C USAF 10TRW; SP66-793 F-4D
 BT68-392, 68-411 and 68-464 F-4E USAF 36TFW;
 MT-18 Magister BAF "red Devils"; BA-05 Mirage VBA BAF
 BD-05 Mirage VBD BAF; FX-20, FX-25 F-104G BAF "Slivers"
 27-21 TF-104G JABOG-31 WGAF; 27-76 TF-104G WGAF JABOG-34
 32-06 and 32-99 G-91R WGAF LEKG-43; 90-76 P-149D WGAF;
 35-34 and 35-35 RF-4E WGAF AKG-51; 15072 OH-58A USArmy
 58-31 DO-28D WGAF; 20-19 TF-104G ItAF; 18013 U-21A USArmy
 51-31, 51-32, 51-34, 51-38, 51-43 F-104S ItAF
 241 (F-5B) and 368 (F-5A) of RNoAF; 15880, 15885 RU-21A USArmy
 14: 00452 C-5A USAF 436MAW; 10937 C-130E USAF
 60187 (437MAW) and 70166 (443MAW!), C-141A USAF;
 HR66-694 and SP66-735 both F-4D USAF; SP63-452 F-4C USAF
 BT68-517 and 69-271 F-4E USAF 36TFW; OT-ZAI Pembroke BAF
 ZR68-555, 68-556, 68-608, 68-609, 69-369, 69-370, all RF-4C
 USAF 26TRW; SJ68-466, 69-277, 72-489, 73-1163, all F-4E
 USAF 4TFW; BR-04 and BR-15 Mirage VBR BAF 42Esc.
 FX-61 and FX-100 F-104G BAF 10Tring; FT-04 T-33A BAF
 ST-21 SF-260M BAF; XS639 Andover RAF; 20-7 TF-104G ItAF
 27-19 TF-104G WGAF JB-34; 34-05 G-91T WGAF LEKG-43
 35-03 RF-4E WGAF AKG-51; 58-64 DO-28D WGAF JABOG-36
 70-68 UH-1D WGAF HTG-64; 76-13 Alouette II WGArmy
 4-1 and 4-15 F-104S ItAF; 5-20 and 5-34 F-104S ItAF
 16326 and 16345 OH-58A USArmy; 23841, 23873 U-8F USArmy
 15885 and 15886 RU-21A USArmy
 Aug. 28: 10879 C-9A USAF; 33300 VC-118A USAF; 01266 C-130E USAF
 40523 C-130E Skyhook USAF; XI318 Vulcan RAF
 60170 (438MAW), 60205 (437MAW), 70166 (443MAW), all C-141A US
 ZR68-555, 567, 568, 606, 608, 69-349, 350, 360, 361, 364, 367, 369
 ZR69-372 and 373, all RF-4C USAF 26TRW; K-4015 NF-5B RNethAF
 25-27 F-104G WGAF JABOG-32; 957 C-130H RNoAF/UNO
 15880 and 15884 RU-21A USArmy

- In the month of August a spy-plane, probably a U-2 crashed off the coast of Thailand. No further details are given by the Pentagon.
- On 12-8 an squadron-exchange started between 10TRW from Alconbury and AKG-52 from Leck. Participating a/c:
 35-02, 35-17, 35-23, 35-24, 35-32 and 35-54 RF-4E of AKG-52 WGAF
 AR64-083, 64-022, 65-837, 65-824 and 65-906 and 65-935 RF-4C 10TRW
- On July 24th an exchange started between 492nd TFS/48th TFW from Lakenheath (USAF) and JABOG-33 from Buchel (WGAF). Participating a/c: 20-62, 21-53, 25-28, 25-81, all F-104Gs and 28-28 TF-104G
 LN65-0688, 65-0690, 65-0738 and 66-0277 F-4Ds to Buchel

WEST GERMANY

- To the "Luftmuseum" at Hermeskeil two aircraft were added:
 31-70 G-91R WGAF (probably incorrect registration) and 49-100997 C-47 (ex Royal Jordan Air Force).
- Movements at Norvenich on August 28th:
 23-48, 21-65, 26-47, 22-66, 22-43, 20-47, 24-42, 20-42, 21-49,
 26-05, 24-17, 26-33, 22-08, 24-66, 25-78, 26-06, 23-40, 24-22,
 23-98, 26-25, all F-104Gs of JABOG-31; 57-37 DO-27 JABOG-31
 27-24 and 27-21 TF-104Gs of JABOG-31; 58-21, 58-20, 58-50 DO-28D
 of JABOG-31;
 Visitors: 1606 Hansa Jet; 5113 C-160D LTG-61; 3554 RF-4E AKG-51

- Movements at Hopsten on August 28th and 29th:
37-98, 37-49, 38-17, 37-17, 38-14, 37-45, 37-81, 37-41, 37-61,
37-77, 37-21, 37-78, 38-01, 37-93, 37-97, 38-09, all F-4F of JB-36
T-33A 9424 was hangered and carried WS-50 badge
Visitors: A-374, A-494, A-514 and A-549 Alouette III RNethAF
70-67 UH-1D WGAF HTG-64 Det.; XX768 Hagar GR.1 RAF 17Sqn
- Noted CH-53Gs of HFB-100 at Rheine-Bentlage on August 29th:
8507, 84-91, 84-73, 84-85, 84-75
8035 H-34 acts as gate-guard
Visitor: 96-10 Piper Cub

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NEW ORDERS ----- NEW ORDERS ----- NEW ORDERS ----- NEW ORDERS

- ABU DHABI: Last month Abu Dhabi AF received the two C-130Hs which were ordered in 1973. Both were delivered via Lyneham on August 10th. Serial are 1211 and 1212.
- AUSTRALIA: The first of ten Sea King Mk.50s will enter service with the 817 Squadron. They will replace the good old Wessex.
- EGYPT: The Egyptain governement placed an order in England for weapons for the Armed Forces. The order includes 200 Hawker Siddeley Hawks and 250 Westland Lynx. The total value of the order is estimated at £ 450.000.000.
- ETHIOPIA: The USGorverment has deecided to base 30 USAF fighters in Ethiopia temporarily, to protect the USA communications station in the Eritrean area.
- GABON: The "Force Aerienne Gabonaise" has the intention to order some Mirage. With the acquasition of a L-100-30 Super Hercules, the F.A.Gabonaise's transport fleet is as follows: one L.300-30 two C-47s, two YS-11s, one DC-6, one Falcon 20, four Broussards, two Cessna 337s, three Alouette IIIs and one Puma.
- GREECE: The Elliniki Aeroparia placed a second order with Lockheed for 8 more C-130Hs. There are already 18 on order. The C-130H is due to replace the C-47 Dakota.
- ISRAEL: a: First delivery of the F-15 will be at the end of December (probably a batch of 46 a/c).
b: Dr.Henry Kissinger announced that the IPE/AF will receive F-16s for the attack role.
- LEBANON: The Lebanon AF has ordered three ex RAF Hunters.
- SPAIN: The first Mirage F.1CEs (Spanish designation C.14) were delivered to the Spanish Air Force. They are operated by 141 Escuadron at Los Llanos AB.
- SWITZERLAND: The Swiss government recently deecided to order 72 F-5E Tiger IIs for the Air Force. The first 19 aircraft will enter serivce in 1979. The other 53 must be delivered before 1981. All aircraft will be built under licence at Emmen AB.
- UNITED KINGDOM: The Royal Navy ordered 25 Sea Harriers FSR.1s.
The RN also placed an order with Westland for another batch of 13 Sea King Mk.2s.

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ADVERTISEMENT:

Join the "spotter-day" in Eindhoven on November 1st. For more details, contact: J.v/d.Oever, P.O.Box 8006, Eindhoven, Holland

USS NIMITZ, CVAN-68

In 1967 US Congress gave the green light to USNavy plans for a second nuclear carrier. She was built by the Newport News Shipbuilding Dry Dock Co. and was launched, under the name Nimitz, the 13th of May 1972.

On the 3rd of May 1975 she was officially transferred to the USNavy and only three months later the carrier was assigned to Atlantic Fleet. Her maiden trip took her to many European ports. This was to show the NATO-partners that the USA are serious about contributing to the protection of the North Sea. The Nimitz, which is the first nuclear carrier of the 6th Fleet, visited, amongst other ports, Edinburgh, England and Willemshaven, West Germany. A visit to Rotterdam had been planned but the port authorities objected, so this was cancelled. They were afraid that a visit of a nuclear carrier would evoke protests from the population.

Some data:

Name: Nimitz; assigned to 6th Fleet, USNavy; weight 90.000 tonnes; powered by two nuclear reactors; largest aircraft carrier in the world one of the only two nuclear carriers in the world (the other one is the Enterprise); 5500 men aboard (of whom many have never seen the whole ship); maximum speed 60km/hr; every two weeks fuel is taken aboard for the 80 a/c; there are three hangars; she is part of "Nuclear Task Group 75" and is being escorted by the cruiser "South Carolina" and the nuclear submarine "Seahorse"; tinned basketball-matches are being organized regularly; aboard are two churches, three supermarkets, three barber shops, a hospital with 70 beds, a prison with 13 cells, a radio-studio, a large library with study, high school teachers, etc.; it cost 1800 million Dutch guilders and there is for 2 billion guilders aircraft aboard, being Corsairs II, Phantoms II, Intruders, Hawkeyes, SH-3Hs, Traders and Vigilants.

An interesting comparison: the Nimitz has as much personnel aboard as a third of the total of the Dutch fleet's personnel and about a quarter of the number of aircraft of the Dutch Air Force.

From Mr. R.J. Tustain and Mr. Barry Hickman, we got the reports of the visits to Port Rosyth (Scotland) on September 9th and to Port Portsmouth (England) on September 12th resp.:

155506/AJ-132, 155520/AJ-121, 153903/AJ-134, 155523/AJ-133, 153969/AJ-134, 154786/AJ-125, 153848/AJ-130, 155511/AJ-127, 155525/AJ-122, 153893/AJ-122, all F-4Js of VMFA-333 (USMarines) from Beaufort S.C.
153809/AC-107, 153773/AC-110, 155840/AC-105, all F-4Js of VF-31Sqn from U USS Saratoga
159638 AJ-301, 157580/AJ-302, 159303/AJ-303, 158841/AJ-304, 158836/AJ-304, 159307 AJ-307, 158820/AJ-310, 157571/AJ-311, 157569/AJ-312, 157476/AJ-312, all Corsairs A-7E of VA-82Sqn
159305/AJ-401, 159306/AJ-402, 159308/AJ-403, 158819/AJ-404, 158839/AJ-404, 157573/AJ-406, 157553/AJ-407, 158662/AJ-410, 157510/AJ-412, 158825/AJ-412, all Corsairs A-7E of VA-86Sqn
149956/AJ-501, 151807/AJ-504, 152607/AJ-505, 152907/AJ-507, 152923/AJ-507, 151573/AJ-511, 152935/AJ-512, 151802/AJ-513, all A-6E Intruders of VA-35Sqn
151818/AJ-521, 152913/AJ-523, 152592/AJ-524, all KA-6D Intruders also of VA-35Sqn
158540/AJ-610, 158541/AJ-611, 158542/AJ-612, 158543/AJ-613, all EA-6B Intruders of VAQ-130Sqn
156628/AJ-601, 156624/AJ-603, RA-5C Vigilante of Det. RVAH-9Sqn
150531/AJ-710, 151715/AJ-711, 151718/AJ-712, 151725/AJ-713, all E-2A Hawkeyes of VAW-116Sqn
151500/AJ-000, 149701/AJ-001, 149712/AJ-002, 149927/AJ-003, 151551/AJ-003, 151528/AJ-006, 149711/AJ-007, all SH-3H of HS-15Sqn
136752 C-1A USS Nimitz

Shore-bases of the units: VA-82 and 86 both at Cecil Field (Fla), RVAH-9 at Albany (GA), VAQ-130 at Whidbey Island, VA-35 at Oceana and VAW-116 at North Island

UNITED STATES AIR FORCE in EUROPE (part 9)

by Hans van de Laar

With special thanks to the USAF, Paul Jackson and P.v.Gemert.
Now we continue the impressive list of Phantoms of the 48th TFW

- 65-0685/LN (494), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 65-0688/LN (492), ex 78TFS/81st TFW/WR, 81 TFW/WR, USA resp.
- 65-0689/LN (494), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 65-0690/LN (492), ex 356 TFS/475 TFW/UK, 67 TFS/475 TFW/UP, USA resp.
- 65-0696/LN (494), ex 10 TFS/50 TFW, 81 TFW/WR resp.
- 65-0699/LN (493), ex 10 TFS/50 TFW, 81 TFW/WR resp.
- 65-0700/LN (492), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 65-0701/LN (494), ex 10 TFS/50 TFW/HR, SE-Asia, USA resp.
- 65-0712/LN (493), ex 50 TFW, 81 TFW/WR resp.
- 65-0718/LK-LN (492, to 494), ex USA
- 65-0731/LN (494), ex 50 TFW, 81 TFW/WR resp.
- 65-0737/LN (494), ex 67 TFS/475 TFW/UP, USA resp.
- 65-0739/LN (494), ex 50TFW, 81TFW resp.
- 65-0741/LN (494), ex 10 TFS/50 TFW/HR, 81TFW/WR resp.
- 65-0742/LN (493), ex 67 TFS/475 TFW/UP, USA resp.
- 65-0747/LN (493), ex 479 TFW/GA
- 65-0748/LN (492), ex 50 TFW, 81 TFW/WR resp.
- 65-0756/LN (492), ex 50 TFW, 81 TFW/WR resp.
- 65-0765/LN (493), ex 50 TFW, 81 TFW/WR resp.
- 65-0769/LN (494), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 65-0773/LK-LN (494), ex 9 TFS/49 TFW/HD, 7 TFS/49 TFW/HB resp.
- 65-0775/LN (492, to 494), ex 9 TFS/49 TFW/HD, 8 TFS/49 TFW/HC resp.
- 65-0777/LN (493), ex 10 TFS/50 TFW/HR, 23 TFS/52 TFW/SP resp.
- 65-0779/LN (492), ex 9 TFS/49 TFW/HD, 7 TFS/49 TFW/HB resp.
- 65-0788/LN (492), ex 50 TFW, 81 TFW/WR resp.
- 65-0789/LN (492), ex 479 TFW/GA, 7 TFS/49 TFW/HB resp.
- 65-0793/LN (492), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 65-0794/LN (493), ex 555 TFS/432 TRW/OY, 8 TFW/WRP, USA resp.
- 66-0277/LN (493), ex 81 TFW/WR
- 66-0235/LN (494), ex Se-Asia, USA resp. w/o 16-1-1975
- 66-0243/LK-LN (494, to 493), ex USA
- 66-0249/LN (494), ex ex 555 TFS/432 TRW/OY, USA resp.
- 66-0251/LN (494), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE, 8 TFS/49TFW/HO, 10 TFS/50 TFW/HR resp.
- 66-0256/LK-LN (493, to 492), ex 417 TFS/50 TFW/KB, 8 TFS/49 TFW/HC resp.
- 66-0262/LN (493 to 494), ex 417 TFS/50 TFW/KB
- 66-0272/LN (493), ex 81 TFW/WR
- 66-0273/LK-LN (492), ex 9 TFS/49TFW/HD
- 66-0276/LK-LN, ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp, to 49TFW/HO
- 66-0278/LK-LN (493 to 492), ex 417 TFS/50 TFW/KB, 7 TFS/49 TFW/HB resp.
- 66-0279/LN (494), ex USA
- 66-0282/LK-LN (494), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp.
- 66-0283/LK-LN (494), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp.
- 66-7456/LN (494), ex USA
- 66-7464/LK-LN, ex 49 TFW/HO, to 49TFW/HO
- 66-7475/LK-LN (492)to 493), ex USA
- 66-7480/LN (493), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 66-7484/LK-LN (492, to 493), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp.
- 66-7485/LN (492), ex 10 TFS/50 TFW/HR, 81 TFW/WR resp.
- 66-7487/LN (492), ex 81 TFW/WR
- 66-7490/LN (493 to 492), ex USA
- 66-7496/LK-LN (493), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp.
- 66-7497/LN (493), ex 10 TFS/50 TFW, 23 TFS/36 TFW/BS, 23 TFS/52 TFW/SP resp
- 66-7498/LN (494), ex 417TFS/50TFW, 22TFS/36TFW/BR, 10TFS/50TFW/HR, 81TFW
- 66-7500/LN (493), ex 523 TFS/405 TFW/PN, USA resp.
- 66-7502/LN (493), ex 53 TFS/36 TFW/BT, 23 TFS/52 TFW/SP resp.
- 66-7504/LN (494), ex 23 TFS/36 TFW/BS, 23 TFS/52 TFW/SP resp.
- 66-7520/LN (493), ex 435 TFS/8 TFW/FO, USA resp, to 81 TFW/WR
- 65-0738/LN (492), 10TFS/50TFW, 81TFW/WR resp.
- 65-0740/LN (492), 49TFW/HO, 23TFS/52TFW/SP resp.

66-7527/LN (494), ex SE-Asia, USA resp., to 81 TFW/WR
 66-7563/LK-LN (492), ex 49 TFW, to 10 TFS/50 TFW/HR
 66-7715/LK-LN (493), ex 391 TFS/475 TFW/UD, USA resp., to 81 TFW/WR
 66-7733/LK-LN (492), ex USA, to 81 TFW/WR
 66-7735/LK-LN (494), ex TFS/49 TFW/HB, to 81 TFW/WR
 66-7738/PN (494), ex 525 TFS/405 TFW/PN, USA resp., to 81 TFW/WR
 Never was coded LN, but remained PN while flying with 48 TFW
 66-7747/LK-LN (492), ex 417 TFS/50 TFW/KB, 417 TFS/49 TFW/HE resp., to 81 TFW/WR
 66-7759/LK-LN (494), ex 9 TFS/49 TFW/HD, to 81 TFW/WR
 66-8710/LN (492), ex 13 TFS/432 TRW/OC, USA resp., to 52 TFW/SP
 66-8711/LN (492), ex 13 TFS/432 TRW/OC, USA resp., to 52 TFW/SP
 66-8727/LN (492), ex 13 TFS/432 TRW/OC, USA resp., to 52 TFW/SP
 66-8735/LN (492), ex 13 TFS/432 TRW/OC, USA resp., to 52 TFW/SP
 66-8737/LN (493), ex 555 TFS/432 TRW/OY, USA resp., to 52 TFW/SP
 66-8745/LN (493), ex 25 TFS/8 TFW/FA, USA resp., to 52 TFW/SP
 66-8748/LN (493), ex 25 TFS/8 TFW/FA, USA resp., to 52 TFW/SP
 66-8756/LN (494), ex USA, to 23 TFS/52 TFW/SP
 66-8758/LN (494), ex 4485 Test Sqn/EG, to 52 TFW/SP
 66-8765/LN (493), ex 4485 Test Sqn/EG, to 52 TFW/SP
 66-8768/LN (494), ex 25 TFS/8 TFW/FA, USA resp., to 52 TFW/SP
 66-8776/LN (494), ex 13 TFS/432 TRW/OC, USA resp., to 52 TFW/SP
 66-8779/LN (493), ex USA, to 23 TFS/52 TFW/SP
 66-8789/LN (494), ex USA, to 23 TFS/52 TFW/SP
 66-8790/LN (493), ex 25 TFS/8 TFW/FA, USA resp., to 52 TFW/SP
 66-8793/LN (492), ex USA, to 23 TFS/52 TFW/SP
 66-8797/LN (493), ex USA, to 23 TFS/52 TFW/SP
 66-8798/LN (492 to 493), ex 25 TFS/8 TFW/FA, 4485 TS/EG resp., to 52 TFW/SP
 66-8813/LN (494), ex 555 TFS/432 TRW/OY, USA resp., to 52 TFW/SP
 66-8825/LN (492), ex 525 TFS/405 TFW/PN, 555 TFS/432 TRW/OY, USA resp., to 23 TFS/52 TFW/SP

The 36th TACTICAL FIGHTER WING

The 36th TFW is the foremost fighter wing in the USAFE, its primary mission is to prepare for and to conduct tactical warfare and air defense as directed, and, as a unit of the USAFE and the 17th Air Force, support the NATO.

The 36th has been in the forefront of the nation's defense since its activation as a Pursuit Group at Langley Field, Virginia, in February 1940. In January 1941, it moved to Ponce, Puerto Rico, on air defense missions. After the Japanese attack on Pearl Harbor, it went on 24-hour alert, moving to various places in the Caribbean area. May 1943 it was relocated at Charleston, South Carolina, to begin training with the P-47 Thunderbolt. May 1944, the 36th Fighter Group was in England flying combat missions over France. After supporting the D-Day landings, the Group moved to Normandy to occupy the first of a series of temporary bases in France, Belgium and Germany. September 1944, saw the Group earn its first Presidential Unit Citation for destroying more than 500 enemy vehicles near Poitiers, France. For its efforts in the liberation of Belgium and the Battle of the Bulge, the 36th shared in an award of the Belgian Fourragere and a second Presidential unit Citation for destroying 73 enemy aircraft at a field near Leipzig. The Luxembourg Croix de Guerre was presented to the wing in 1969 for its role in the Battle of the Bulge. After the war the group was deactivated and then reactivated in 1946 at Howard Field, Canal Zone of Panama. The following year it became a jet fighter unit with P-80 Shooting Stars. In July 1948, the 36th was reorganized and moved to Fürstenfeldbruck AB, Germany, to become the first jet fighter unit in Europe. A series of firsts followed as the wing introduced a new jet fighters to Europe: the F-84, F-86, F-100, F-105 and the F-4D.

Bitburg Air Base is the wing's present home and it was built between 1951 and 1954 on what had previously been farm land. Bitburg and nearby Spangdahlem AB were opened in May 1953. The 36th occupied Bitburg at



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that time while Spangdahlem was the home of the 10th TRW. On April 15th, 1969, Spangdahlem AB was attached to the 36th TFW, after the 49th TFW had left this base for the USA. The 49th had been located at Spangdahlem since August 1959.

From WWII till October 1969, the 36 TFW's squadrons had included the 22nd, 23rd and 53rd (tactical) fighter squadrons. In November 1968, the 36th was completed with a fourth squadron, when the 525th FIS became part of it, after the 86th Air Division had merged with the 17th Air Force. In October 1969, the 525th FIS officially became 525th TFS and one month later received its first F-4E aircraft. In the beginning of 1969, the 36th TFW got control of a new squadron: the 39th Tactical Electronics Warfare Squadron, flying EB-66C/E Destroyers. The 39th TEWS, together with the 23rd TFS, was located at Spangdahlem AB, making the 36th TFW a two base unit. The 36th TFW was subsequently split up on 1 January 1972, when Spangdahlem became the home of the 52nd TFW and the 36th lost control of the 23rd TFS and the 39th TEWS, which were assigned to this 52nd TFW.

The 36th has been designated as follows: 36th Pursuit Group (Interceptor) from 1 February 1940 till 15 May 1942; 36th Fighter Group, May 15th, 1942 till January 20th, 1950; 36th Fighter Bomber Group, January 20th, 1950 till August 9th, 1954; 36th Fighter Day Group, August 9th, 1954 till October 1956. In October 1956, the group merged with the 36th Fighter Day Wing, thus bringing the operational control of the aircraft-units to Wing. There was a wing designation prior to this time but the group had operational control of the aircraft-units. The wing was mainly a headquarters activity. Later in December 1956, the 36th Fighter Day Group's colors and honors were given to the Wing. From this point on the 36th was an aircraft wing. Following the 36th Fighter Day Wing, was the 36th Tactical Fighter Wing, July 8th, 1958 to date. At present the Wing's 3 squadrons, the 22nd, 53rd and 525th Tactical Fighter Squadrons fly the F-4E Phantom IIs.

The 525th is a NATO committed unit with a primary mission if air defense, while the other two have a mission if strike attack.

The 36th formed the first USAF demonstration team, the Skyblazers, in 1949, flying the F-80 Shooting Stars. Again in 1956, the 36th Fighter Day Wing formed the fourth Skyblazer team with F-100C Super Sabres.

Special thanks to Donald H. Bechtel, chief of Public Information, Bitburg AB.

Types of aircraft used by the 36th TFW:

1940-1943: YP-37, North American P-36 Mustang, Curtiss P-40 Warhawk, Bell P-39 Airacobra
1943: Republic P-47 Thunderbolt (22nd, 23rd and 53rd Fighter Sqns)
1947: Lockheed F-80 Shooting Star (22nd, 23rd and 53rd Fighter Sqns)
1950: Republic F-84 Thunderjets (22nd, 23rd and 53rd Fighter Bomber)
1953: North American F-86 Sabre (22nd, 23rd and 53rd Fighter Day Sq)
1956: North American F-100C/D/F Super Sabres (22, 23 and 53 FDSs)
1961: Republic F-105D/F Thunderchiefs (22, 23, 53 Tac. Fight. Sqns)
1966: McDonnell F-4D Phantom IIs (22, 23 and 53 Tac. Fighter Sqns)
1968: Convair F-102A/TF-102A Delta Dagger (525th F.I.S.)
1969: McDonnell-Douglas F-4E Phantom II (525th TFS)
1969: Douglas EB-66C/E Destroyer (39th TEWS)
1973: McDonnell-Douglas F-4E Phantom II (22nd and 53rd TFSs)

Tail-code used since 1970 is BR (22nd), BS (23rd), BT (53rd), BU (525th), BV (39th TEWS), becoming BT for the 22nd, 53rd and 525th TFSs in 1972.

At the same time the 23rd TFS and the 39th TEWS came under control of the 52nd TFW at Spangdahlem and were recoded SP.

Tail-tip color since 1970 is red (22nd), blue (23rd), yellow (53rd), blue (525th) and green (39th).

Aircraft-serials:

F-80A: 44-85274, 85268, 85313, 85338, all of the Skyblazers

F-84E: 49-2297

F-100C: 54-1980, 1987, 2006, all of the Skyblazers

T-33A: 51-4385, (53rd Fighter Day Squadron)
 F-105D: 60-0430 (23TFS), 0431, 0432, 0433, 0434, 0436, 0437, 0439, 0441, 0443, 0445
 (23TFS), 0446, 0447, 0448, 0450, 0451, 0452, 0453, 0454, 0456, 0458,
 0460, 0461, 0462, 0464, 0468, 0469, 0470, 0471, 0472, 0473, 0474 (23TFS)
 0476, 0478, 0480, 0481, 0482, 0483, 0484, 0485, 0486, 0487, 0488, 0489
 0490, 0491, 0492, 0493, 0494, 0455,
 0496 (53TFS), 0497, 0498, 0499, 0500, 0501, 0502, 0503, 0504, 0505,
 0506, 0507, 0509, 0512, 0514, 0515, 0516, 0519, 0521, 0522, 0523, 0526,
 0527 (22TFS), 0528, 0534, 5374, 5376, 5379, 5382, 5384
 61-0054, 0058, 0094, 0113, 0124, 0126, 0128, 0130, 0136, 0148, 0150, 0156,
 0163, 0181, 0184
 F-105F: 62-4424, 4425, 4432
 63-8274, 8299, 8301, 8304, 8308, 8309, 8311, 8312, 8317, 8319, 8323, 8324,
 8327, 8328, 8358, 8322
 T-39A: 62-4471
 F-4D: Phantoms which weren't coded (left the 36th TFW before 1970):
 64-0931, to 479TFW/GA; 0933; 0934, to Korea AF; 0936, to
 9TFS/49TFS/HD; 0939, to 35TFW/GA; 0940; 0941, 0935; 0942,
 HB; 0943; 0944; 0945; to 7 TFS/49TFW/HB-HO resp.; 0946;
 0947; 0948; 0950; 0951; 0952, to 9TFS/49TFW/HD-HO resp.; 0953,
 to 49TFW/HO; 0954; 0955, 22TFS; 0956, to 49TFW; 0957, to
 Korea AF; 0958; 0960 (22TFS), to 8TFS/49TFW/HC, 9TFS/49TFW/
 HD-HO resp.; 0961; 0962, to 479TFW/GA; 0963 (22TFS), to 9TF
 49TFW/HD-HO resp.; 0965; 0966, to 9TFS/49TFW/HD; 0967;
 0968, to 9TFS/49TFW/HD; 0969, to 9TFS/49TFW/HD; 0970 (53TFS)
 to 8TFS/49TFW/HC; 0971, w/o Wheelus AFB 14-10-1966; 0972
 (23TFS), to 8TFS/49TFW/HC-HO resp.; 0973, to 49TFW, 48TFW/
 LK-LN resp.; 0974 (23TFS), to 8 TFS/49TFW/HC; 0975, to 8TFS/
 49TFW/HC; 0976, to 8TFS/49TFW/HC-HO resp.; 0977, to 555TFS/
 432TRW/OY, 48TFW/LN resp.; 0978, to 560TFS/4531TFW/ZF; 0979,
 to 8 TFS/49TFW/HC-HO resp.; 0980, to 8 TFS/49TFW/HC; 0982;
 0983
 65-0580; 0581, to 479TFW/GA, 8TFS/49TFW/HC-HO resp.; 0582; 0583
 (23TFS), 8TFS/49TFW/HC, 35TFW/GA resp.; 0584, to 8TFS/49TFW/
 HC-HO resp.; 0585 (22TFS), to 8TFS/49TFW/HC, 7TFS/49TFW/HB-HO
 0586, to 8TFS/49TFW/HC-HO resp.; 0588, to 8TFS/49TFW/HC-HO;
 0590, to 8TFS/49TFW/HC; 0591; 0592; 0593 (23TFS); to 8TFS/
 49TFW/HC; 0595 (53TFS), to 8TFS/49TFW/HC-HO resp.; 0596, to
 8TFS/49TFW/HC-HO resp.; 0598, to 8TFS/49TFW/HC-HO resp.;
 0599, to 7TFS/49TFW/HB; 0601 (53TFS), to 356TFS/475TFW/UK;
 0603, to 7TFS/49TFW/HB-HO resp.; 0606; 0607; 0608, to 48TFW/
 0610; 0619, to 7TFS/49TFW/HB; 0620; 0622; 0623; 0630;
 0631; 0635 (53TFS), to 7TFS/49TFW/HB, 48TFW/LK-LN resp.;
 0636 (53TFS), to 7TFS/49TFW/HB; 0638, to 7TFS/49TFW/HB-HO;
 0639, to 7TFS/49TFW/HB-HO; 0643, to 7TFS/49TFW/HB; 0646, to
 7TFS/49TFW/HB, 48TFW/LK-LN resp.; 0647, to 7TFS/49TFW/HB;
 0648, to 67TFS/475TFW/UP, 48TFW/LN resp.; 0650, to 7TFS/49TFW
 HB, 67TFS/475TFW/UP resp.; 0652, to 7TFS/49TFW/HB; 0653,
 to 7TFS/49TFW/HB; 0654, to 7TFS/49TFW/HB; 0655, to 9TFS/49TF
 HD; 35TFW/GA resp.; 0658, to 10TFS/50TFW/HR, 81TFW/WR resp.;
 0659, to 7TFS/49TFW/HB; 48TFW/LK-LN resp.; 0660, to 57FWW/WD,
 35TFW/GA resp.; 0662, to 10TFS/50TFW/HR, 81TFW/WR, w/o 14-3-7
 0663, to 50TFW; 0676, to 417TFS/50TFW, 10TFS/50TFW/HR, 81TFW/
 0677, to 9TFS/49TFW/HD; 0684 (53TFS), to 10TFS/50TFW/HR, 81TF
 WR resp.; 0686, to 50TFW; 0751; 0792, to 9TFS/49TFW/HD, 7TFS
 49TFW/HB-HO resp.
 66-7488, to 417TFS/50TFW/KB, 417TFS/49TFW/HB-HO resp.; 7516;
 7602 (23TFS), ex 49TFW; 7618; 7622, ex 49TFW; 7632 (23TFS),
 ex 49TFW; 7661, ex 49TFW, to 479TFW; 7704, ex 49TFW, to 555TF
 432TRW/OY; 7739, ex 49TFW
 22nd TFS, coded BR, recoded BT in 1972:
 65-0678/BR, to 10TFS/50TFW/HR
 66-7498/BR, ex 417TFS/50TFW, to 10TFS/50TFW/HR, 81TFW/WR, 48TFW/LN

66-7507/FR-BT, ex 49TFW, to 81TFW/WR; 7509/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7511/BR-BT, ex 49TFW, to 81TFW/WR; 7514/BR-BT, ex 49TFW, to 81TFW/WR; 7522/BR-BT, ex 49TFW, to ?; 7524/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7525/BR-BT, to 81TFW/WR; 7532/BR, to ?; 7537/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7539/BR-BT, ex 49TFW, to 23TFS/52TFW/SP; 81TFW/WR resp.; 7542/BR-BT, ex 49TFW, to 23TFS/52TFW/SP, 81TFW/WR resp.; 7545/BR-BT, ex 49TFW, to 81TFW/WR; 7547/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7549/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7551/BR-BT, ex 49TFW, to 23TFS/52TFW/SP, 81TFW/WR resp.; 7552/BR-BT, ex 49TFW, to 81TFW/WR; 7553/BR-BT, ex 49TFW, to 81TFW/WR; 7556/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7557/BR, to 23TFS/52TFW/SP; 7559/BR-BT, ex 49TFW, to 81TFW/WR; 7560/BR-BT, ex 49TFW, to 81TFW/WR; 7561/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7566/BR-BT, ex 49TFW, to 81TFW/WR; 7567/BR, to 23TFS/52TFW/BS, 23TFW/52TFW/SP resp.; 7568/BR-BT, ex 49TFW, to 81TFW/WR; 7570/BR-BT, ex 49TFW, to 81TFW/WR, to USA resp.; 7572/BR, ex 49TFW, to 23TFS/52TFW/SP; 7575/BR, to 23TFS/36TFW/BS-BT, 23TFS/52TFW/SP resp.; 7578/BR-BT, ex 49TFW, to 81TFW/WR; 7616/BR, to ?

23rd TFS, coded BB, some recoded BT, most to SP in 1972:

64-0959/BS, to 52TFW/SP, 48TFW/LN resp.
66-7497/BS, ex 10TFS/50TFW, to 52TFW/SP, 48TFW/LN resp.; 7504/BS, to 52TFW/SP, 48TFW/LN resp.; 7567/BS, ex 22TFS/36TFW/BR, to 52TFW/SP; 7575/BS-BT, ex 22TFS/36TFW/BR, to 52TFW/SP; 7579/BS, to 52TFW/SP; 81TFW/WR resp.; 7584/BS, ex 49TFW, 10TFS/50TFW/resp., to ?; 7588/BS, ex 49TFW, 52TFW/SP; 81TFW/WR resp.; 7595/BS, ex 49TFW, 22TFS/36TFW resp., to 52TFW/SP; 7604/BS, to 52TFW/SP, 81TFW/WR; 7605/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7607/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7610/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7611/BS, ex 49TFW, to ?; 7615/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7619/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7620/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR resp.; 7623/BS, ex 49TFW, 52TFW/SP, 81TFW/WR resp.; 7629/BS, ex 49TFW, to 49TFW/HO, 36TFW/BT, 81TFW/WR resp.; 7633/BS, ex 49TFW, to 52TFW/SP; 7634/BS, ex 49TFW, to 52TFW/SP, 36TFW/BT, 81TFW/WR, to USA resp.; 7644/BS-BT, ex 49TFW, to 52TFW/SP, 36TFW/BT, 81TFW/WR resp.; 7645/BS, ex 49TFW, to 52TFW/SP, 36TFW/BT, 81TFW/WR resp.; 7651/BS, ex 49TFW, w/o 4-3-1972; 7653/BS ex 49TFW, to ?; 7656/BS, ex 49TFW, to 52TFW/SP, 81TFW/WR, resp.; 7657/BS, ex 49TFW, to 52TFW/SP; 7662/BS, ex 49TFW, to 52TFW/SP; 7689/BS, ex 49TFW, to 53TFS/36TFW/BT, 81TFW/WR resp.;

53rd TFS, coded BT

66-7502/BT, ex 417TFS/50TFW, 49TFW resp., to 52TFW/SP, 48TFW/LN resp.; 7652/BT, ex 49TFW, to 7TFS/49TFW/HB-HO resp.; 7663/BT, ex 49TFW, to 10TFS/50TFW/HR, 49TFW/HO resp.; 7664/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR resp.; 7667/BT, ex 49TFW, to 10TFS/50TFW/HR; 7668/BT, ex 49TFW, to 10TFS/50TFW/HR, 49TFW/HO resp.; 7669/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR resp.; 7674/BT, to ?; 7675/BT, ex 49TFW, to ?; 7676/BT, ex 49TFW, to 10TFS/50TFW/HR; 7677/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR, to USA resp.; 7678/BT, to ?; 7684/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR, to USA resp.; 7685/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR resp.; 7689/BT, ex 49TFW, 23TFS/36TFW/BS resp., to 81TFW/WR; 7692/BT, ex 49TFW, to 10TFS/50TFW/HR; 7694/BT, to 10TFS/50TFW/HR; 7698/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR, to USA resp.; 7699/BT, ex 49TFW, to 10TFS/50TFW/HR; 7702/BT, ex 49TFW, to 10TFS/50TFW/HR; 7703/BT, to ?; 7705/BT, ex 49TFW, to 10TFS/50TFW/HR, 49TFW/HO resp.; 7706/BT, ex 49TFW, to 10TFS/50TFW/HR, 49TFW/HO resp.; 7708/BT, ex 49TFW, to 10TFS/50TFW/HR, 81TFW/WR resp.; 7711/BT, ex 336TFS/4TFW/SC, to 10TFS/50TFW/HR; 7712/BT, ex 49TFW, to 10TFS/50TFW/HR; 7713/BT, ex 49TFW, to 10TFS/50TFW/HR; 7714/BT, ex 49TFW, to 10TFS/50TFW/HR; 7718/BT, ex 49TFW, to 10TFS/50TFW/HR; 7720/BT, to 10TFS/

VliegBasis Deelen

On August 26th FLASH visited the headquarters of the Dutch Army Aviation division, Deelen Air Bases. Written by Frank Klaassen reports on the days events.

The primary reason for our visit was, to see the two new Bo105s recently delivered to the base, hoping to gain enough information to base a future issue on. Unfortunately our visit coincided with the Bo105Cs going through a series of tests at Soesterberg, where the maintenance facilities of GPLV are situated and we were unable to look them over here and then.

The organization of the Groep Lichte Vliegtuigen is as follows: The Group is divided in 6 squadrons (2 of which are mobile), operating from two airbases: Deelen and Soesterberg. Based at Deelen are 299Sqn and 300Sqn, plus the HQ of the Group; also to operate from Deelen are Nos 301 and 302 Squadrons, which are stand-by squadrons, ready to become operational the instant Holland faces aggression. At Soesterberg are 298 Sqn and OM sqn (the latter OM Means Onderhoud Materieel) the maintenance unit.

The new Bolkows will be delivered at a rate of 2 a month over a period of 18 months and the Piper Cubs of 300Sqn will be phased gradually. Strangely enough, 300 Sqn is not to receive the Bo105s; it will become an all-Alouette unit.

A drive to 299Sqn area, revealed the green uniforms of the GPLV showing clearly that the Group is part of both the Koninklijke Luchtmacht and Landmacht.

We took some shots of the Alouettes and then we went to 300 squadron. Some Piper Cubs were lined up in front of the hangar; we spoke with the chief-technician of 300, Aoo Daeseleer, who informed us that one of them R-114, was being prepared for its very last flight. That day it was to go to Gilze-Rijen to be stored at DVM (Depot Vliegtuig Materieel). At DVM the fate of old favourites is often decided.

In the crewroom we met Captain De Vries, a pilot of the "monthflight" 300 Squadron. He showed great interest in our activities and even proposed to give a demonstration for us. Some arrangements were made with air traffic control and a few minutes later we positioned ourselves alongside the grass "runway", waiting for the arrival of captain De Vries's Piper, Romea 115. He took off, and after turning a short circle made some low passes and simulated landings; finally he disappeared, waving goodbye with his wingtips. Off to his real mission. A very nice gesture and the fact that Pieter van Gemert almost broke his legs while climbing down the controllers caravan does not change it a bit!!

After lunch with the local PRO Captain de Langen, she suggested one more trip across the airfield to see if a 105 had landed, one had. The chopper had landed in a restricted area, however we innocently proceeded to drive in its direction until a somewhat confused traffic-control-office stopped us and asked us to return. Then a woman's charm took over and our friendly PRO managed to arrange a short flying display for us by the Bo-105 where we had been stopped, enabling us to get some good shots of the aircraft from several angles. Thanks, Major van Leeuwen!!

In conclusion here are some facts about the history of Deelen Air Base. We hope to publish the histories of the individual squadrons in a later issue.

Deelen air base, situated north of Arnhem, is one of the oldest airports in Holland. Originally a small part of the so-called "Arnhemse Schietveld" it was used as a landingstrip for exercising aircraft operating out of Soesterberg. On the 25th of August 1914, when military aviation was still in its infancy, some officers from Soesterberg visited the "airport near Arnhem" to evaluate its possibilities as a landingstrip.

Apparently the inspection ended favourable, as shortly afterwards an aircraft hangar was under construction. During this construction a military aircraft was temporarily based near Ede, to be transferred to Arnhem. On February 22th, 1915 this aircraft a Farman F-22, serial LA-4 was flown over. At the same time Flight-Lieutenant Coblign was detached here to "guard from the air" the German/Dutch border.

In the same year, 1915, the "vliegkamp" was taken over by the Aviation Department; this historical piece of ground is now situated at the southern part of the airbase.

During the occupation Deelen was expanded by the Germans; many new hangars and buildings arose. After finishing these constructions in 1943, the airfield was operated by the Luftwaffe, flying many missions from here. The allied bombers knew where to find Deelen too. In September 1944 the field was almost completely destroyed after a very heavy bombardment.

After the liberation the severely damaged air base was used as a dump for motortransport material for several years. In 1952 Deelen had again become one of the airbases of the then so-called Luchtmacht Nederland.

No.298 Squadron, consisting of light observation aircraft (originally Austers, later Piper Super Cubs) was the first flying unit to settle here. In the meantime a new runway had been constructed and after its accomplishment the German based 306 reconnaissance squadron was posted to Deelen. At the same time the Groep Lichte Vliegtuigen moved to Ypenburg. No.306 Squadron was equipped with RF-84F Thunderflashes; on January 1st, 1963 this unit was transferred to Twenthe AB to be the first squadron to receive the new Starfighters.

In 1968 No.300 Squadron and the HVO (Helicopter Vliegopleiding) moved from Ypenburg to Deelen. This HVO became part of 299Sqn, which had been at Deelen for some time already. Very recently 300Sqn has adopted the HVO, thus becoming the training unit of the Groep Lichte Vliegtuigen.

The editors of FLASH would like to thank Captain-Luva de Langen for her cooperation.

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SHOW REPORTS ----- SHOW REPORTS ----- SHOW REPORTS ----- SHOW REPORTS

FORTE OUVERTE at CHATEAUDUN on September 14th, 1975:

Customarily the French military organize an open day at their air bases every two years. All these open days are somewhat different from those outside France. One typical trademark is the time of the gates open. Usually the gates open not before 11 o'clock while the greater part of the public doesn't show up till later in the afternoon (1 till 2 o'clock). There are a number of normal attractions, like a static show, short sight-seeing flights that can be won in a lottery, the numbers of which are in the program-leaflets, exhibitions of instruments, and an air show, which in France is usually badly organized with enormous intervals between the several acts.

September 14th, Chateaudun was open for spotters and non-spotters alike. The air base, 3km from the town of Chateaudun and 150km South West of

Paris, is, since 1937, situated where the exercise grounds of Nivouville once were. "Entrepot de l'Armee de l'Air" EAA-301 was assigned to this field with the task of storing aircraft. This is still a major function of the air base. During World War II the installations were severely damaged, resulting in extensive repairs after the recapture of the field by the allies.

In 1950 the field was taken over again by the military authorities under the name of EAA601. The "Kellerman" barracks were added.

On January 10th, 1954 all units at this base were regrouped under the name of BA279. During November 1968 the Centre for Knowledge on Material techniques of ALA-614 was founded here.

At the moment three important units participate in the activities on this base (in order of age, oldest first):
the EAA-601, ECOO.0700 and GGMTA-614

The EC.00.0700

This used to be a navigation unit, but now they are assigned to the task of transporting all kinds of apparatus:

- from factories to units and vice-versa.
- or from the factories to EAA601 for storage
- or from EAA601 to the units for operational use.

They also provide the EAA601 with test flight facilities. This means that the personnel must know different kinds of aircraft through and through, and specifically helicopters and multi-engined aircraft.

The CGMTAA-614

This unit began its activities in 1968 and has contributed to the importance of the base through the growth of the number of personnel and the added knowledge of the technical aspects of a modern air force.

The EAA-601

This unit is the heart of the base. The EAA-601 comprises:

- Group maintenance and aircraft storage
- Group technical service
- Squadron for the training of technical personnel.

Military and civilian specialists have the task of maintaining all types of aircraft that are at the field for a short or longer period.

While being asked why the Dutch government didn't buy the Mirage F.1, the following aircraft could be registered during the Open Day:

Static:	10-SN/12 Mirage IIIC	---/5 Mirage 5F
	30-MA/306 Vautour 2N	ex 13-TE/126 CM-170R and ---/69
	OQ/SA-69 and 68-OG/SA176 H-34A	316-KC/270 Flamant
	XG/21 N-2501 and 340-VD/10	11-EG/42254 F-100D
	27 MH-1521M Broussard	12-ZU/91 Spuer Mystere B.2
	26 Cap-10	126924 A-1D Skyraider
		62-NB Breguet 941S
Static hangar:	314-TQ/11 Mystere IVA	234 MH-1521M
	127894 '68' Skyraider 1/22Esc.	515 Jodel D-140R Abeille
	307-SA/3 Cap-10	2234 Alouette III
	BA-68 C-45	57/1071 Alouette II
	340-VE/14 N-2501	41 CM-170R
	36 Mirage 5F	13-SA/6 Mirage 5F
	127002 '61' Skyraider	8-NT/92 Mystere IVA
		30-MR/343 Vautour IIN
		312-US/26 Mystere IVA
		138-SF Alouette II

Monument: 29061 F-84F and Flamant 124 as gate-guard

Dump: 314-TA, 210 and 8-NQ/322, all Mystere IVAs

Hangar: ex 315-PO/347, 163 both CM-170R, 239 and 218 both MH-1521M

Flight-line: 314-VH/21155 T-33A JAH/1082 Alouette II Gendarmerie
 307-SI/12 Cap-10 MJ/126998 A-1D Skyraider
 61-MZ/F-94 C-160F Transall 7-PM/E-13 Jaguar E 2/7Esc
 30-MB/50 Mirage F.1C 070-MC, 070-MA/172, 070-MD/199 N2501
 8-NB/245 Mystere IVA 7-PW/A-8 Jaguar A 2/7Esc.
 1972 Alouette III 328 Alouette II
 44-GF/SA106 H-34A (flying) 16 Mirage 5F
 070-ME Paris 070-MG MH-1521

Stored aircraft at the other side of the field:

E-34's: 44-GA, 67-XG, 67-VP, 68-OE, 68-DK, 68-OA, 68-DA, 68-DF, 67-OE,
 67-VM, 68-OP

C-45's: 43-BE/255, 44-CV/122, 43-BH/208, 43-BF/391, 390, 43-BI/430,
 44-CR/292, 287, 43-BG/294, 43-BE/255, BA69, 281, 460, 356,
 286, BA71 285, 117, 452, 462, 119, 384, 289

Breguet BR.941S: 62-NA

T-2501: 64-BI/12, 312-BH/20, 340-HG/1, 340-HJ/19, 340-VY/16, 340- /8,
 and c/n's 7 and 40

F-100Ds: 11-EF/42272, 11-EB/42136 and 11-MO/42185

Flamants: 316-KY/282, 316-KZ/262, 316-KP/268, 118-IP/206

Vautours: 30-MF/318, 30-FH/367, 30-MH/321, 30-MB/314, 30-MK/334,
 30-MC/336, 30-MQ/333, 30-MC/308, 30-MI 310

TAG DER OFFENE TUR at AHLHORN on September 14th, 1975 (W.Schoonderbeek)

Static: 50-08/D-08 C-160D WGAF	71-52, 71-53, 71-55 UH-1D Luftwaffe
67-JA/1316 SA-330 FAF	XR502/BL Wessex RAF 18Sqn
U-208 Sikorsky S-61 RDanAF	89-63/WA767 Sea King WGNavy
53-56 Nord 2501 WGAF	61-15 c/n 30 Atlantic WGNavy
13559 OV-10A Bronco USAF	AR-111 RF-35 Draken RDanAF
UH68-017 F-111E USAF 20TFW	JA-110 Sabre WGAF
58-25 DO-28D WGAF	97-11 Elster B WGAF c/n B-018
57-03 DO-27 WGAF	96-17 L-18C Ppier WGAF
35-54 RF-4E WGAF AKG-51	33-08 G-91R WGAF (with sharkmouth)
XW768 /G Harrier RAF 3Sqn	70-15981 c/n 20935 AH-1G USArmy
84-01 CH-53A Heer	84-21 c/n 019 CH-53D Heer
XW179 Sioux Royal Army (AAC)	B-6 c/n SA181 H-34A BAF
GT-996 TF-100F RDanAF	XX891 Buccaneer RAF
K-3024 NF-5A RNethAF	68-16006 c/n B598 CH-47A USArmy
75-09 c/n 1191 Alouette II Heer	XW896 c/n 230 Gazelle Royal Army
A-342 c/n 1342 AL.3 RNethAF	70-15702 c/n 40758 OH-58A USArmy
68-18458 CH-54A USArmy "Bonn"	37-43 F-4F WGAF JG-71
20-61 F-104G WGAF	70-94 UH-1D WGAF

Also on the static: D-HAXF/1291 SA-330, D-HAND/30568 AB212 and
 D-HBGS Bo-105, all of the Bundesgrenzschutz

Hangar: 71-69 (only its tail), 71-18, 71-31, 71-23, 70-68, 70-66,
 70-97, 70-98, 70-99, and 70-43, all of the WGAF

Show: 24-43, 24-51, 23-30, 24-28, all F-104Gs WGAF WS-10
 37-19, 37-22, 37-57, 37-65 F-4F WGAF JG-71
 84-03, 84-11, 84-13, CH-53G Heer
 A-45, A-49, A-50, A-64, A-75, A-79 AL.2 Bel.Army "Blue Bees"
 35-07 and 35-09 RF-4E WGAF AKG-51
 K-3062, 3052, 3022, 3003 NF-5A RNethAF 315Sqn
 50-33 C-160D Transall WGAF
 61-04 Atlantic Bundesmarine
 32-38, 32-82, 32-73, 32-96, 32-86, 32-87, 30-86, 33-07, all
 G-91Rs WGAF LEKG-43 XW793/H Harrier GR.1 RAF

Other a/c on the field: 78-25 Sycamore as Gate-Guard, 16-04 Hansa Jet,
 70-47, 70-49, 70-56, 70-67, 70-74, 70-75, 70-86, 70-92, 71-00,
 71-06, 71-20, 71-28, 71-29, 71-30, 71-32, 71-44, 71-50, 71-58,
 71-64, 71-68, 71-72, 71-73, 71-76, 71-86, all UH-1D of the WGAF.

OPEN DAG at LEEUWARDEN on September 27th, 1975 (spotting Group Leeuwarden)

A very poor result of this open day, mainly due to the bad weather. After the presentation of four NF-5s, one F-104G, one Troopship and one Magister of the "Red Devils", the whole show had to be cancelled because of the strong wind.

Static: D-5817 TF-104G TCA P-213 F-84F 315Sqn (decoy a/c)
 K-4026 NF-5B 315Sqn C-5 F-27M 334sqn A-302 Al.III GPLV
 R-159 Piper Cub B-38 Bolkow 105 BR-20 Mirage VBR BAF 42Sqn
 XN784/R Lightning F.2A RAF 19Sqn UH68-035 F-111E USAF 79TFS
 CR69-254 F-4E USAF 32TFS MT-13 c/n 270 Magister BAF
 GT-856/63856 TF-100F RDaNAF 730Sqn AT-155 RF-35 Draken RDAF 725Sqn

Show: D-8110 F-104G 322/323Sqn MT-18 c/n 275 Magister "Rode Duivel"
 H-20 Alouette III SAR B-38 Bolkow Bo-105C GPLV
 C-6 F-27M 334Sqn R-138 and 158 Pipers Lwd.St.Flight
 K-3024, 3038, 3032, 3059 NF-5A 313/315Sqn

Other a/c on the field (and hangars): K-3072 NF-5A 316Sqn
 XW924/L Harrier RAF 4Sqn B-177 Harvard (wfu)
 D-5702, 5809, 5813, 5814, 5816 TF-104G TCA
 D-6652, 6653, 6655, 6656, 6657, 6667, 8049, 8053, 8058, 8060, 8061, 8082, 8083,
 D-8089, 8090, 8093, 8098, 8104, 8105, 8109, 8115, 8120, 8272,
 D-8286, 8288, 8293, 8294, 8297, 8304, 8308, 8311, 8319, 8324, 8331, 8338, 8341,
 D-8342, all F-104Gs of 322/323Sqn
 P-165, 194 and 169 (latter without reg or serial), all F-84F (wfu)

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: This Jaguar (7-PM E-13) was present at the Open Day at Chateaudun on September 14th. Copyright: J.v.Tuyn
- PHOTO 2: Not everyone will know what to write down when spotting this aircraft, but Piper PA-31 Navajo will do. This Navajo 925/AT of the Aeronavale. Copyright: P.v.d.Krommenacker
- PHOTO 3: Once belonging to the ALAT, the French Army, is this H-21 reg ARB c/n FR-41. It has been dumped somewhere at Carcassonne. Copyright: P.v.d.Krommenacker
- PHOTO 4: Next year the strenght of the MLD will have been reduced considerably. Two years ago the first steps were taken with the withdrawal of the majority of the Trackers. On June 3th, 1973 just before the partly withdrawal this Tracker, V-168 showed its capabilities during the air show of the open day at Soesterberg. Copyright: J.v.Tuyn
- PHOTO 5: Hunter F-58A J-4134 landing at Dubendorf on June 26th. Copyright: J.v.Tuyn
- PHOTO 6: This Vampire FB.50 was taken at Sion AB in 1972. Copyright: P.v.d.Krommenacker
- PHOTO 7: One of the three KC-97Ls of the Spanish AF, 123-01 landing at Torrejon AFB on 10-8-1973. Copyright: K.v.Aggelén
- PHOTO 8: Among 35 other aircraft on the static display of the Open Day at Wildenrath this year, this Hunter T.7 (XL591/82) of the Flying Training School 4. Copyright: P.v.d.Krommenacker
- PHOTO 9: THESE TF-15A Eagle are in operational service with 555TFS. 20117 and 20113 on the background, were taken while being at Edwards AFB. Copyright: P.v.Gemert/GCA
- PHOTO 10: EB-57E 54280 of 4677LSES coming in at Spangdahlem on 11-9-95. Copyright: R.Portengen
- PHOTO 11: Last month seven of these F-106 Delta Dart were on exercise at Hahn (Germany). Shown is 60640 of the 5th Fighter Interceptor Squadron. Copyright: R.Portengen
- PHOTO 12: Although 38 F-4Es of the 4TFW visited Europe, this one, SJ69-257 was not among them. Copyright: H.v.d.Laar
- PHOTO 13: We thought it worth dedicating an entire photopage to this photo of a Victor (XA932) landing at Gutersloh on the Open Day. Copyright: P.v.Gemert/GCA

VICTOR K.1





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