

# FLASH

NR58

July 1975



**military aviation magazine**







2



3





## EDITORIAL TEAM:

EDITOR F. KLAASSEN

CO-EDITORS H. ENGELS - P. V. GEMERT - H. V. D. LAAR - P. V. D. KROMMENACKER - J. V. TUYN

JULY 1975

NUMBER 58

VOLUME 5

Dear reader,

Firstly our inevitable apologies for this very late appearance. Due to the holidays we were unable to publish the July issue in time but your brown-coloured editors returned from holidays to make a fresh and new start for the coming year.

In an editorial meeting the staff of your magazine has been changed the new editor is now Peter van den Krommenacker replacing Frank Klaassen who cannot fulfill the task of editor any more, as he's moving to another city. Pieter van Gemert and Hans Engels are leaving the editorial team and in the coming month probably two other editors will be added to the FLASH-team. More details next month.

The subscription-fee. In the beginning of this year we thought it justified to keep the subscription-fee of DFL.18,-. Although the costs per subscriber were higher, we hope to fill the difference with an increasement of subscribers. Unfortunately this increasement proved to be less than expected. Therefore we are forced to ask a subscription-fee of DFL.22,-. We hope you can see this necessary step (just think of the uprated post-fees and printings costs of last two years). We from our side, will try to fulfill the same standard of quality or even a better one if possible.

The editorial team wishes you much pleasure with this magazine and hopes that despite the increasing price your subscription will be garanteed.

The editors.

.....

- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
- Except for payments ALL mail concerning FLASH should be sent to the following address:  
"FLASH Aviation Magazine", P.O.Box 855, Eindhoven, Holland
- The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.22,- or equivalent for a one year- or DFL.14,- for a six month subscription. Dutch readers may also sent DFL.7,- for a three month subscription. Single copies are DFL.2,50. All payments should be sent to gironummer 3126138 t.n.v. P.v/d. Krommenacker, v.Ostadepad 9 in Best (Dutch readers) or via an International Money Order to P.v/d.Krommenacker, 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: Nrs.10, 26,31-33,38,40,44,45,47-50,52,53,54,56-57. At DFL.2,50 each.
- Sample-copies of FLASH are free obtainable at the editorial address.

.....



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

With special thanks to: A.Booy, P.Glas, C.v/d.Heuvel, G.Hiltermann, J.Lekkerkerker, J.v.d.Oever, H.Ploegstra, H.v.Ree, F.Swinkels, P.Vercruijsse, G.Weinmann, R.F.v.Eijck, Vliegende Hollander.

HOLLAND

- As every year the just graduated pilots of the Royal Swedish Air Force make their tour through Europe, visiting several air bases. On 5 June Eindhoven got the honor of a visit of no less than 14 Saab 105's: 63,69,74,82,85,52,59,55,67,34,41,37,35,89, all of F.20 from Uppsala Transport: 71 C-130E (camouflaged)  
Other movements:  
Aug.11: FX-10 and FX-100 F-104G BAF 10Wing; BA-13 and BA-50 Mirage VBA BAF 2Wing; XV433 and XT909 Phantom FGR.2 RAF 31Sqn; K-3047 and K-3031 NF-5A 316Sqn  
12: BA-15 and BA-63 Mirage VBA BAF 2Wing; BR-09 Mirage VBR BAF
- A 41-years-old sergeant Major of the Kon. Luchtmacht was killed when his NF-5 crashed 20 seconds after take-off from Wiesbaden AFB. It's the third time within one year that an aircraft of 314Sqn crashed. On 2 August 1974 K-3074 crashed near Coblenz, on 24 April K-4004 crashed near Postel and on 11 July this one, the K-3029.
- Leeuwarden movements included:  
May 27: FX-21 (c/s EB155) F-104G BAF "Slivers"  
28: 27-20, 28-29 TF-104G WGAF WS-10  
R-753 (c/s 3170) F-104G RDanAF 723Sqn  
91-AN (c/s FMO545) Nord 262 FAF  
Jun. 2: RT-657 CF-104D RDanAF 723Sqn  
9: FX-04 F-104G BAF 10Wing Kleine Borgel  
11: ZR68-0553 and 69-0364 RF-4C USAF 17TRS/26TRW  
13: 33-04 and 32-35 (c/s Viking 1 and 2) G-91R WGAF LEKG-43  
16: 23-07, 23-19 (c/s M4696) F-104G WGNavy MFG-2  
17: FX-82, 96, 81, 61, 24, 34 F-104G BAF 10Wing (last four en route to Ramstein)  
18: 22-00 F-104G WGAF JB-33 19: 77-32 Al.II Heer  
23: 84-81 CH-53G Heer  
26: 72-67 UH-1D Heer; FC-10 TF-104G BAF 10Wing  
30: 22-19 and 22-26 F-104G WGNavy MFG-1
- Beek movements included:  
May 18: 109159 CC-109 CAF 21: RP-99 C-130 Phill. Government  
28: VP968 Devon C.1 RAF  
Jun. 3: 16-04 HFB-320 WGAF  
12: XT648 Scout AAC; WV729 Pembroke RAF  
23: 18048 U-21 USArmy
- A few words on the latest aquisition of the air force, the General Dynamics F-16. In principle 102 aircraft are ordered but in order to create more financial space, 84 F-16 have been bought, with an option on 18 more.  
At the moment the Kon.Luchtmacht has 5 squadrons equipped with F-104 Starfighters, each consisting of 18 singles and 2 duals. Furthermore there are 12 TF's for conversion purposes. Per squadron this number (18 plus 2) allows the loss of 2 aircraft in peacetime.  
With the introduction of the F-16 the squadrons will be reduced to 16 plus 2, so that the total need for 5 squadrons goes from 112 to 102 aircraft. As this number leaves no space for peace-time losses, additional aircraft will be needed to mainting the Dutch contribution to NATO.  
With 84 aircraft, 4 squadrons can be equipped with 16 plus 2 aircraft. This means that one Starfighter squadron is not be equipped by the F-16 for the time being; this is the 306 reconnaissance squadron.
- It seems that R-181, a Piper Cub, crashed near Venlo on 2 July.



- From 18 till 27 July seven NF-5's of 316 Sqn (from Gilze-Rijen) were to be seen at Gioia del Colle (Italy): K-3010, 3012, 3016, 3018, 3033 (ex 314Sqn), 3045(ex 314Sqn), 3054, all NF-5A and K-4023 NF-5B. The arrival of the Italian Starfighters has been postponed.
- Movements at Soesterberg included:
  - Jul. 2: XW208/CE Puma RAF 33Sqn; 38-12 F-4F WGAF JG-74
  - 3: 10880 C-9A USAF Medevac; 24474 T-39A USAF 7101ABW; 21706 CH-47C USArmy; 10368 HH-53C USAF
  - 7: 37822, 37852, 37882 C-130E USAF; LN66-476 F-4D USAF (also 9/7)
  - 8: LN65-682 and 65-683 F-4D USAF 48TFW
  - 5-07 MM6833 and 5-20 MM6846 F-104S 102 Gruppo ItAF
  - 5-33 MM6822 and 5-34 MM6810 F-104S of 23 Gruppo ItAF
  - All F-104's on rotation till 17 July
  - 14: 254V Atlantic MLD
  - 15: D-5816 TF-104G TCA; 251V Atlantic MLD; 16794 UH-1 USArmy
  - 16: 35-12 RF-4E WGAF AKG-51
  - 17: 96583, 10950 C-130E USAF; 58-45 DO-28D WGAF JG-71; 16002 CH-47C USArmy 205AV.Comp.; 46-10 MM61996 C-130H ItAF
  - 18: A-56 Alouette II BAF; DT-516 T-33A RDaNAF; SJ73-1160 and 73-1163 F-4E USAF Seymour-Johnson AFB
  - 21: 35-13 RF-4E WGAF; ZR68-555 and 68-608 RF-4C USAF 26TRW
  - 22: 26-03, 22-01 F-104G WGAF JABOG-33; AR64-067 and 64-077 RF-4C
- Movements at Twente included:
  - Ju .23: 10-RH, 10-RI, 10-RF, 10-RA Mirage IIIC FAF Creil (rotation) C-1 F-27M 334Sqn; A-383 AL.III
  - 22078 and 21700 UH-1H USArmy (also on 24/6)
  - 26: 61-MX C-160F FAF; D-8112 F-104G Volkel Wing
  - K-3008, 3015 NF-5A 314Sqn; 10-RH,RI,RA,RF Mirages (leaving)
  - Jul.31: D-5817 TF-104G TCA; 84-85 CH-53G Heer
  - Aug. 1: K-3018 NF-5A 316Sqn
- On 19 June, the F-16 01567 visited Volkel AB on its tour through Europe (see USA news). In the afternoon the gates were opened to the public and at one o'clock the F-16 gave a demonstration. To get a "better" impression of the capabilities of the F-16, the demonstration was given together with an RF-4C 67-464 from Edwards AFB. Transport a/c: 24470 T-39A and 37778 C-130E
- Other movements at Volkel:
  - May 9: 58-63 DO-28D WGAF 12: WV318 Hunter T.7 RAF Laarbruch
  - 16: MT-26 Magister BAF
  - Jun.19: C-4, 5, 11, 12 F-27M 334Sqn; 20-12 TF-104G ItAF
  - 9-36 MM6818 and 9-35 F-104S ItAF
  - Jul.11: BR-04 Mirage VBR BAF; 022 C-160D TurkAF
  - 21: 135 (F-5B) and 370 (F-5A) of RNoAF; CR68-528 and 69-267 F-4E USAF 32TFS; 27-84 TF-104G WGAF JABOG-31

#### BELGIUM

- On 14 July, a Mirage VBD of the 80CU, crashed just after take-off from Bierset, near Lierneux. Both pilots ejected safely.
- Movements at Bierset included:
  - Jun. 3: 301-3 and 301-4 C-130H SpanAF; 033 C-160D TurkAF
  - 01468 and 00991 C-130H TurkAF
  - 27: 6703 C-118 Port.AF
- Noted at Goselies on 30 May: BA-19 Mirage VBA BAF
- RP-100 C-130 Phil.Government; ST-23,25,26,27 SF-260M Marchetti's
- The following SF-260's were for Philippine AF:
- s/n's 15-40 without reg.; 15-42 without teg.; 15-43 I-FILS in cammy;
- 15-44 I-FILW in red/silver; 15-45 I-FILY in cammy

#### CANADA

- Movements at Sollingen included:
  - Jul.17: 35-15 RF-4E WGAF AKG-51; ZR69-360 and 68-567 RF-4C USAF



cont. Sollingen

Jul.17: XT909 (31Sqn) and XV417,432,466,501(14Sqn) Phantoms RAF on rotation

22: XV396 Phantom FGR.2 RAF 64Sqn/2280CU; K-4020 NF-5B RNethAF GT-971 F-100F RDanAF; 37-29 F-4F WGAF JG-71; ZR68-571 RF-4C

28: ZR69-375 RF-4C USAF; 33-TR/369 Mirage IIR FAF

30: D-8125 RF-104G RNethAF 306Sqn; ZR69-371 and 69-368 RF-4C USAF 26TRW; HR68-595 F-4E USAF 50TFW;

Noted Starfighters on these days:

421Sqn: 104773,779,830,845,853,839,873,880,891

439Sqn: 104859

Without sqn-markings: 104714,734,735,733,743,756,761,770,785,786, 104783,788,796,799,805,806,808,810,813,815,821,822,823,829,835,838, 104840,842,843,845,848,853,859,865,866,873,883,893,899 104655,658,661,665 CF-104D

Noted CT-33AN's: 133069, 342, 345, 393, 450, 542

# FRANCE:

-- Noted a/c at Villacoublay-Velizy on 10 May:

CAG/146, 118-ID/108 N2501 FAF; 771 C-47B FrNavy;

68-SO/68, 129-SE/129, 337-SC/337, 330-SB/330, 7-SI/07 Alouette SE3130

67-FB/2076, 67-IF/2102, 67-IB/2020, 67-ID/2097 SA-319B Alouette

4-VX 28875 F-84F (monument) with IRAN 727

Noted on 5 June:

BN Martinet; LJ/93, LM/80, LX/91 Paris II FAF; DO-4 C-47 FinnishAF

67-IE/2053 Alouette III; 61-ZG/89 C-160F; 109159 CC109 CAF;

771, 87 C-47's FrNavy; 64-BP/52, 64-BG/138 Noratlas

-- Noted at Creil on 5 June:

10-SN/12, 10-RD/27, 10-RF/31, 10-SE/35, 10-RI/42, 10-SG/48, 10-RG/70, 10-SH/85, 10-RH/86, all Mirage IIIC

5-MD/4, 10-KH/104, 10-KF/119, 313-CR/499 Magister; 00889 F-5F USAF;

AB/3 Mirage IVA; 68-SO Alouette III

-- Noted at Bordeaux-Merignac on 28 June:

92-AE/349, 92-AD/357, 92-AY/364, 92-AG/366 Vautour 2N;

92-AB/602, 92-AF/610, 92-AH/612, 92-AI/613, 92-AJ/614, 92-AL/619,

92-AN/621, 92-AO/623, 92-AR/631, 92-AS/632, 92-AU/634, 92-AW/636

all Vautour 2B; CA/45061 DC-7C; 43-.../51 Paris

10-KX/14060, 10-KZ/14116, WY/16648, SPERMA 10/16872 (ex 314-...),

WL/17473, 314-WE/17544, 338-HB/18752, 314-YC SPERMA 11/19147,

WP/53091, --/53093, 314-VP SPERMA 58/53013, WV/54434, WI/54439,

338-HA/?, all T-33A's,

--/17, AT/55, 30-QF/62, 128-AW/80, 312-AL/495, 312-TL/538 Magisters

503, 505 Magister Libanese AF; F-ZBBU Commander Protection Civile

-- Noted at Tours-St.Symphorien on 26 May:

314-YX/? ; 314-UY/? ; 314-VN/? ; 314-WK/? ; 314-VH/21...;

314-WF/35339, 314-VV/14230, 314-YJ/14283, 314-VE/16767; 314-JT/21027,

314-VL/14154, 314-UQ/14349, 314-YZ/21031, 314-UE/16868, 314-YG/21029;

314-WJ/29973, 314-VB/21439, 314-YX/21107, 314-VD/21140, 314-VU/14282,

314-VG/21032, 314-JB/17546, 314-VZ/21211, 314-YF/21051, 314-UP/21065,

all T-33A; 86-AJ Nord 262D FAF; LN/35 MS760A FAF;

3-XD, 3-XF, 3-XL Mirage 5F FAF

-- Noted at Strasbourg-Entzheim on 25 July:

33-NL/331, NI/301, NT/329, NN/316, NA/318, NR/319, NK/317

33-CU/308, CV/341, CP/343, CN/375, CH/347, CA/309, CE/336, CK/303,

CT/306, all Mirage IIIR and 315 without reg.

33-TH/359, TR/369, TS/370, TM/365, all Mirage IIIRD

33-XD/433, --/26 Magister; 312BF, BE/11 N2501; 41553 RT-33A;

67-FB/2074 Alouette III; Wrecks on the field: 33-TC Mirage; 1-NH

F-84F (nose) and a C-45 without markings.

-- Noted at Toul on 22 June:

11-EV/42235, EF/42272(silver), EZ/63938 (F-100F),

EA/42149,



cont. Toul

11-ED/42169, MO/42204, MA/42156, MM/42205, MR/52736, MQ/42154, MT/63937(F-100F), MF/42249(silver), MJ/42133, MH/42152, MD/42156, Furthermore 11-ED and 11-B/42146(silver). All F-100D's. No F-100's of 11-R were to be seen, but it is said that the unit received its first Jaguars in January of this year,

- Again a new French unit has been formed:  
Esc.128 with Magisters at Metz (see Show reports)  
Rumours say that 1 or 9 Esc. will be reformed very soon.
- Movements of less important French Air Bases:
  - Tours-Sorigny 25/5: 214-UG Ouragan FAF (monument)
  - Amboise-Dierne 25/5: 308/UO Ouragan FAF (monument)
  - Pontoise-Cormeilles 8/6: 38 NC856A FrArmy (wfu)
  - Paris-Orly: 5/6: 10685 T-39A USAF; 141021 C-131F USNavy;  
8801 B-707 Port.AF  
8/6: TC-61 C-130H Argentina AF; 86971 VC-137B USAF;  
141 SE210 FAF
  - Paris-Charles de Gaulle: 6/6: 45819/FC, 45820/FA DC-8/55JT FAF  
9/6: FB/45692 DC-8; 9T-TCF C-130 Zaire AF
- Tousus-le-Noble:
  - May 10: 1678/JAK SA319B Fr.Gendarmerie; 227 PA-31 FrNavy  
TN-VAE/1082 Aero Commander Rep.of Congo AF  
23314 (ex AFB) O-1E Bird Dog Fr.Army  
CL/? Cessna 310 FAF; JAB/2147 Cessna U-206F Gendarmerie
  - Jun. 5: 24732 and 24517 O-1A Fr.Army
  - Arcachon-la Teste-Gujan-Mestras: 28/6: JBC/1806, JAT/2153 Al.II  
Gendarmerie

SPAIN

- On 11 July 4 Casa Saetas of the Spanish Air Force crashed in the sea near Murcia. The aircraft, all from the Air Force Academy at San Javier flew in formation when the accident happened. All pilots involved (5) were killed.

SWITZERLAND

- Noted at Emmen (near Luzern) on 26 June:
  - J-4015 (white/green cam.), 4019, 4120 Hunter F.58/A
  - U-1219, 1218, 1217 Vampire T.55; A-820 Pilatus P.3
  - J-1550, 1613, 1592, 1595, 1578 Venom FB.50; J-1701 Venom FB.54;
  - J-1158, 1196, 1167, 1106, 1157, 1198, 1122, 1158, 1184, 1150, 1181, 1145, 1124, 1159, 1128, 1197, 1144, 1149 and ex J-1103 (without reg. or markings), all Vampire FB.6
  - U-1620 and 1612 Venom FB.50
- Noted at Dubendorf (near Zurich) on 27 June:
  - V-211 and V-219 Alouette III; U-155,132,133,122 Pilatus P-2-06;
  - A-818, 863, 865 Pilatus P-3; A-711, 712, 713 Twin Bonanza;
  - V-605 DO-27; V-620, 623, 605 PC-3A Porter; V-630 PC-3B Porter;
  - U-830 Pilatus P-3; C-464, 552 EKW C-3605; J-1794 Venom Mk.54;
  - R-2104, 2109, 2105, 2103, 2116, 2108, 2113 Mirage IIIRS 10Staffel
  - J-2330, 2325, 2317, 2329, 2314, 2319 Mirage IIIS 17 Staffel
  - J-4134, 4131, 4055 (11 Staffel), 4139 (1 Staffel), 4053, 4102, 4027, 4037, 4144, 4084, 4089, 4084, 4125, 4132, 4124, all Hunter F.58/A
  - J-1164, 1115, 1082 Vampire FB.6 (For photopgraphic prove: see last /photo-page)

UNITED KINGDOM

- Movements at Wildenrath included:
  - May 30: XS607 Andover C.1 RAF A&AEE; XH591 Victor RAF 55Sqn;
  - XS793 Andover CC.2 RAF Queens Flight; 30-80 G-91R WGAF
  - WR66-229, 66-261 F-4D USAF 81TFW; 50-09 C-160D WGAF
  - Jun. 6: 23-40 F-104G WGAF JABOG-31
  - Aug. 4: XS603 Andover C.1 RAF; K-4024 NF-5B RNethAF 316Sqn;
  - XV273 Wessex RAF; XN814 Argosy RAF; XW789 Dominie RAF



-- Bruggen news-flashes:

- From 1 till 9 July Phantoms from Bruggen had an exchange with F-104's of the ItAF: 36-03, 06, 07, 10, 11  
Transport: 46-09, 46-10 C-130H
- No.14 Sqn had a rotation with canadian CF-104's. On 16-7 five Phantoms left for Sollingen, being: XV417, 432, 466, 501 of 14Sqn and XT909 (with ECM) of 31Sqn.
- All Jaguars of No.14 are coded now. Noted codes: XX761/G, XX755/A, XX751/X, XX759/D
- No.17 Sqn also received its first Jaguar: XX766
- The Phantoms of No.17Sqn are also receiving codes: XV462/B and XV489/F

- On 9 April a Harrier XV776/14 of the 1 Sqn, crashed near Church Str Stretton in Shropshire  
On 30 April a Jaguar T.2 XX831 crashed at Lossiemouth. This is the second Jaguar lost by the RAF.

UNITED STATES OF AMERICA

- The next coming months approx.230 aircraft will fly over from the States to Europe (W.Germany) for excersisses (e.g. the A-7D's from Myrtle Beach, Fla.).

- On 25 July, after a stay of approx. one month, 18 F-4E's left Spangdahlem for their home-base Seymour Johnson, USA. The untill now known regs: SJ73-1163, 1160, 1162, 72-0477, 0466, 0485, 0162, 72-0138, 72-0142, 69-268  
Next month we hope we can give you the other eight regs.  
Checking in at Spangdahlem AFB at August 8th were 18 F-4E Phantoms of the 59th TFS/ 33rd TFW from Eglin AFB, Fla. code ED. It is supposed that they will stay till late August.

-- Movements at Bitburg included:

- Jul.21: AR65-826 RF-4C USAF 10TRW  
22: 10665 T-39A USAF; FC-07 TF-104G BAF  
23: ZR68-556 and AR64-084 both RF-4C USAF; 24477 T-39A USAF  
61-18 Atlantic WGNavy; 18035 U-21 USArmy; 70019 C-141A USAF;  
D-6681 F-104G RNethAF 311/312Sqn; HR758 F-4D USAF  
24: FC-07 TF-104G BAF; FT-08 T-33A BAF  
Aug. 1: ZR68-556, AR65-837, AR64-070, all RF-4C USAF  
Noted F-4E's of 36TFW on these days:  
BT67-259; 68-379, 381, 382, 405, 406, 408, 442, 444, 459, 496, 506,  
BT68-517, 526, 538; 69-212, 226, 228, 236, 237, 239, 245, 249,  
BT69-253, 260, 266\*, 271, 281, 285, 286 and 97213 (97 in black)  
\* An 69-266 also exists at Soesterberg. Which one is 69-0266 and which one is 69-7266?

-- Movements at Wiesbaden included:

- May 4: (63)-13188 C-130E Turkish AF; 73-78 UH-1D Heer  
7: 17902 T-29B USAF Oslo Station Flight  
13: 84-90 CH-53G Heer  
14: D-8342, 6652 F-104G RNethAF 322/323Sqn; 31-30 G-91R WGAF LKG43  
16: 157313/LP-4 P-3C Orion USNavy VP-49Sqn (also 24/5)  
18: 150505/24 EP-3E USNavy VQ-2Sqn  
20: 46-84 C-119G ItAF; 16-06 HFB-320 WGAF  
24: 148888/23 EP-3E USNavy VQ-2  
Jun. 1: 159322/LP-7 P-3C Orion USNavy VP-49Sqn  
3: 159362/JM CT-39G USNavy VR-24Sqn  
6: 150499/JB P-3A USNavy VXN-8Sqn; 71-62 UH-1D  
8: 131593/RT C-118B USNavy VR-53  
10: 149677/without code P-3A USNavy (call sign Ranger 20!)  
11: 153691/JS C-118B USNavy VR-50-2Sqn  
12: 159320/LP-5 P-3C USNavy VP-49Sqn; 70-86 UH-1D WGAF HTG-64  
152687 C-118B USNavy Kellavik  
14: 70-48 UH-1D WGAF HTG-64 17: 58-19 DO-28D WGAF



cont. Wiesbaden

Jun. 18: 37-46 F-4F WGAF JG-71 (first visit of F-4F at WBD)

19: 51-00 C-160D WGAF LTG-61; 13562 OV-10 emergency landing

All based aircraft at Wiesbaden:

24453 and 24476 T-39A AFCS, 1868FCS

22687 and 30306 C-97G 7405 Ops. Flight

13562, 13559, 3831, 14639, 14674, 3805, 14626, 3816 OV-10A of 601TCW/20TASS (68-3813 crashed 29-4-75 near Hahn AFB)

10924 and 16230 CH-53G

During the "Flugplatzrennen" (airport race) at Mainz-Finthen the following helicopters were based at WBD (14-6-75):

CH-47C; 205Av. Comp. "Geronimo": 18509, 15030, 20946, 20950, 20951, 20952, 20953, 15029, 15032, 17106, 15838, 17113, 16002, 15028

CH-54A, 295Av. Comp. "Flying Mustangs": 18446, 18451, 18454, 18456, 18458

Dumped at WBD were the engine and fuselage of the crashed U-2C 66700.

-- Movements at Ramstein included:

May 1: 133542, 133393 T-33AN CAF (overshoot only); UH68-082 F-111E ZR68-555, 65-939, 68-554, 69-369, 69-373, 68-553 RF-4C USAF LN65-0779, 65-0712 F-4D USAF; BT68-377 F-4E USAF

19: AR66-0422, 64-1073 RF-4C USAF 10TRW;

ZR68-0555, 68-0564, 69-0371 RF-4C USAF 26TRW

22: 3225 and 3315 G-91R WGAF LEKG-43; WV729 Pembroke RAF 00889 (F-5F) and 01467 (F-5E) both prototypes arriving from Lossiemouth for Paris Air Show

67-0464/without code RF-4C, 01567 (prototype) YF-16 and 37987/SAC KC-135, arriving from USA on non-stop flight

29: 33273 C-118 USAF; 37828, 37849, 37890 C-130E MAC; 60135, 70021 C-141A USAF; 67-464 RF-4C Edwards Test Unit;

WV729 Pembroke RAF; D-8343 F-104G RNethAF; 03461 U-8F USArmy; 100, 101 RF-5A RNoAF; 18021 U-21A USArmy; 15883 and 15884 RU-21 USArmy; 159361 CT-39G USNavy VR-24

Phantoms of 526TFS: RS68-401, 438, 441, 447, 452, 475, 478; RS69-209, 234, 238, 252

Furthermore: an U-2, CF-104G CAF, Alouette 2 FAF and two Greece Noratlasses

JJun. 3: 241, 575 F-5A/B RNoAF; BA-01, BA-08 Mirage VBA BAF 3Wing; BR-07 Mirage VBR BAF 2Wing; BA-31 Mirage VBA BAF 2Wing 40610 C-141A USAF 437MAW

6: K-4024 NF-5B RNethAF; 13-QB and 13-QR Mirage IIIC FAF;

34-14 G-91T WGAF LEKG-43, FX-91, 04, 82, 65 F-104G BAF 10Wing;

XV205 Hercules C.1 RAF; OT-ZAA RM-1 Pembroke BAF;

XN728/V Lightning RAF 92Sqn; 50-90 C-160D WGAF LTG-63;

UH68-0082 F-111E USAF 20TFW; 27-13 TF-104G WGAF JABOG-32;

27-87 TF-104G WGAF JABOG-34; 27-07 TF-104G WGAF JABOG-31;

AR65-0824, 64-1077 RF-4C USAF; LN66-7484, 66-8689 F-4D USAF;

WR66-7588 F-4D USAF; 63-7440/SP F-4C USAF; ZR68-0561 RF-4C

HR66-7720 F-4D USAF 50TFW

17: A-391, 483, 406 Alouette III RNethAF; FX-61, 81 F-104G BAF 10Wing; 150494/22 EP-3E USNavy VQ-2

18: OT-ZAJ RM-10 Pembroke BAF; K-4020 NF-5B RNethAF 316Sqn;

FT-04 and FT-17 T-33A BAF; 71-0270 C-130E USAF 314MAW

24: OT-ZAI RM-9 Pembroke BAF; 16-02 Hansa Jet WGAF; LI Paris FAF; 60207 C-141A USAF 438MAW; 10881 C-9A USAF

-- Arriving from the States, the YF-16 01567 started an extensive tour through Europe on 22 May. Escorted by an RF-4C 67-464, an T-39A 24470 and an C-130E 37778, it visited several air bases in Europe. Known ones: 21 May arrival at Ramstein (see above) :

24 May still at Ramstein

29 May till 7 June at Le Bourget (Paris Air Show)

8 June back to Ramstein

18 June at Ramstein

15 June Rygge (Norway).

19 June at Volkel

16 and 17 June in Denmark

20 and 21 June at Florennes



- Noted at Heidelberg on 1 June:  
15232, 15235, 15234 OH-58A Kiowa; 15275 UH-1H; 18050, 18048, 18033, 18059 U-21A King Air; 15365 U-8F (red/white),  
All aircraft/helicopters are of USAREUR
- At Alconbury on 21-7: ZR68-553, 68-555, 68-556, 68-608, 69-369, all RF-4C USAF 26TRW; BT68-445, 69-285 F-4E USAF 36TFW; 64-003, 64-005, 64-006, 64-013 RF-4C 10TRW on field without code
- Movements at Lakenheath included:  
Jul.21: 21-88, 22-08 F-104G WGAF JABOG-33  
23: 37-22, 37-55 F-4F WGAF JG-71 Wittmundhafen  
26: TJ64-904 F-4C USAF 401TFW; SP63-513 F-4C 52TFW; BT68-408, 69-255 F-4E 36TFW; WR66-619 F-4D USAF 92TFS/81TFW
- Movements at Bentwaters included:  
Jul.23: AR64-007 RF-4C USAF 30TRS/10TRW;  
24: 51-31 and 51-42 F-104S ItAF; 27-05 TF-104G WGAF WS-10; XR770/Q Lightning RAF 23Sqn; XL359 Vulcan RAF  
25: BT69-255 F-4E USAF; AR64-083 RF-4C 32TRS; AR66-424 RF-4C 1TRS

#### WEST GERMANY

- Late June three West German Starfighters were delivered to the NASA. All three were seen at Lossiemouth on June 27th only carrying c/n. The a/c concerning are F-104G 8213 ex 24-64 and TF-104G's 5735 ex 27-33 and 5939 ex 28-09, They will become NASA 824,825,826 resp.
- The Open Day at Ahlhorn (30 August) has been postponed. Now it will be held on 14 September.
- On 26-6 the Luftwaffe lost one of its few C-47 Dakota's. The aircraft 14-07 crashed near Kaufering.
- Noted at Furstenfeldbruck on 10 May:  
3083,3076,3077,3072,3070,3035,3061,3019,3085,3094,3118,3082 with black/white badge 34-17 with white badge  
3212,3230,3297,3316,3293,3265,3239,3131,3295,3226,3207,3203 with orange badge 3462,3449,3454,3458 with green badge  
3440,3430,3423,3434,3435,3426,3431,3429 with blue badge  
3280 no colour All a/c are G-91R/T  
91-74,9180,9181,9208,9210,9200,9023,9213,9010,9221 with white badge  
9128,9098,9062,9112,9057,9134,9063,9188 with blue badge.ALL P-149D 5888 and 5889 DO-28D 9491,9502,9500,9515,9505 plus two others  
All a/c registered above are of WS-50 /T-33A's
- Noted Starfighters of the Luftwaffe/Marine on the dump at Erding in May: 2090/Marine; 2371; 2485/MFG-1; 2569; 2590; 2342; 2525/JB-33; 2591/MFG-2; 2463; 2098/Marine, 2404; 2377; 2347; 2481; 2376; 2089; 2452; 2817/c/n 5947; 2486; 2601/JG-71; 2494; 2563/JG-71; 2353; 2097; 2356/JG-71; 2596/JG-71; 2087; 2373; 2397; 2055; 2621/silver plus 75-00 (reg please)  
Also dumped a lot of tails: c/n 9124,9117,8088,9014,7099,9112,6620, 8216,9009,6607,8026(JG-74)  
Additional noted in June: 74-75/Marine
- At Neuhausen (Heer airfield) a wreck of a ex Luftwaffe Sabre (JC373) can be found.

.....

#### ADVERTISEMENTS ---- ADVERTISEMENTS

- "French Military Aviation", a new monograph on the Adla, Aeronavale and ALAT of today, gives unit histories, badges and 73 photographs of current aircraft. The complete known history of every existing aircraft is listed in this 120-page booklet, which is essential for all interested in French military aircraft. The booklet costs £1-50p (post free in Europe) from M.C.P.K., 17 Woodstock Close, Burbage, Hinckley, Leics LE10 2EG, England.



## 31st SALON DE L'AERONAUTIQUE ET L'ESPACE

written by P.F.v/d.Krommenacker

The most important industrial air and space-show of the world was held from 29th of May till 7th June of on Le Bourget airport at Paris. This "salon" could be marked as the show for the new generation combat aircraft, in which undoubtedly the USA was leading.

Over half a million people visited the 575 exhibition, of which 190 aircraft (some 60 military) were shown.

The importance of this "salon" could be measured in the expectation of the US Bureau of commerce that a total amount of \$75 million of contracts would be gained, not mentioned the contract that Rockwell got for 1 billion \$ for a new defence system for the Iran Government.

Public's eyes were undoubtedly faced on the struggle for the new fighter, the YF-16 or the Mirage F.1E, which was in favour of the American plane.

In a daily 5 minutes show, chief test pilot Niel Anderson made a good performance, despite the limits made by the "salon director". Compared to the Mirage the YF-16 showed all possible manoeuvres, having in some turns even 7G, while the Mirage was very impressive in flow and fast passage over the runway and the capability of low level dog fighting did not show up.

Objectivity even the YF-16 is less capable compared to the Navy and Air Force fighters F-14A and F-15A resp., which appeared every day before the F-16 performance, but these machines cost twice the light weight fighter.

The limits for flight manoeuvring made, to prevent a likely crash as the TU-144 two years ago, acted as a handicap for most aircraft. So helicopters were not allowed to make rolls and loopings, more engined aircraft were forbidden to fly with asymmetric motor power, and manoeuvres were not allowed under 150 feet. On the first day Niel Anderson was officially warned, after making a roll just after take-off with undercraft down.

Disappointing was the presentation of the European integration, only on light civil and helicopter programmes the combined European factories could show results, while for more advanced weapon-systems the US factories were leading. Therefore the market for combat aircraft for the western defence, consisted of US machines and the Anglo-French and Italian fighters are pushed on the market for the third world countries.

The battle for the European fighters was lost for the Viggen and Mirage and even the new ASW aircraft were chosen as the Orion and Viking, despite the present Atlantic Mark II.

The only advanced aircraft for the coming years of Europe could not show, be shown; the MRCA was unable to interrupt the test program.

Maybe the next salon efforts of this lesson could change the face of the show, and Europe giving a go-ahead for new aircraft making the market less related to the US.

### STATIC SHOW

U.S.A.: McDonnell-Douglas TF-15A 71-0291 USAF (F)  
General Dynamics YF-16A 01567 USAF (F)  
Northrop F-5E 01467 (F)  
Northrop F-5F 00889 (F)  
L.T.V. Corsair II A-7E 159294 USNavy code AA301 of VA83Sqn  
Lockheed S-3A Viking 157993 USNavy  
Grumman F-14A Tomcat 159463 (F) code NJ443 of VF124Sqn  
Boech YT-34C Turbomenter 140861 USNavy c/n LO-160  
Boeing-Vertol CH-47C Chinook EI-805 ItArmy MM80827

U.K.: Hawker Siddeley Hawk XX161 RAF (in H.S. stand)  
Hawker Siddeley Hawk XX157 RAF (F)  
Sepecat Jaguar GR.1 XX763 RAF  
BAC Strikemaster Mk.88 NZ6375 RNew Zealand AF  
Short Skyvan 916/G-BDBT Sultan Oman Air Force



ITALY: Aeritalia G-222 MM583 ItAF (2nd prototype)  
Sia Marchetti SF-260M MM54418  
Bernardini NH500 (Cayua) G.di F.-63 MM80965 (Guardia di Finanze)  
Sia Marchetti SM-1019 EI-1 MM61-2975 ItArmy  
Augusta SH-3D 6-24 MM5025M ItNavy (F)  
Augusta AB-206 EI-632 ItArmy  
Macchi MB-326K MM54391 ItAF I-KMAR

FRANCE: Mirage F.1C 30-MB c/n 50 FAF 2/30 Escadre  
Mirage F.1CZ 200 South African AF (1st a/c)  
Mirage F.1CZ 216 South African AF (16th a/c)  
Mirage F.1E 01 c/n 01 FAF (F)  
Sepecat Jaguar E 7-PJ E-21 FAF  
Sepecat Jaguar A 7-HF A-20 FAF 3/7 Escadre  
Breguet Atlantic 41 Aeronavale F.21  
Sud Aviation SA-321C super Frelon 04 Aeronavale 20S  
G.A.M.D. Falcon 10 39 c/n 410 Aeronavale  
Aerospatiale Alouette III 89 c/n 2089 Aeronavale  
G.A.M.D. Super Etendard 01 Aeronavale (1st prototype)  
G.A.M.D. Mirage 50 No.50 FAF (with Atar 14go motor)  
Sud-Dornier Alpha Jet 40-01 c/n 03 (F-ZWRV) Luftwaffe  
Sud-Dornier Alpha Jet c/n 04 F-ZWRX FAF  
SA-341 Gazelle F-MBSC c/n 1252 Alat

SWEDEN: Saab Viggen SK-37B 37811 7-58 Swedish AF F.7Wing  
Saab Viggen SF-37 37900 7-? Swedish AF F.7Wing

HOLLAND: F-27M Friendship PH-FRE "B" Ghana AF (second a/c)

ISRAEL: Arava FAS804 (4X-IAQ) Force Aerieenne Salvador

#### FLYING DISPLAY

Aircraft noted with (F) and  
Alpha Jet c/n 01 and 02 German prototypes  
Mirage F.1E c/n 02 FAF Super Etendard c/n 02 Aeronavale  
Sikorsky HH-53C 31648 USAF Lynx XX910 Royal Navy  
Puma XV205 Royal AF Jaguar GR.1 XX763 RAF  
Saab Viggen AJ-37 7-10 F.7Wing

#### AIRCRAFT ON THE FIELD on 29 and 30 May

C-54 "58" Aeronavale Br.941 62-NC c/n 4 FAF  
Canberra B(I)6 AM/763 Fregate 51 and 52 Aeronavale  
C-1 F-27M RNethAF 334Sqn Frelon code E c/n 01 Aeronavale  
Alouette III: 67-IB/2020, 67-IE/2053, 68-SO/2041 of the FAF,  
AS and AFS of the Alat and 1076 of FAF VIP flight  
Alouette II: UV/1306 and 208-SG/1208 of the FAF  
Puma: ADJ/1232 Alat and R/1257 FAF VIP Flight  
Vautour IIN 30-ML

#### ADDITIONAL AIRCRAFT on 7 June

CASA 2.111 BR-2-J-129 SpanAF (for museum)  
Jaguar A 7-IL A-32 FAF Mirage VF 13-SI FAF  
Mirage F.1C 30-FC/25 FAF Noratlas 62-EB/30 FAF  
CAP-20 "3" F-TFV FAF Al.II A-49,50,62,64,75,76,77,79 BAF  
Jaguar T.2 XX841 RAF Augusta AB-212AS 7-01 ItNavy  
Hercules C.1 XV298 RAF Transall C-160F 61-ZK/F93 FAF  
Super Frelon 149 and 150 FRNavy Mystere XX XM-02 BAF 15Wing  
XW870/F, XW898/G, XW902/H, XX374/L, ?/D, Gazelle HT.2 RAF CFS  
Fregate N262 ME/9 FAF, 83 and 85 of FRNavy and JA of the FAF  
Al.III: F-ZBAS and ZBDC of Prot.Cvile, ADC of the Alat and JAK of the  
Gendarmerie Alouette II JAV/1674 Gendarmerie  
Puma ADD, ADG, ADJ, ADI of the Alat  
Alouette III: 67-IF/2102, 68-SO/2041, 67-IB/2020, 67-FB/2076, 67-IA/2061

PHOTO PAGE No.1 gives an impression of the Salon. The photo's were made by P.v/d.Krommenacker.



ROYAL FLUSH XVIII at BREMGARTEN

by PJ.van Gemert/GCA Photo service

Royal Flush: the best set of cards in poker, clover 10 till clover acc. This is the meaning of the name of the biggest NATO aerial reconnaissance competition, conducted by Headquarters Allied Forces Central Europe on a biennial base. Although the competition carries the name of a game, it really has not anything to do with a game. The winner of the competition is the team that made the best preparations before each mission, came through without any technical troubles and knew what it means to work as a team.

The first Royal Flush competition was held in 1956 at Lehr in Germany, at that time a first-line base of the French Air Force, as a latter stage handed over to the Canadian Air Force. The previous competition was being held at the Belgian Air Force Base of Florennes in 1973.

Formerly the Royal Flush was planned as an annual meeting, but in 1971 this was changed to a biennial competition on charge of economy.

The first eight Royal Flush competitions featured a few selected crews assembled at one base, from which the competition was conducted. For Royal Flush IX the concept of the competition was changed to one of full participation by the reconnaissance forces operating from their home bases. In 1970, after six competitions held in full participation concept, the Royal Flush competition was changed back to the single base concept.

The aims for the competition are the following: to conduct a live flying competition by day and night between teams from operational tactical reconnaissance squadrons assigned to 2 ATAF and 4 ATAF; to test the ability of the teams to provide accurate and timely intelligence on a variety of targets; to stimulate interest and innovation among the squadrons and their support elements to improve the performance of the AFCENT reconnaissance mission; to test the ability of the teams to maintain intensive reconnaissance operations with limited resources of aircraft and manpower. This was the starting point for Royal Flush XVIII, hosted by Aufklärungsgeschwader 51 "Immelmann" at Bremgarten Air Base. On September 1st 1974 a small team of AG-51 started with the preparations for the Flush. Experience made up by Aufklärungsgeschwader 52, when this unit was hosting the Big Click, appeared very useful. From this team it was expected that they would solve problems like the accommodation for 700 soldiers, pads for the aircraft, working rooms for the conducting AFCENT team, etc.. All the RF-4E Phantoms from Aufklärungsgeschwader 51 which were not due to take part in the competition were transferred to Leck Air base in Northern Germany, the home base of AKG-52. This was done to make place at the operational part of the base for the competing teams and further on to enable those crews of AG-51 to fly normally their missions.

On May 26th the first trucks and transport aircraft were arriving at Bremgarten. On 28 May the participating aircraft landed: for 2 ATAF Belgian Mirages VBR, Dutch RF-104G's and British Phantoms FGR.2. For 4 ATAF American RF-4C's and German RF-4E's. A guest team from the French Air Force arrived with four Mirages IIIR from Strasbourg.

Also arriving on May 28th, were three Danish RF-35 Drakens from the 729 Squadron from Karup. These Drakens had to photograph the targets before the competing teams were to do this. This is done for the aim of the judges, so that they can compare the photographs taken by the Danish - which give the correct position of the target - with those of the participating teams. Further on there were checking in a French and Belgian Mirage dual-seater, a West German Navy and Dutch TF-104G, a British and American Phantom and few RF-4E's from Aufklärungsgeschwader 52 from Leck. These aircraft were acting as chase planes. When on a mission, they have a two nation crew e.g. a French Mirage IIIBE was manned by a French pilot and a German in the back-seat. This two-nation crew was introduced after the last Royal Flush in Belgium when it appeared that crews of chase planes were playing a false game. These chase planes have to follow the competing teams throughout their mission, checking their speed, flight level and



course which were given by the flight planning officers and judges..

In February five crews of each unit were appointed by AFCENT to take part in the competition. Each team consists of four crews plus one reserve crew. So early March the Royal Flush XVIII crew were withdrawn from their squadrons in order to prepare themselves for the competition. These months of special training start with the learning of watching in particular, in order to become familiar with the sort of targets which might become part of the competition. In the beginning complete missile batteries were being overlooked and simple trucks were being designated as tanks. That is why practice is starting already a few months before the competition is being held. The crews must also become familiar with the special Royal Flush rules, in which the exact timing is very important. But not only the pilots have some very busy months, the photo section has to prepare the camera's and cassettes, the technicians have to prepare the aircraft in a way the pilots like it. So, as you can see the Royal Flush is much more than one week of reconnaissance competition; when the training has been intensive one might have a chance to be successful in the competition.

On May 30th, the practice flying was started at 08.00 a.m. local. This day of practice flying enables the crew and ground support personnel to find out whether everything is working all right. During this day is it also a good change for the pilots to become familiar with the approach routes and taxiways at Bremgarten AB. At this first day of flying activity also a small pre-competition was held. This one day competition was won by the 306 Squadron of the Royal Netherlands Air Force which were operating for the first time in the Flush with their brand new "Oude Delft" camera's.

On June 2th competition flying started, lasting until June 5th. After two days of competition a small advance in points manifested for the 4ATA. In the following phrase you will find a realistic impression of a typical Royal Flush mission.

At 08.00 a.m. a few envelopes are handed over to the crew by the judges. Up from this moment the crew has two hours to prepare its mission, take off will be at 10.00 a.m. For this mission the three targets are a bridge, movements of troops at a road over 40 kilometers and an army airfield. The crew is required to make photographs of all three the targets and to prepare, already in flight, a visual report. Maps of different scales of the three targets. When appointing the best starting points one has got to take notice of the position of the sun and the size of the target. The entire flying route is being drawn upon the navigation maps, a time schedule is made up and the radio beacons are indicated as well as the flight levels and speed over each of the targets. The judges are informed that the crew is ready for take-off. In the meantime the aircraft is being prepared for the mission by the ground support personnel started and off to the runway. The control tower gives permission for take off and after a few minutes the aircraft is on course, flight level is clear and now off for the first target. Forest in sight, stopwatch is running; after 10 seconds a secondary road, after 25 seconds a railway, camera's are ready for action and the bridge is in sight; after 35 seconds over the bridge and the camera's are running. A quick but thorough view over the bridge, six piers, concrete approximately 250 meters long and no activities, camera's stopped. After four minutes the course is for the following target, a road over 40 kilometers. After some time the aircraft is over the road and the starting time is booked. The pilot is following all bends, sometimes a hard job. Still no troops along the road. The ending point is already in sight. At once, military vehicles in sight, camera's are started. The crew is writing down the kind of vehicles and the type. Only one target is left, the army airfield. course is changed, out of 300 kilometer of the airfield. This gives the crew a welcome pause. Then after some time, one minute out of the army airfield, the camera's are ready for action. Over the airfield, camera's are running for the last time. Six helicopters are visible of which one is just taking off, all are UH-1's. Camera's are stopped and the course is changed for the return to Bremger-

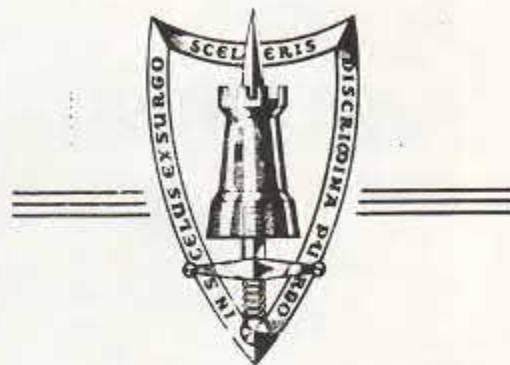


# Royal Flush XVIII

5



ALLIED FORCES CENTRAL EUROPE



6





8



9



10





ter. Shortly after Bremgarten tower has given its permission for final approach the reconnaissance fighter is touching down and the aircraft is running to the pad where the ground support personnel and judges are already waiting. Engines are stopped and the crew is climbing out of the aircraft. A combi bus and a judge are ready to take the crew to the judge room for the visual report. When this is finished the camera's are unloaded and the film can be developed. Now the crew is due to compile their final report and hand it over to the judges who are going to compare it with the visual report.

Straight after the second day of the competition a small lead showed up for the 4 ATAF. Unfortunately for the 2 ATAF, the 4 ATAF maintained this lead till the last day of the competition flying, June 5th. So, the 4 ATAF won the coveted Gruenther Trophy to symbolise the winner of Royal Flush XVIII. This result for the 4 ATAF was in particular owed to the Aufklärungsgeschwader 51 of the West German Air Force who knew to score 69.82 points, the best result of the competition. With this result of 69.82 points in the day/night competition the 4 ATAF also received the Rosier Trophy as the 2 ATAF's 2 Squadron of the AF, competing in the same category only managed to score 55.38 points. The guest team from France managed to win the Hunter Trophy in the day category with 65.93 points, for the 4 ATAF the 17th TRS of the USAF became second with 62.12 points and the 2 ATAF became third with 59.28 points (this is the average of the Dutch and Belgian teams). The individual results for the teams are as follows - as far as they have not been mentioned before - 306Sqn RNethAF 61.66 points and the 42 Sqn. BAF 56.89 points. The Kielmansegg Trophy was awarded to the 4th Mechanized Brigade Group of the Canadian Forces for the best opportunity target display by an army unit. All trophies were presented to the teams during the final ceremonies held on June 7th by General Ernst Ferber, commander of the Allied Forces Central Europe.

#### Participants in Royal Flush 1975:

##### 2 ATAF

Belgium 42 Esk. from Florennes with Mirage VBR Category: Day  
BR-15, BR-26, BR-09, BR-04,  
Holland 306 Sqn from Volkel with RF-104G Category: Day  
D-8065, D-8129, D-8143, D-8127  
United Kingdom 2Sqn from Laarbruch with Phantom Category: Day/night  
XV411/H, XV399/W, XV439/R, XV413/E

##### 4 ATAF

Germany AKG-51/1 from Bremgarten with RF-4E Category: Day/night  
35-49, 35-25, 35-68, 35-50, 35-46  
United States 17TRS from Zweibrücken with RF-4C Category: Day  
ZR68-571, 68-567, 68-570, 68-564

##### Guest team

France 3/33 Esc. from Strasbourg with Mirage 3R Category: Day  
33-TH/359, 33-TI/360, 33-TS/370, 33-TP/367

##### Target-recce.

Denmark 729Sqn from Karup with RF-35 Draken  
AR-112, AR113, AR115

##### Judges

2-ZJ/266 and 2-ZF/261 Mirage III BE FAF 28-25 TF-104G WGNavy MFG-2  
35-39 and 35-23 RF-4E WGAF AKG-52 D-5804 TF-104G RNethAF Volkel Wing  
BD-01 Mirage VBD BAF 80CU XV426 Phantom FGR.2 RAF 31Sqn  
ZR69-364 RF-4C USAF 38TRS

##### Residents and visitors on 2 June:

56-69 DO-27 AKG-51 58-72, 58-97, 58-42 DO-28D AKG-51  
71-59 UH-1D SAR 163-MA Alouette II EH2/67Esc.  
OT-ZAG Pembroke BAF 15 Wing 67-FH Alouette III EH67Esc.

With special thanks to Sgt. Dick Larsen of AFCENT and Major de Vries of the 306Sqn. With their help this article could be compiled. Photo-page 2 and 3 give an impression of the FLUSH. Photo's by J.v.Tuyn and P.v.Gemert/GCA.



INTERNATIONAL AIR SHOW at FLORENNES ai base on 21 June (editorial/P.Glas)

Static: 01567 YF-16 USAF	G-BDBT/916 Skyvan Sultan Oman AF
OT-CWE K-10 C-47 BAF	BT69-7558 F-4E USAF 36TFW
50-97 D-134 C-160D WGAF LTG-63	FU-52/53-6765 F-84F BAF
CH-01 C-130H BAF 15Wing	ID-44 Hunter F.4 (Museum)
OT-ZAF RM-6 Pembroke BAF	ST-04 SF-260M Marchetti BAF
UH-68-0031 F-111E USAF 20TFV	R-B2 EG-247 Meteor (Museum)
B5747 Sopwith Camel BAF	A-24/1159 Alouette II BAF
T-24 DH-82 Tiger Moth BAF	V-62 Stampe SV-4Bis BAF
7-HD A-40 Jaguar A FAF	32-08/476 G-91R WGAF LEKG-41
BD-02 Mirage VBD BAF	XX759 Jaguar GR.1 RAF 14Sqn
30-MP/14 Mirage F.1 RAF	35-18 RF-4E WGAF AKG-52
FX-34 F-104G BAF 10Wing	FX-53 F-104G BAF 1Wing
BR-20 Mirage VBR BAF	BA-51 Mirage BBA BAF 2Wing
MT-49 CM-170R BAF	FT-28 T-33A BAF
F-ZVRX Alpha Jet 04 FAF	
Show: 5L-MB/65224 S-65 Austr.AF	K-3072 NF-5A RNethAF 316Sqn
7-H. A-29 Jaguar A FAF	ST-15, ST-17 SF-260M BAF "The Swallow"
164 SA-321G Aeronavale	BR-22 Mirage VBR BAF
LF363 LE-D Hurrican RAF	I (yellow) Saab 105 Austr.AF
AB910 QJ-J Spitfire RAF	PA474 KM-B Lancaster RAF
A49,75,64,45,77,50,79 Al.II	14,2,9,-,5,8,-,10 G-91PAN/R ItAF
"Blue Bees"	"Frece Tricolori" (plus 3 and 15)
FX-21,90 F-104G BAF "Slivers"	XV661/PW305 Sea King RoyalNavy 809Sqn
plus FX-25 as reserve	XW766/E Harrier RAF 4Sqn
30-MB/50 Mirage F.1 FAF	
Other a/c: 62-KS/157 N2501 FAF	CH-08 C-130H BAF
OT-ZKD B-4, OT-ZKE B-5 and	ST-24,29,07,05,08,11,21,20,22,16,03,
OT-ZKN B-14 S-58 BAF	ST-06, all SF-260M BAF
78 Nord 262A FAF	E (red) SK-60C (saab 105) Austr.AF
A66 Alouette II BAF	SA MM54392 G-91T ItAF
70-86 UH-1D Luftwaffe HTG-64	58-72 and 58-97 DO-28D WGAF AKG-51
37778 C-130E MAC	67-464 RF-4C USAF
35-12 RF-4E WGAF AKG-51	VP952 Devon RAF
BA12,24,30,59,53,11 Mirage VBA	OL-G02 c/n 1237 SA-330 Gendermarie
312-BG/77 N2501 FAF	

PORTES OUVERTE 22 June 1975 at NANCY-OCHEY (editorial)

Static: 3-KD/8 CM-170R ex 118Esc.	3-IG/590 Mirage IIIE
3-JN/624 and 3-JS/529 Mirage IIIE	3-KA/41579 T-33A (ex 338-HG)
11-MX/42123 F-100D	2-ZK/267 Mirage IIIBE
33-TI/360 Mirage IIIRD	3-XF/18 Mirage VF
7-HM/A-34 Jaguar A	67-FH/2090 Alouette III
339-WM/463 Mystere XX	---/535 Mirage IIIE
3-XA/4 Mirage VF	
Hangar: 3-JJ/549, 3-JG/520, 3-JE/588;	3-XI/21, 3-IA/546, 3-XF/18,
3-JB/579, 3-IR/531, 4-AG/616, ---/12,	3-XO/48, 3-JH/501 all Mirage
338-HH/16952, 4-WG/17428, 8-OG/53107,	10-KY/18628, 2-HC/19036(ex
7-JB), 30-QB/14192, 338-HC/17497,	WE/16956, TD/54433, WO/34959,
all T-33A's	
Show: 62-KS/157 N2501	3-KY/304 and 11-OB/08 MH-1521M Broussard
41-AP/82 Paris II	11-MJ/42133 F-100D
5-NF/40 Mirage F.1C	7-HJ/A-24 Jaguar A
CB/38471 KC-135F	
VG541, 576, 535VD, 564VG, 561VM, 546VL,	541GV, 563VF CM-170 Part.de France
3-JC/506, 3-JR/541, 3-JQ/613, 3-IE/537,	---/524, 3-JI/625,
3-IS/502, 3-IC/521, 3-JL/513, 3-XM/25,	3-XC/10, 3-XD/11, 3-XJ/29,
3-XL/39, 3-XN/43, all Mirage IIIE or VF	
338-HI/14383, 338-HK/29838, 338-HJ/18658,	338-HA/17412, 338-HM/35282
all T-33A	
Other a/c: 312-BG/77 N2501	62-KE/83 N2501
	312-TS/523 CM-170R



cont. Nancy

41-AR/94 and 41-AQ/77 Paris II 67-FA/2069 and 67-FJ/2101 Al.III  
3-ID/519, 3-XE/13, 3-IL/512, 3-IJ/556, 3-JP/612, 3-IE/526,  
3-JM/530, 3-IT/584, 3-JA/539, 3-IN/538 all Mirage IIIE or VF  
338-HB/18752, 338-HG/35060, 338-HL/35132, 338-HO/41577, all T-33A

PORTES OUVERTE 29 June 1975 at COLMAR-MEYENHEIM (editorial)

Static: 33-CP/347 Mirage IIIR 11-MK/42148 F-110D  
13-SQ/47, 13-SL/31 Mirage VF 13-PF/480, 13-QN/499 Mirage IIIE  
7-HD A-40 Jaguar A 35-25 RF-4E WGAF AKG-51  
30-MG/19 Mirage F.1C 2-ZB/274 Mirage IIIBE  
NF-14-747 Meteor NF.14 13-TE/3 CM-170R  
56-70 DO-27 WGAF AKG-51 13-TD/195 MH-1521M Broussard  
67-FA/2069, 67-FJ/2101 Al.III 13-TC/14284 T-33A  
Hangar: 13-QD/500, 13-PN/481, 13-PK/477, 13-PI/553, 13-QF/489,  
13-QM/471, 13-QR/484, 13-PD/470, 13-QJ/555, 13-QO/479, Mirage IIIE  
13-SC/32 Mirage VF  
Show: 62-WD/76 N2501 30-MO/13 Mirage F.1C 13-TF/18693 T-33A  
41-AR/94 Paris II AA/64 Nord 262D F-TFVR/03 Cap.10  
13-PO/492, 13-QQ/504, 13-PA/494, 13-QI/485, 13-PP/505, 13-PM/469,  
13-QH/547, 13-QG/544, 13-QA/482, 13-QB/509, 13-PC/472, 13-PE/476,  
13-QE/466, 13-PL/483, all Mirage IIIE  
13-SS/22, 13-SI/24, 13-SJ/14, 13-SM/26, 13-SF/27, 13-SP/46, all  
Gate-guard: 13-PI 54841 F-86K Sabre / Mirage VF

OPEN DAY 6 July 1975 at RAF WILDENRATH (W.v.d.Boom/editorial)

Static: XX836 Jaguar RAF 14Sqn XV470 Phantom FGR.2 RAF 14Sqn  
XW533 Buccaneer S.2 RAF 16Sqn XV793/N Harrier GR.1 RAF 20Sqn  
XN787/L Lightning RAF 92Sqn A471 Alouette III RNethAF  
84-08 CH-53G Heer XV119 Scout Royal Army 669Sqn  
XV273 Beaver RArmy 669Sqn WF369/F Varsity RAF 6FTS  
31-28 G-91R WGAF LEKG-43 XH175 Canberra PR.9 RAF 39Sqn  
XS711/L Dominie RAF 6FTS XN855 Argosy E.1 RAF 115Sqn  
WV736 Pembroke RAF 60Sqn 13562 OV-10A Bronco USAF 601TCW  
UH68-0003 F-111E USAF 55TFS XH651 Victor RAF 57Sqn  
104779 CF-104G CAF 421Sqn 136 F-5B RNoAF 338Sqn  
XL591/84 Hunter T.7 RAF 4FTS 50-95 C-160D WGAF LTG-63  
XW435/93 Provost T.5 CFS AT-152 Draken RF-35 RDanAF 729Sqn  
XP542/42 Gnat T.1 RAF 4FTS XW202/DM Puma HC.1 RAF 230Sqn  
GT-982/86982 TF-100F RDanAF 727Sqn 25-37 F-104G WGAF JABOG-31  
K-4019 NF-5B RNethAF 314Sqn XL359 Vulcan RAF  
Show: AR-102 RF-35 Draken RDanAF 57-37 DO-27 WGAF JABOG-31  
84-41 and 84-29 CH-53G Heer ST-15, ST-17 SF-260M BAF "the Swallows"  
XV187 C-130K RAF "Falcons" XV258 Nimrod RAF  
XV751/V Harrier GR.1 RAF 20Sqn XW911, XW908 Gazelle RArmy  
XX885 Buccaneer RAF 16Sqn XP849 Scout R.Army  
XP826 Beaver R.Army XX755, 756, 762, 759, 751 Jaguars RAF  
XN773/E, 730/J, 728/V, 774/F, 788/P Lightning RAF 92Sqn  
XW766/E, XV781/O, XW770/J, XW763/K Harrier GR.1 RAF 3Sqn  
XV740/A, XV747/G, XW924/L, XW921/K, XV784/D Harrier GR.1 RAF 4Sqn  
XR529/BN, XR504/BF, XV724/BQ, XR519/BD, XS679/BF Wessex RAF 18Sqn  
XW359, 422, 353, 438 Provost T.5 RAF "Poachers"  
XA932 Victor 214Sqn with Lightnings XN778/A and XN780/K  
XV501(14Sqn), 466(14), 486(14), XT914(14), XV460(31), 433(31), 422(31),  
XV415(31), 496(17), 497(17), 489(17), 469(17), all Phantoms RAF  
XS111, 101, 107, XP531, XR541, 993, 955, 991, 540, Gnats T.1 RAF "Red Arrows"  
Other s/c: 58-91 DO-28D WGAF JABOG-32 XF799 Pembroke RAF 60Sqn  
77-57 Alouette II Heer A-50 Alouette II BAF  
XS794 Andover CC.2 RAF XS597 Andover C.1 RAF 46Sqn  
XW765/D, XV761/B Harrier 3sqn XV786/E Harrier RAF 4Sqn  
XW916/W, XV783/R, XW630/U, XV790/S and XV810/XX Harriers of 20Sqn  
Hangar: XV792/N and XW764/C of 3Sqn furthermore code J of 4Sqn and  
code Z of 20Sqn



OPEN DAY 6 July 1975 at GUTERSLOH (editorial and P.Glas)

Static: XV468/W Phantom FGR.2 2Sqn 73-21682 UH-1H USArmy 71Av.Comp.  
 A-007 Draken F-35 RDenAF AT-154 Draken TF-35 RDenAF  
 69-18449 CH-54A USArmy 295Av.Comp. XW209/CF Puma RAF 33Sqn  
 GT-870/63870 TF-100F RDenAF FX-13 F-104G BAF "Silvers"  
 35-60 RF-4E WGAF AKG-52 BR-09 Mirage VBR BAF  
 66-13559 OV-10A Bronco USAF XX840 Jaguar T.2 RAF  
 XT901/T Phantom FGR.2 RAF 2Sqn XN727/7 Lightning F.2A RAF 92Sqn  
 XW527/O Buccaneer RAF 16Sqn XW768/G Harrier GR.1 RAF 20Sqn  
 31-42 G-91R WGAF LEKG-43(Stf.1) 21-65 F-104G WGAF JABOG-31  
 XH-133 Canberra PR.9 RAF 39Sqn XP-541 Gnat T.1 RAF 4FTS  
 XW434/92 Jet Provost RAF CFS C-7 F-27M RNethAF 334Sqn  
 WV372/95 Hunter T.7 RAF 4FTS WJ909/A Varsity RAF 4FTS  
 XS729/G Dominie RAF 6FTS A-350 Alouette III RNethAF  
 70-15002 CH-47C USArmy 180Av.Comp. XT819/C Sioux RArmy 662Sqn Munster  
 67-15608 AH-1G USArmy 334Av.Comp. 8472 CH-53G Heer HFTpReg.15  
 XX373 Gazelle RArmy XV123/L Scout RArmy 2 Regiment  
 50-87 C-160D WGAF LTG-63 UH68-0017 F-111E USAF 77TFS  
 224 F-5B RNoAF 338Sqn XA932 Victor RAF  
 Show: XV258 Nimrod RAF XX885 Buccaneer RAF 16Sqn  
 XV187 and XV210 C-130K RAF XW908 and XW911 Gazelle AH.1 RArmy  
 XV751/V Harrier GR.1 RAF 20Sqn XX755, 762, 756, 759 Jaguar GR.1 RAF 14S  
 XS111, 101, 107, XP531, XR540, 541, 993, 991, 955 Gnat RAF "Red Arrows"  
 XV740/A, XV789/F, XV747/G, XW921/K, XW924/L Harrier GR.1 RAF 4Sqn  
 XW359, 353, 438, 375, 422 Jet Provost T.5 RAF "poachers"  
 XN773/E, XN728/V, XN774/F, XN730/J, XN788/P, XN732/R, XN778/A,  
 XN726/N, XN780/K, all Lightnings F.2A RAF 92Sqn  
 XN731/Z, XN786/M, XN784/R, XN783/G, XN777/K, XN771/P, XN735/A,  
 XN793/H, XN781/B, XN789/J, all Lightnings F.2A RAF 19Sqn  
 XV501(14Sqn), 466(14), 486(14), XT914(14), XV460(31), 433(31), 422(31),  
 XV415(31), 496(17), 497(17), 489(17), 476(17), all Phantoms RAF  
 XR521/BK, XV722/BH, XV728/BR, XR502/BL, XR516/BE, XS674/BO,  
 XR509/BM, all Wessex HC.2 RAF 18Sqn  
 Other a/c: XM215(silver), XM182(92Sqn), XM216(92), XM180(92),  
 XM189(92), all Lightnings F.1A (all wfu)  
 XN768/S (92), XN794/W (19), XN779/X (19), Lightning F.2 (all wfu)  
 WT336, XH209, XM244 all Canberra B(I)8 of 16 Sqn (all wfu)  
 XS597 Andover RAF 46Sqn

PORTES OUVERTE 29 June 1975 at CAZAUX (A.Booy)

6-0Z/91, 8-0Y/309 Broussard AT/316 Canberra with Mirage nose  
 02 Alpha Jet 68-DI/SA154 H-34  
 118-AI A-13 Jaguar A E-1 Jaguar E  
 NF-11-8 Meteor NF.11 33-NP/330 Mirage IIIR  
 AX/25, CA/54 Mirage IVA CE KC-135F AI/83 Nord 262D  
 67-DE/1297, 67-DE/1302 Puma 12-YN/172 S.Mystere B.2 plus 4 others  
 92-AH/612, 92-AK/615 Vautour 2B  
 1-DX, 10-DS, 151-DP, 152-DZ, 194-DV Alouette II  
 67-JA/2091, 67-JB/2111, 67-JE/2118, 67-JC/2119, 67-JD/2125, Alouette III  
 8-OB/198, 8-OJ/348, 8-CA/417, 4-WB/?, all Magisters  
 605/ED Mirage 3E with Mirage 3R nose and painted in dayglow  
 30-FA/23, 30-FC/25, 30-FF/28, 30-FH/30, 30-FK/33, 30-FM/35, 30-FO/37,  
 30-PP/38, 30-FQ/39??, all Mirage F.1C  
 8-OE/18754(ex 10-KX), 19250/8-?, 16525/8-?, all T-33A's  
 314-ZT/24, 8-NO/54, 8-MT/57, 8-NN/58, 8-MB/59, 8-MS/64, 8-MU/65,  
 8-NX/66, 8-ND/68, 8-NV/70, 8-MH/72, 8-NB/79, 8-NY/84, 332-BH/85,  
 8-NQ/89 ex 314-ZN, 8-NR/91, 8-NE/100 ex 314-ZE, 8-MV/105, 8-MI/116,  
 8-MZ/117, 8-NE/120, 8-MY/121, 8-MR/139, 8-PC/146, 8-NI/177,  
 8-NK/178, 8-MG/180, 8-MN/185, 8-NL/186, 8-NS/187, 8-MQ/191,  
 8-MM/194, 8-NQ/202, 8-MX/206, 8-NU/235, 8-MA/237, 8-NZ/241,  
 8-NJ/276, 8-NW/278, 8-MW/282, 8-MC/285, 8-ML/287, 8-MF/290,  
 8-NF/291, 8-NG/293, 8-NA/295, 8-MJ/299, 8-MK/300, 8-NR/305,  
 8-NI/309, 8-MQ/315, 8-NM/318, 8-NH/324, all Mystere's IVA  
 Some of the Mystere's were wfu and will be brought to Chateaudun.



cont. Cazaux

On dump: one Canberra, one Meteor and two Mirage 4A's (of which one is a prototype).

BUNDESWEHR-STERNFLUG 10 May 1975 at MANCHING/INGOLSTADT (G. Weinmann)

Participating:

DO-27: D-9500, 55-75, 55-45, 5536, 5542, 5667, 5690/Heer, 5688, 5606, 5633, 5686/Heer, 5669/AKG-51, 5601/JG-71, 5611, 5711, 5737/JB-31, 5736/LEKG-42

P. Elster: 9708, 9701, 9703, 9707, 9705/LEKG-42, 9710, 9715, 9712, 9713, 9714

L.18C: 9607, 9609/AKG-51, 9601, 9604, 9605/LEKG-42, 9616, 9619, 9611/ AKG-51, 9615, 9614, 9623, 9625, 9628/ITG-61, 9627, 9622, 9634, 9631, 9632,

DO-28D: 58-18/without badge

also noted: D-9532 Magister 52-52 N2501(stored)

01-01, S6-1598, YA-043 Sabre 6 (all wfu) 50-02/silver C-160D

35-01, 35-60(yellow), 35-79 RF-4E 16-07, 16-08 HFB-320

94-84, 95-22 T-33A both with ES-61-badge

23-01/silver, 27-37, 23-91/JB-32, 22-83/Marine, 28-24/JB-33,

25-09/Marine, 24-61/JB-34, all F-104's

PORTES OUVERTE 15 June 1975 at METZ-FRESCATY (H. Zomers and M. Varkevisser)

Static: HR68-0533 F-4E USAF 50TFW

13-PL/483 Mirage IIIE

11-MW/42203 F-100D

12-YF/85 Super Mystere B.2

7-PL E-25 Jaguar E

Show: 5-NO/47 Mirage F.1C

JAU/1815 Al. II Gendarmerie

CYM Puma ALAT

13 Crusader Aeronavale

62-KF/83 Noratlas

XW360, XW359, XW422, XW353 Jet Provost RAF "the Poachers"

272, 278, 275, 265, 289, 280, 268 Fouge Magister BAF "Rode Duivels"

Other a/c: 47, 39 Noratlas

78/AF, 64/AA Nord 262D

41-AZ Rallye

AED Gazelle Alat

41-AQ/77, 41-AP/82, 41-AN/92, 41-AO/65, --/70, 41-AR/94 Paris II

128-AU/5, 128-AX/160, 128-AV/133 Magister CM-170R

41-AF/?, 41-AC/197, 41-AI/262 MH-1521 Broussard

5-NQ/60 Mirage F.1C

33-NM/321 Mirage IIIR

8-MW/185 Mystere IVA

338-HO/41577 T-33A

38 Crusader Aeronavale

13-QH/547 Mirage IIIE

67-FA/2069, 67-FJ/2101 Aloette III

33 Paris Aeronavale

61-ZI/F-91 C-160D

57 Etendard Aeronavale

312-BG/77 N2501

11-MV/42186 F-100D

38 Crusader Aeronavale

128-VZ/513 Jodel D140R

OPEN DAY 19 July 1975 at DETMOLD (O. Meier)

Static: XT649 Scout AH.1 655Sqn

BeaverBeaver AH.1 669Sqn W'raath

XW795 Scout AH.1 655Sqn

68-15208 AH-1G USArmy

Show: XP779 Beaver AL.1 669Sqn

XW911 Gazelle AH.1 661Sqn

XT681/BA, XR507/BJ, XR509/BM Wessex HC.2 RAF 18Sqn Gutersloh

Other helicopters:

XP855, XP886, XR602, XR639, XT623, XT631, XT693, XV132, XV138, XW282,

XW796, all Scouts AH.1 of 655Sqn

XP904 Scout AH.1 661Sqn XV123/L and XP905/D Scout AH.1 unit unknown

XX373 Gazelle AH.1 661Sqn

Note: Detmold is the home-base of 655Sqn and 661Sqn AAC of the Royal Army

ARMED FORCES DAY 2 August 1975 at LAKENHEATH (Spotting Group Valkenburg)

Static: 70119/UH F-111E USAF 55TFS

66-13562 OV-10A USAF 20TASS

LN65-0735 F-4D USAF 48TFW

28-28 TF-104G WGAFF JABOG-33

AR64-1081 RF-4C USAF 10TRW

63621 KC-135A USAF



cont. Lakenheath

01274 C-130E USAF 317MAW  
 158921/LF-1 P-3C Orion USNavy VP-16  
 61-16 Atlantic WGNavy MFG-3  
 K-4014 NF-5B RNethAF 313Sqn  
 AT-154 TF-35 Draken RDanAF  
 Show: 31647 HH-53C USAF 67ARRS  
 95827 HC-130N USAF 67ARRS  
 LN65-0793, 65-0756 66-0272, 66-7456 F-4D USAF 48TFW  
 XW353, 360, 420, 438 Jet Provost T.5 RAF "the Poachers"  
 XW294/66 and XW303/64 Jet Provost T.5 RAF 1FTS  
 MT-6, 15, 18, 21, 23, 32 CM-170R Magister BAF "Rode Duivels"  
 564VO, 545, 561VM, 535VD, 576, 546VL, 541GV, 563VP, 564, Magister FAF "Patr. de  
 20-62, 21-53, 25-28, 25-81 F-104G WGAF JABOG-33 France  
 Other a/c: MT-5 CM-170R BAF plus 312-TS/523 CM-170R FAF plus XW354  
 Jet Provost T.5 RAF all reserve aircraft  
 312-BH/63 Noratlas 28-18 and 27-34 TF-104G WGAF .JD-33  
 SP63-7594 F-4C USAF 5TFS/52TFW  
 F-4D's of 48TFW: LN65-0614, 65-0682, 64-0959, 65-0794, 65-0613,  
 65-0718, 65-0648, 66-0280, 66-7502, 66-0243, 66-0256, 66-7485, 65-0615,  
 65-0740, 66-787, 66-7480, 66-7497, 65-0748, 65-0740, 65-0659, 66-7484,  
 66-282, 64-973, 66-7496, 66-7500, 66-7475, 64-0977, 65-0769, 65-0700,  
 65-0718

STATIC SHOW 2 August 1975 at KOKSIJDE (editorial)

Static: CH-06 C-130H ST-12 Marchetti FT-07 T-33A MT-47/203 CM-170  
 OT-ZAL RM-12 Pembroke BA-17 Mirage VBA 2Wing FX-53 F-104G 1Wing  
 OT-ZPG/1817 Alouette III OT-ZKJ B-10 S-58  
 Other a/c: OT-ZKH B-8 S-58 CH-01 C-130H ST-09 Marchetti  
 CP-10, 43, 46, 44, 15, 27, 42 and OT-CBR all WPU  
 Plus two C-47 of which one an former BAF a/c. The serials have been  
 removed from both.

PORTES OUVERTE 1 June 1975 at TOURS (BAR)

Static: 314-UQ/14349 T-33A 11-EH/42169 F-100D  
 8-NC/146 Mystere 4A 12-YB/139 S.Mystere B.2 315-XM/171 CM-170R  
 LL/81 Paris 7-HA/A35 Jaguar A 66 Etendard 4M  
 42 F-8E(FN) 12F 30-MJ/10 Mirage F.1C 3-JS/529 Mirage 3E  
 SP64-0879 F-4C USAF  
 Show: 32 Etendard 4M 39 F-8E(FN) 12F 7-H. A-25 Jaguar A  
 30-MP/14 Mirage F.1C FX-20, 72, 90 F-104G Slivers AEH/1285 Gazelle  
 CYZ/1220 Puma Alat 8-NE/120 Mystere 4A 3-JL/513 Mirage III  
 314-UX/21380 (SPERMA 42) T-33A 314-VV/14230 (SPERMA 7) T-33A  
 315-PO/236 CM-170R JAH/1067 Alouette LV/57 Paris  
 61-ZJ/F92, 61-ZK/F93 and 61-ZM/F95 C-160F Transalls  
 62-QA/27, 64-BG/138, 64-BI/44, 312-BJ/6 N2501 Noratlases  
 Hangar: LN/35 Paris 925 Navajo Aeronavale 313-TB/511 CM-170R  
 314-DA/175 MH1521 ---/278 Flamant 3/VW Cap-20  
 JBX/105 Nord 3400 Gendarmerie 314-TG/22 Mystere 4A  
 314-WF/35339, 314-UI/21088, 314-UV/21113, 314-UZ/21127, 314-VE/16767  
 314-VM/17483, 314-WE/17544, 314-WG/16834, 314-YE/53098, 314-YD/16866,  
 314-YL/21033, 314-YP/21009, 314-YR/21485, 314-YS/21177, 314-??/21032,  
 314-UA/21267, 314-UE/16868, 314-UP/21064, 314-VH/21255, 314-VQ/14045,  
 314-VR/16768, 314-VU/14282, 314-WL/29867, 21031/314-YZ, 314-UC/21477,  
 314-UJ/16718, 314-UN/16761, 314-UY/19252, 314-VB/21439, 314-VC/21049,  
 314-VD/21140, 314-VL/14154, 314-VN/54438, 314-VY/19255, 314-VZ/21211,  
 314-WB/17546, 314-WH/17522, 314-YF/21051, 314-YG/21029, 314-YJ/14283,  
 314-YK/21081, 314-YM/14115, 314-YQ/21050, 314-YT/21027, 314-YV/21132,  
 314-YX/21107, , all T-33A's  
 314-US/21006 and 314-YY are being used as instructional airframes.

For comment on the photo-pages see the concerning articles/movements.



