

# FLASH

July AND  
August 1976

NR 70



**military aviation magazine**

Esc. 2/4



S<sub>PA</sub> 124







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

Editorial team:

EDITOR: I.v/d.Krommenacker  
CO-EDITORS: P.v.Gemert, C.v/d.Heuvel, F.Swinkels and J.v.Tuyn  
B.Hickman (U.K.-agent), 84 Farmerward Road, Kenilworth,  
Warwickshire, England.

JULY/AUGUST 1976

NUMBER 70&71

VOLUME 6

Dear reader,

Now the two, rather roaring summer months are over, we have good and bad news for you. Let's start with the good news: All editors have enjoyed their holidays very much. They have travelled for many kilometres and therefore could be seen in at least nine different countries. We hope you've enjoyed your holidays as much as we did or even better, because we don't want a nice subscriber like you to be unsatisfied about anything.

But now we've come to the bad part of the news: First; because the rates of postage for foreign countries are increasing more rapidly than the ones for the Benelux, we were forced to separate the subscription-fees and had to increase the fee for foreign subscribers with DFL.3,- (for details see below).

Second; Stan Jaskolkowski, Jacob Struben and Frank Klaassen have left the editorial team. Jacob will leave for Ireland in September in order to study the English language, Stan will go home to England and Frank is living too far from Eindhoven to stay in close contact with the other editors. With Frank the only remaining founder of FLASH has left the editorial team. But we are very glad they will continue contributing to FLASH.

Of course we have already provided ourselves with some relays: Pieter van Gemert, Coen van de Heuvel and Frank Swinkels. It's up to you whether you consider this as still belonging to the bad news. Now start enjoying what you paid for and if you haven't paid yet, do so!

Frank Swinkels

.....

- 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.
- FLASH can be obtained by subscription. The fees are as follows:  
BENELUX: DFL.22,- or equivalent per year, or DFL12,- for six months.  
OTHER EUROPEAN COUNTRIES: DFL.25,- or equivalent per year, or  
DFL13,- for a six month subscription.  
AIR MAIL: on request. SINGLE-COPIES: DFL.3,-
- 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).
- If you publish any information out of FLASH elsewhere please mention the source.
- At the moment only the following back-issues are available:  
Nrs.22 (with photo-page of Nr.21), 50, 57, 59, 60-69. At DFL.2,- (Benelux) and DFL.2,50 (other countries).
- Sample-copies of FLASH are free obtainable at the editorial address.



# NEWS ----- NEWS

With special thanks to: A.Booy, R.Breur, R.Corska, R.F.v.Eijck, T.Mulder, J.v/d.Oever, R.Portengen, A.Prins, J.Ragnoux, J.H.Rijsdijk, H.de Ree, F.Smith, W.Sorhagen, G.Weinmann, N.A.Wiltens, SEAR, BAR and Air Pictorial.

## HOLLAND

-- It sure looks like the runways of the Dutch air force bases aren't the best in the world. It all started at Volkel. No.306Sqn moved to De Peel and 311 7 312 Sqn operated from the taxiway due to repairs on the main runway. This lasted till mid July. Next field to undergo runway repairs was Gilze-Rijen. In the third week of July all NF-5s of 316Sqn move out to Volkel where they will remain till at least late October. Due to this, the Open Day at Gilze-Rijen has been cancelled (for more information concerning this see Spotter's Varia on page23). Also Soesterberg and Eindhoven will undergo runway repairs. Soesterberg will be closed for one month (all September is being said) and the F-4Es of 32TFS will go to Aviano (Italy). Eindhoven will be closed for no less than two months being September and October (till 5-11). The NF-5s of 314Sqn will go to Bardufus (Norway) for a fortnight first and afterwards probably to De Peel or Gilze-Rijen.

## -- Movements at Valkenburg included:

Jun. 1: 61-16 Atlantic WGNavy MFG-3  
2: 128426 VC-118B USMarine Corps  
4: 12421 Sea King CAF 443Sqn  
8: VP958 Devon C.2 RAF 207Sqn  
13: 10717 Argus CL.28 Mk.1 CAF 405Sqn  
14: 158932/LA-2 P-3C Orion USNavy VP-5  
18: 46-29/MM52-6012 C-119G ItAF (and 46-85/MM52-6053 on 30-6)  
23: 59-12 DO-28D WGNavy MFG-5  
29: 15905 U-21A USArmy HQ USAREUR  
58-87 DO-28D WGAF WS-50 (and 58-49 on 30-6)  
30: 136753 C-1A USNavy NAF Mildenhall

## -- Movements at Soesterberg included;

May 24: 27-17 TF-104G and 24-19 F-104G both WGAF of JABOG-34  
26: AR-108 and AR-109 RF-35 RDanAF 729Esk. (till 28-5)  
BT68-372 F-4E USAF Del. of 3 B-105Cs: B-71, 72, 73  
28: AS68-490, 68-491 F-4E 526TFS  
31: 50-43 C-160D WGAF  
Jun. 2: 28-13 TF-104G WGAF  
8: 228/K UH-1B MLD K-4026, 4019 NF-5B  
9: 68-15847 CH-47C USArmy 205th Aviation Company  
11: AR66-413 RF-4C USAF 1TRS/10TRW  
14: 15838 CH-47C USArmy 133542 CT-33AN CAF 1CAG  
17: 35-09 RF-4E WGAF AKG-51 (till 18-6)  
18: Delivery of three new F-4Es to the 32TFS: 01050, 01053, 01055.  
19: Open Day (see show reports)  
22: WH646/G Canberra T.17 RAF 360Sqn BT69-241 F-4E USAF  
LN65-741 F-4D USAF 48TFW XR443 Sea Heron RNavy 781Sqn  
23: TG517 Hastings C.1 RAF (brought propellor for the Spitfire)  
24: 15907 U-21A USArmy AR66-422, 66-423 RF-4C USAF  
First flight: CR74-055, 74-053, 74-050  
25: LN65-683 F-4D USAF (emergency landing)  
28: SP66-511 F-4D USAF 18037 U-21A USArmy  
Delivery of a new F-4E to the 32TFS: 01054  
37816 C-130E USAF (brought new engine for LN65-683)  
29: 38-67 F-4F WGAF JG-71  
Jul. 5: 37-93, 37-97 F-4F WGAF JB-36 41675 C-130H USAF 463TAW  
6: 24470 T-39A USAF 251/V Atlantic MLD 321Sqn  
7: 0-10654 T-39A USAF WL793 Shackleton AEW.2 RAF 8Sqn



Soesterberg cont.

Jul. 8: WR65-714 F-4D USAF 81TFW 35-88 RF-4E WGAF AKG-51  
 255/V Atlantic MLD 20-42 F-104G WGAF JABOG-31  
 9: K-4018 and K-4015 NF-5B TJ64-919 F-4C USAF 401TFW  
 35-58 RF-4E WGAF AKG-51  
 12: 38-27 and 37-31 F-4F WGAF JG-71  
 13: 24461 T-39A USAF TJ64-905(c/s TREPO3) F-4C 401TFW  
 15: 250/V Atlantic MLD 134 F-5A and 595 F-5B RNoAF  
 16: ZR68-563, 68-602 and 68-567 RF-4C USAF 26TRW (till 19-7)  
 XS789 Andover RAF (till 20-7)  
 19: AR65-908, 68-553 RF-4C 21698 UH-1H USArmy  
 20: O-10653 T-39A USAF 22486 UH-1H USArmy  
 21: 96606 UH-1H USAF (and 96607 on 28-7)  
 27: BT69-261 F-4E USAF 36TFW  
 28: 7743 Alouette II WGArmy XV423/P Phantom FGR.2 RAF 29Sqn

At the Moment the 32nd TFS at Soesterberg has 23 F-4Es on strength being: CR74-(0)650,651,652,653,654,656,657,659,660,663,664, CR74-(1)041 045,046,047,048,049,050,051,052,053,054,055.

It is not yet sure whether these Phantoms are a temporarily solution for the F-15 Eagles or whether they will remain at S'berg for many years. The June issue caused some confusion concerning the type of Phantoms operated by the 32TFS. It was stated that F-4s 74-1041-1055 were F-4F-6-MC, but in fact they are F-4E-61-MC. The confusion was caused by CR74-052 which was part of the static display of the Open Day at S'berg on June 19th. This particular a/c wore the false marking on the intake which said F-4F-6-MC. That's why.

- On June 22th, just before turning in for the final approach to make a landing at Eindhoven, K-4022, a NF-5B of 314Sqn, crashed near Balen (Belgium). Both pilots were killed. There are indications that one of the pilots tried to eject the last moment.  
 On August 10th, D-8260 F-104G crashed 20 kilometres from Munster (Germany). The a/c, although not built as a reconnaissance a/c, was operational by No.306Sqn temporarily based at De Peel.

-- Movements at Leeuwarden included:

May 3: CR69-265 and 74-657 F-4E USAF 32TFS  
 4: D-8133,8143 RF-104G 306Sqn XX824/A, XX847/Q Jag. RAF 14Sqn  
 XS506/V-O, XT485/V-T, XT761/V-U, XT769/V-W Wessex HU.5s  
 Royal Navy 846Sqn K-4025 NF-5B 315Sqn  
 6: K-3015(314), 3016(316), 3030(316), all NF-5As  
 10: K-3061 NF-5A 314Sqn 70-91 UH-1D WGAF  
 11: K-3068 NF-5A 314Sqn K-4022 NF-5B 314Sqn  
 70-48,70-67,70-91 UH-1D WGAF WV729 Pembroke RAF HQ SHAPE  
 Arrival of 4 F-104Ss from Grazzinsse on squadron-exchange with No.323Sqn till May 20th: 9-40/MM6878, 9-42/6825, 9-43/6823, and 9-44/6826 (the latter had a nose-wheel collapse at Hahn and didn't return to Leeuwarden)  
 F-104Gs to Italy: D-8053,8082,8110,8293,8304 and 8308  
 13: OT-CND/K-8 C-47A BAF 71-44 UH-1D WGAF HTG-64  
 18: K-3060 NF-5A 314Sqn K-3017,3031,4023 NF-5A/B 316Sqn  
 20: K-4011 NF-5B 316Sqn 204/V SP-2H Neptune MLD  
 068 Sea King RNoAF 330Sqn 46-14/MM62000 C-130H ItAF  
 24: D-8268,6683 F-104G (no badge) C-8 and C-10 F-27M 334Sqn  
 218/V SP-2H Neptune MLD FX68 and 78 F-104G BAF 1Wing  
 25: K-3056 NF-5A 315Sqn K-4010 NF-5B (no badge)  
 28: FX-21 and 72 F-104G 1Wing UH68-007, 68-040 F-111E USAF  
 Jun. 1: CR74-653 F-4E USAF 32TFS XX885/Y Buccaneer RAF 16Sqn  
 4: BT68-394 F-4E USAF 36TFW 226/K UH-1B MLD 7Sqn  
 8: 256/V SP-14A MLD 321Sqn 73-63 UH-1D WGArmy  
 27-82 TF-104G WGAF JB-32 26-04 F-104G WGAF JB-32  
 10: MM61961, 61963 PD808ECM ItAF 71Gruppo (both a/c camouflaged and without regs.) SP63-615, 64-666 F-4C USAF 52TFW  
 16: 31-84, 32-24, 32-96 G-91R WGAF LEKG-43



Leeuwarden cont.

Jun. 17: HR68-508, 69-248 F-4E USAF 27-17, 28-34 TF-104G WGAF WS-10  
 18: K-3032 NF-5A (no badge) RT-667 CF-104D RDanAF 723Esk.  
 CR74-663, 74-664 F-4E USAF ZR68-563 RF-4C USAF 26TRW  
 21: D-8257, 8266 F-104G 311/312 K-4026 NF-5B 315Sqn  
 20-54 F-104G WGAF JB-31 22-86, 26-89 F-104G MFG-1 WGNavy  
 23: XT906/T Phantom FGR.2 RAF 29Sqn  
 28: K-4007(-), 4016(315), 4027(315), 3031(316), 3043(316), 3046(316)  
 and K-3050(316), all NF-5A/Bs B-72 Bo.105C GPLV  
 29: FX-61 and FX-91 F-104G BAF 10Wing  
 21-15 and 23-11 F-104G WGN MFG-2  
 30: 30-74, 33-19 G-91R WGAF LEKG-43 CR74-044 F-4E USAF  
 Jul. 2: K-4003(313), 3012(315), 3025(-), all NF-5A/Bs  
 BA-07 and BA-57 Mirage 5BA BAF 2Wing  
 6: 89-51 Sea King WGNavy  
 7: RT-664 CF-104D RDanAF 726Esk. 22-34, 24-11 F-104G WGAF JB-34  
 8: K-4027, 3012 NF-5A/B 315Sqn FX78, FX58 F-104G BAF 1Wing  
 FX-22, FX-29 F-104G BAF 10Wing  
 12: B-43 Bo-105C GPLV 255/V Atlantic MLD 321Sqn

BELGIUM

-- On June 28th, a Mirage crashed. No further details known.  
 Another accident occurred on August 3rd, when a F-104 from Kleine-Brogel crashed in Belgium near the French border.  
 -- Noted at Kleine-Brogel on July 6th:  
 FX-95, 81, 22, 98, 67, 82, 06, 91, 27, 33, 85, 33, 06, 82, 27, all F-104Gs 10Wing  
 FX-02, 08, 11, 12 TF-104G 10Wing OT-CND/K-8 C-47A 15Wing  
 BA-57 Mirage 5BA 3Wing/1Sqn CH-08 C-130H 15Wing

FRANCE

-- The Armee de l'Air (FAF) ordered 25 additional C-160Fs, for delivery over a long period until possibly 1985. First delivery will not be very soon because the production-line has to be reopened.  
 -- First flight of the two-seater Mirage F.1B was from Istres on 26 May. The aircraft, that by the way wore no serial, was flown by Guy Mitaux-Maurouard, a Dassault-Breguet test pilot. The F.1B possesses the same capabilities and equipment as the single-seaters and will normally be used for advanced training.  
 -- Movements at Le Bourget included:  
 Jun. 20: TT-AAM Caravelle Tchad Government 721 C-47 Aeronavale  
 5T-RIM Caravelle Mauritania Government  
 21: 63 DC-6B Aeronavale 45570, 46043 DC-8-62-CF FAF  
 XX508 HS.125 RAF 32Sqn DK/444 Wassmer CE.43 FAF  
 KAF316 L-100 Kuwait AF 111 C-130E Lybian AF  
 5-2803 Mystere 20 Imp. Iran Navy  
 30: 5-125 C-130E ImpIranAF 4581 C-130H RMoroccoAF  
 39 Falcon 10 Aeronavale SU-AVB/1254 AN-12 Egypt AF  
 Jul. 1: 63/Q SA-321 Aeronavale  
 -- Noted at Bordeaux-Mérignac on July 29th:  
 Mirage IIIB: DG/201, DE/244, DA/241, DO/243, DF/245, DB/248, DN/242  
 Paris II: 43-BA/51, 43-BD/36, 070-MF/79(?)  
 CM-170R? 315-PV/223 and 315-PY/343  
 N-2501: 328-EO/186 and 58-MH/136(!)  
 T-33As: WP/53091, WA/16769, WB/15794, WV/54434, WY/16648 and 2-HC/19036 (the latter belongs to the Strategic Command despite its Dyon-code. Dyon has its own 2-HC/14044)  
 MH-1521H: 43-BT/180, -/70 Mirage 5BA: BA-06 and BA-17  
 Mirage F.1S: two unidentified Mirage III: 507 Abu Dhabi AF  
 C-130H: 4575 C-130H RMoroccoAF KC-130H: 301-06/TK-10-6 Spanish AF  
 Mystere XX: F-WMKF



-- Movements at Landivisiau included:

Apr. 6: No.35/DD MS760 (a new ~~liaison~~ a/c with GE.314)  
 12: No.30 CM.175 (temporarily used by SRL)  
 16: No.45(2S), No.60(2S), No.75(3S), all Nord 262s  
 20: No.332 P2V-7 25F AGP O-1 Birdog ALAT (Rennes)  
 21: 314-VS/16870 T-33A No.262 AL.III 34F  
 That day saw the departure of some flotilles to the a/c-carrier Clemenceau (all returned on June 8th):  
 11F Etendard IVM: 1,5,11,29,32,33,34,36,51,53,59,60,63  
 12F Crusader F-8(FN): 1,7,8,9,11,12,22,31  
 16F Etendard IVP: 106,111,120  
 May 3: FX-72 and FX-23 F-104G BAF 314-WG/16834 T-33A  
 312-AK/519 CM-170R  
 5: AGA MH-1521 ALAT Rennes FC-06 TF-104G BAF  
 10: 314-WG/16834, 314-YG/21026 T-33A  
 20: No.7 CM.175 59S (new badge) No.134 S.Frelon 32F  
 24: CAR/151 N-2501 GAM-56 24 CM.175 59S  
 25: 2,6,16 Etendard IVM 59S 315-XA/417 CM-170R  
 134,102 S.Frelon 32F No.45 BR.1150 24F  
 Jun. 2: 16,42 Etendard IVM 17F 152729 P-3B Orion USNavy VP-10  
 9: No.2 Etendard IVM and No.07 Etendard IVP both of 59S  
 -/53093 T-33A Esc.33 33-NP/330, 33-NI/341 Mirage IIIR  
 The Mirages and Etendards stayed 3 days with 16F, for a reconnaissance competition. Flying for 16F were Etendards:  
 103,106,107,109,111,114,115,118 and 120  
 10: No.52 Etendard IVM 11F (new delivery) F-SEDN AL.II CNET  
 No.39 Crusader (new deliv.) 9,15,37,62 Etendard IVM 17F

-- Movements at Lann-Bihoué included:

Jun. 8: No.7 Crusader 12F 314-UA/21287 T-33A  
 9: No.7,9,11 Crusader 12F 11 Br.1050 6F  
 10: LI/30 MS-760 Esc2/65 138 HSS1 31F  
 11: 338-HR/35147 T-33A AL/93 Nord 262  
 BQF,BQG,BQH SA.330 ALAT 162/BP S.Frelon 32F  
 16: No.40 Br.1050 6F BDI AL.II ALAT  
 17: 701 C-47D 56S No.279 AL.III 22S  
 18: 48006 C-47D 56S No.68 Ralleye SVS  
 21: WP320/573, WF125/576, WM735/578 Sea Princes RNavy 750Sqn  
 28: 58-MH/136 N2501 ETAG-58 100835 C-47D 56S  
 23/F-ZBAY CL.215 Prot.Civile 29/F-ZBBD CL.215 3S  
 29: 46/? 48/F-ZBBV CL.215 Protection Civile

Seen at Lann-Bihoué in early 1976 are:

P-2H 25F: 330,331,332,333,335,336,568,569,570  
 Br.1150 24F: 5,9,25,29,45,51,52,48,69  
 Br.1150 23F: 3,13,17,35,38,39,50,66  
 Br.1050 4F: 10,19,21,28,36,42,59,65,76,86  
 A/c with 2S include: N262: 45,60,72,73 and PA-31s: 904,906,914,925,929  
 Withdrawn from use are: P-2Hs:334,338,432,562 (w/c s 561,564)  
 Monuments: SNJ-5 No.981 and Aquilon No.203 (ex 16F)  
 Stored: CM.175 No.9 and 12 S.Frelon 61/O, 62/P and 63/?  
 Alize No.40, 51(ex 6F)

ITALY

-- A F-84F is now stored at Rimini AB, it is the 53-6856 50-18 and will probably be repainted and recoded to become the gate-guardian, in the colours of the Aerobatic team "Getti Tonanti".

-- A F-104G belonging to the 6th Stormo crashed during a night mission at Castiglione di Cervia (near Cervia AB) on 23 March. The pilot was killed.

Recent loss figures for the AMI Starfighters show that out of a total of 149 'G models (125 R/F-104Gs and 24 TF-104Gs), 51 aircraft (only three of them TFs) had been written off, which is more than 34%. Out



of 170 F-104Ss delivered against an order for 205, 21 have already been lost. These figures are far worse than for example those of the Luftwaffe and Bundesmarine, who have gotten a very bad name (unjustifiedly) in the general press for their Starfighter losses.

- Like the G-91Ys of 32nd Stormo, the G-91Ys of the 8th Stormo also received sharkmouths on the nose.
- Nine of the twelve ordered Siai SF.260AM are already delivered to the AMI: MM54418 to MM54426 c/n 1601 to 1609. The a/c are based at Latina AFB.
- The MM-serials of the Italian Army's AB-206 are as follows:  
 EI501 to EI516 AB-206A MM80562 to 80577  
 EI517 to EI590 AB206A1 MM80578 to 80651  
 EI591 to EI632 AB206A1 MM80859 to 80900  
 The AB.206A has low skids, while AB206A1 has high ones
- The Italian Army has already received 16 SM.1019Es of the 90 ordered. They are EI401 MM57194 to EI416 MM57209. The c/n's are 001 to 016.

#### UNITED KINGDOM

- On June 4th, the Hunter Wing at Wittering was officially disbanded. The Wing, consisting of two squadrons Nos.45 and 58Sqn., acted as training wing for pilots who were to fly the Jaguar. Just before disbanding the units had following aircraft on strength:  
 No.45Sqn: XF431/62, XG261/64, XK137/66, XK138/67, XE582/70, XK151/71, all Hunter FGA.9s and XL619/77 Hunter T.7  
 No.58Sqn: XJ686/83, XF419/85, XG252/87, XF519/90, XK140/92, XG207/96, all Hunter FGA.9s and XF310/98 Hunter T.7  
 Most Hunters will go to the Tactical Weapons Unit at Brawdy to join the other Hunters there.
- No.41Sqn was the latest squadron to receive the Jaguar. The "new" No.41Sqn is based at Coltishall which at least has four Jaguar GR.1s: XZ113/A, XZ114, XZ115/C and XZ117.  
 In the meantime the "old" No.41Sqn is still flying the Phantom FGR.2s at Coningsby and is supposed to do so till the end of this year
- At Coningsby the "new" No.19Sqn is already making arrangements to receive its first Phantom FGR.2s very soon and is expected to move to Wildenrath on 1st October. But the "old" No.19Sqn is not to disband untill 1st January 1977, which will take place at Gutersloh.  
 The same goes for No.92Sqn which will receive its Phantoms between now and October, will move to Wildenrath in January 1977 and will become operational in March 1977. These two units will be supplemented by No.74Sqn, which will be formed at Coningsby with F-4s by the end of this year.  
 The Harriers of No.3 and 4Sqn are to move to Gutersloh between January and April of next year. While No.20Sqn will be disbanded and reformed with Jaguars at Bruggen.
- Movements at Laarbruch included:  
 Jun.22: D-8125,8318 F-104G RNethAF 34-47 G-91T WGAF  
 29: WD955 Can.T.17 360Sqn AR-112 and 114 RF-35 RDenAF 729Esk.  
 58-97 DO-28D WGAF AKG-51 XW916/W,XW769/P Harrier 20Sqn  
 Jul. 1: 34-33, 34-60 G-91T LEKG-43 34-57 G-91T WGAF WS-50  
 XG151/H Hunter FGA.9 79Sqn XG172/23, XG225/27 FGA.9 63Sqn  
 XJ676/32 Hunter F.6A 234Sqn XL571/99 Hunter T.7 2290CU  
 XV304 C-130K LTW  
 7: K-3016,3031 NF-54 RNethAF 316Sqn  
 11: FX-79, 99 F-104G BAF 10Wing XP539 Argosy E.1 115Sqn  
 K-4009 NF-5B RNethAF 316Sqn XX847/AY,XX960/AK Jags 14Sqn  
 XV473/O and XV474/Y are the last two Phantoms of the 'old' No.2Sqn. They will remain flying till the squadron will be disbanded within a month.



Laarbruch cont.

The "new" 2Sqn Jaguars are: XZ101/S, 102/H, 103/I, 104/N, 105/Y, 106/E, XX107/R, 108/W, 109/O, 110/J, 111/A, 112/G, 120/- all Jaguar GR.1s and XX147/II, XX843/T both T.2s. The tail-codes spell out "Shiny Twoer Jag. II".

Noted Buccaneers in the last few months:

No.15Sqn: XW525/A, XX888/C, XW534/D, XX891/E, XW537/G, XW540/F, XW544/H, XW542/J, XX890/K, XX894/M, XW550/L

No.16Sqn: XW527/O, XW530/P, XX892/R, XW538/S, XW545/V, XW548/W, XW549/X, XX885/Y, XX896/Z, XW526/-

Arriving at Laarbruch on June 30th, were all Jaguars of No.31Sqn: XX967/DA, XX968/DB, XX969/DC, XX970/DD (now AA/14Sqn), XX971/DE, XX972/DF, XX973/DG, XX974/DH, XX975/DJ, XX976/DK, XX977/DL, XX978/DM

-- Movements at Bruggen included:

Jun.21: 21700, 21623, 15086 UH-1H USArmy XX105/Y Jaguar GR.1 2Sqn  
XN728/V Lightning F.2A 92Sqn

22: 102, 106 RF-5A RNoAF (third visit in two weeks time)

10876 C-9A USAF WJ625/D Canberra T.17 360Sqn

15906, 18048, 18019 U-21A XV206, 298, 200 C-130K LTW

20-52, 20-03 F-104G JB-31 XF519/90, XJ686/83 Hunter 58Sqn

FX-47, 49, 19 F-104G BAF XV576/D Phantom FG.1 43Sqn

24: XW789 HS.125 32Sqn XV300 C-130K LTW

XT906/T Phantom FGR.2 41Sqn

On July 1st Bruggen was closed for air traffic due to runway repairs. This will least till mid-September. In the meantime the Jaguars will remain at resp. Wildenrath (Nos.14 & 17Sdns) and Laarbruch (No31Sqn).

-- In an unusual way it has officially been revealed how many Harriers, Lightnings and Phantoms have been damaged beyond repair up to the end of May this year. It was the answer to a question in the British parliament: 23 Harriers, 56 Lightnings and 15 Phantoms.

But time doesn't stop so...

- Early July a Harrier of the 3Sqn from Wildenrath crashed
- Late June, XX822/AA Jaguar GR.1A of the No.14Sqn crashed somewhere in Germany.
- During the squadron exchange of No.29Sqn (RAF, at Coningsby) and No.322Sqn (RNethAF, from Leeuwarden), Phantom FGR.2, XV417 of No. No.29Sqn, crashed after his wing-tip broke off while in a stall during a simulated dog-fight with a Dutch Starfighter on 23 July.
- On 30 July one of the Binbrook-based Lightnings, temporarily based at Leconfield, crashed. It was possibly XS936.

-- Movements at Wildenrath included:

Jul. 9: 102, 110 RF-5A RNoAF 27-35 TF-104G WGAF JABOG-31  
XX508 HS.125 CC.1 32Sqn XR232 Alouette II RArmy  
XV197 C-130K LTW XX976/DK, XX977/DL Jaguars 31Sqn

13: WH664/H Canberra T.17 360Sqn

15: XF435/L and XJ636/N Hunter FGA.9 TWU/79Sqn

19: WJ633/F Can. T.17 360Sqn 34-05 G-91T WGAF (no badge)

34-16, 34-30 G-91T WGAF WS-50

20: O-12428 U-8F USArmy 214(F-5A) and 113(RF-5A) RNoAF

23: XW372/63, XW405/61 Jet Provost T.5 1FTS

XL573/97, XL600/83 Hunter T.7 4FTS

XX734, XX150 Jaguar 6Sqn XX507 HS.125 CC.2 32Sqn

XJ350 Sea Devon RNavy XR140 Argosy E.1 115Sqn

33-13 G-91R WGAF LEKG-41 B-37 Bo-1050 RNethAF GPLV

XX944/D., XX978/DM, XX974/DH, XX844/DZ Jaguar GR.1/T.2 31Sqn

27: WJ981/S Can. T.17 360Sqn XV197 C-130K LTW

28: XT278, 275, 284, XV156, 163, 354, all Buccaneer S.2A 208Sqn

R-754 and R-846 F-104G RDanAF

29: 18050 U-21A USArmy 03461 U-8F USArmy

Aug. 3: TG517 Hastings T.5 2300CU WJ633/F Canberra T.17 360Sqn

4: XX767/25 Jaguar 2260CU 21-80 F-104G WGAF JABOG-31



Wildenrath cont.

Aug. 6: XM705/10, XP514/41 Gnat T.1 4FTS  
 XW414/34 J.Provost T.5 CFS K-4021 NF-5B RNethAF 314Sqn  
 10: K-4020 NF-5B RNethAF 316Sqn FC-11 TF-104G BAF  
 G-771,261,751 and GT-983 F-100D/F RDanAF 730Esk.  
 AR-110 and 116 RF-35 Draken RDanAF 729Esk.  
 WJ977/R Canberra T.17 360Sqn  
 13: CF-01 Merlin IIIA BAF A-246 Alouette III RNethAF  
 XV109 VC.10 RAF 10Sqn XT508 Sioux AH.1 AAC  
 XV212,213,291 C-130K LTW

On June 30th, all Jaguars of No.14 & 17Sqn arrived at Wildenrath:  
 No.14Sqn: XX822/AA(w/o), 824/AB, 825/AC, 826/AD, 827/AE, 955/AF,  
 XX957/AG, 958/AH, 959/AJ, 960/AK, 963/AL, 965/AM, 836/AZ  
 No.17Sqn: XX768/BA, 817/BB, 818/BC, 819/BD, 820/BE, 821/BF, 823/BG,  
 XX956/BH, 961/BJ, 962/BK, 964/BL, 966/BM, 840/BZ, 845/BY

- On June 18th, the firsts Westland Sea King HAS.2, made its maiden flight. It was XZ570 and is the first of the thirteen Sea Kings to be delivered to the Royal Navy. The HAS.2, is a more powerful version of the HAS.1 in service and has the six-bladed tail rotor now standard on all newly produced Westland Sea Kings. Although not confirmed Sea Kings may replace the Gannet AEW.3.
- The additionally ordered Harriers received the version designation GR.3 (XZ128-139) and T.4 (XZ145-147). They are equipped with "Fer-ranti Laser Ranging & Marker Target Seeker" (LRMTS), which is placed in the nose. This equipment gives the Harrier a remarkable nose as can be seen on photo 16, illustrating such an example on the Green-ham Common Air Tattoo static display.  
 Eventually all Harriers will be converted and receive the LRMTS.

YUGOSLAVIA

- Not many facts are known about this Air Force whose inventory is based on both Western and Soviet types and even home made products fullfil a big part in the defence tactics.  
 Within this AF modern and obsolete types as MIG-21s and F-84Gs are operated along the Yugoslav-designed Jastrebs.  
 Recently some interesting facts were noted during a holiday visit, such as:
- May 28: Maribor Airport (civil)  
 This airport was officially opened on this date and on this occasion VIPs were transported by YAK40 Codling 71502, C-47 70288 and a Mil MI-8
- May 29: Ljubljana Airport (civil and military)  
 In front of the terminal four aircraft are preserved in a very good condition being: F-86K 14325 (camouflaged) 14307(silver) F-84G 10642 and Jastreb 60642 (correct type and designation not known).  
 This base is operational with Air Force fighters probably the MIG-21 type, but none of them were noted on this day.
- June 1: Pula Airport (civil and military)  
 This airport is mainly used for military operations but also for holiday-charters.  
 Based are a transport group, a training group and light-attack group, with the types: C-47s, Soko G-2A Galeb, Mil MI-2 Hoplite: Noted were: 70245,70253 C-47 ..508 Mil MI-2 23119,23153,23178,23189 Galeb (all camouflaged) ..938 (poss.22938) Galeb (silver)

UNITED STATES of AMERICA

- Late June all F-5E Tiger IIs for the 527TFTAS at Alconbury were delivered. They are painted in five different ways:  
 74-01532,01533,01534,01535 light blue/dark blue/purple  
 74-01542,01543,01544,01545 light green/grey/light blue



74-01547,01548,01549,01550 silver overall  
74-01551,01552,01553,01554 light brown/dark brown/green  
74-01555,01556,01559,01560 light brown/dark brown  
In January next year the squadron will be made operational. It will train only USAF pilots for air combat manoeuvring.

- At Bentwaters are three F-4Es: 01056,01057,01058. Together with six ones at Woodbridge (01620,01622,01621,01623,01059,01060), they form a mystery. All Phantoms arrived 28th June (the Bentwaters ones) and July 6th and 10th (the Woodbridge ones), but since that time they haven't made one single flight and are still standing like they were after they had arrived. Obviously they are waiting for something; but what??
- On 26 June 68-15795 was delivered to Mildenhall inside 60540 C-130A of the Minnesota ANG. 68-15795 is a Cavalier F-51D Mustang. From Mildenhall it was flown to Lakenheath and on July 3rd it was seen in one of the hangars at Upper Heyford.  
This a/c was built from spare-parts of several other Mustangs by Cavalier. It served with the United States Army Aviation Systems Test Facility at Edwards AFB as a chase plane during the AH-56 Cheyenne programme. After this it went to the USMC (further details unknown), afterwards it was believed to have gone to the USAF museum at Wright-Patterson AFB, but now it showed up in England.
- Mildenhall highlights:  
Jun. 1: 4X-JYD Boeing 707 Israel AF (code 008)  
Jul.23: 30548 C-121 AFRES  
Aug. 5: 149667 RP-3A USNavy VXN-8  
Early July a new rotation started at Mildenhall with C-130Es of 317TAW. Spotted a/c: 96566,10934,10940,10942,10943,10944,01262,01268,01269
- Movements at Lakenheath included:  
May 31: BT68-321 F-4E USAF 36TFW FC-01 and FX-100 T/F-104G BAF  
38-73 and 37-65 F-4F WGAJ JB-36  
Jun..1: 104760,104808 CF-104G CAF BT69-286 F-4E USAF 36TFW  
Jul. 9: TJ63-7506 F-4C USAF 401TFW HR66-563,754 F-4D USAF 50TFW  
FX-06,24,27,33,82,98, all F-104G BAF 10Wing. The Starfighters had an squadron exchange with 48TFW, which started on Jul.6th.  
FC-11 TF-104G 1AF 10Wing (visit)  
Jun.25: 01618,01619, two F-4Es on delivery to the Greece AF. These are the two additionally ordered Phantoms.
- The first ANG-unit to receive the KC-135s was 160th ARG Ohio ANG. The unit withdrew its previous equipment, KC-97Ls, last summer, but it was until July 1st, before it became operational again with KC-135As: 53146,63611,63638,63648,71445,71507,80008,80017.  
Three other ANG-units to receive the KC-135s are:  
101st ARG at Bangor, Maine (ex F-101B)  
157th ARG at Pease, N.hamp. (ex C-130A)  
189th ARG at Little Rock, Ark. (ex RF-101C)  
This implies that the present KC-97L units will also convert to other equipment in order to give way to the KC-135s. It is expected that the KC-97Ls will be withdrawn from their operational task as jet-air-refuelling over a period of two years. So within two years the common sight of KC-97Ls at Frankfurt will vanish for ever.  
Unfortunately for those on the continent, but fortunately for the British, the replacing KC-135s will keep their rotations at Mildenhall, leaving at Frankfurt only the rotational Hercules as in the future all C-141s and C-5As are to go to Ramstein.
- The first Lockheed US-3A Viking, destined to replace the aging Grumman C-1A Traders in the COD role, is now engaged in flight tests. The US-3A looks like any old S-3A but can carry six passengers apart from the normal crew of two.



-- Movements at Hahn included:

Jul. 2: FX-06,95 F-104G BAF 10<sup>Wing</sup> CR74-055 F-4E USAF 32TFS  
 K-3010,3017,3031,3073 NF-5A RNethAF 316Sqn  
 14: SP66-727 F-4D 52TFW 9-41/MM6824(?),9-42/MM6825(?) F-104S  
 15: 37-38 F-4F WGAF JB-35 FT-04, FT-22 T-33A BAF  
 K-4008 NF-5B RNAF 315Sqn K-3024,3038 NF-5A RNAF 315Sqn  
 TJ64-905 F-4C 401TFW D-6652,8297 F-104G RNAF 322/323Sqn  
 16: 35-25 RF-4E WGAF AFG-51 20-70 F-104G WGAF JABOG-33  
 Aug. 9: BT68-408 F-4E (blue tip) ZR68-562 RF-4C 26TRW  
 24-00,25-17 F-104G WGAF JB-33  
 In July Phantoms 68-507,513,528, 69-244,260 were flying still with CR-code but already operational with 496TFS.

-- Movements at Frankfurt/Rhein-Main included:

May 23: 159361/JM CT-39G USN 00296 C-130B AFRES  
 24: C-141A: 50230/60MAW, 50246/60MAW, 59402/63MAW and 60152,  
 70030 (also Pacific)  
 157322/LR-8 P-3C Orion USNavy VP-24Sqn  
 26: 10969 C-130B AFRES  
 28: 157310/LR-2 P-3C USN VP-24 50022 NC-130A ASD  
 Jun. 2: 70-92 UH-1D WGAF/SAR CF-01 Merlin IIIA BAF  
 41662,41674 C-130H 463TAW 141001 C-131F USN NAF Kenitra  
 18060/dayglow, 18091/dark c.o. U-21A (re-delivery to USA)  
 4: 11-03 C-140B WGAF FBSS 59-00 DO-28D WGAF FBSS  
 131611 C-118B USN Keflavik 50253 C-141A 62MAW  
 XT119,160,561 Sioux RArmy  
 5: KC-97L Wisconsin ANG: 20844, 22604  
 Illinois ANG: 20900,20902,20842,22642,22697  
 6: C-130E noted: 37885,40496,40499,40501,40525,01259,01263,01270,  
 01274(camel on tail) and 37791(no badge) all 317TAW  
 9: 40632 C-141A 60MAW  
 15: BR.2-1-14/462-09 CASA 2111 ex Spanish Af (on a truck)  
 16: 18030 U-21A USArmy CH-03 C-130H BAF 15<sup>Wing</sup>  
 21: 84-05 CH-53G WGArmy HFWS

-- In February 1977, the first C-141B is scheduled to roll out of the Lockheed plant at Marietta and its first flight is planned in April. Lockheed will lengthen all USAF's C-141A Starlifters by adding a 160-inch fuselage plug ahead and a 120-inch plug behind the wing. This measure is to increase the freight carrying capacity by 34% without extra costs or extra ground equipment. Lockheed calculates that the C-141B could carry a mechanized or armoured division from the United States to Europe in 897 sorties compared 1186 by the currently flown C-141As.

-- Prototypes:

- On June 14th, the third prototype of the B-1 (bearing the second serial 40159), joined 40158 and 40160 in the flying programme. The fourth prototype will not fly before early 1979.
- In June the first Boeing YC-14 (Hercules replacement) was rolled out at Seattle, and will fly in August.
- 01567, the first F-16 has been converted for CVV (Control Configured Vehicle) trials by the USAF Flight Dynamics Laboratory at Edwards AFB. The only external change is the addition of two fins just aft of the intake. The first CVV was a B-52.
- A new version of the T-2 Buckeye, for training Naval Flight Officers (i.e. non-pilots) will have a widen cockpit with four seats.

-- The USNavy is said to be willing to buy 20 McDonnell-Douglas AV-8B Harriers. The USMC has 340 of these advanced Harriers on order in addition to the 110 Hawker Siddeley AV-8As, all of which will have been delivered through RAF Mildenhall by October, and which include a small number of TAV-8A trainers.



- Due to the lack of space and the (again) enormous amount of movements at Ramstein, this month only the more interesting ones:
- Jul.16: 133450 CT-33AN CAF 1CAG FX-75, 57 F-104G BAF  
CF-04 Merlin IIIA BAF 27-19 TF-104G WGAF JB-34
- 26: 27-22 TF-104G WGAF JB-34 UH68-004 F-111E 20TFW (till 29-7)  
OT-ZAD/RM-4 Pembroke BAF SP66-638 F-4D 52TFW
- 27: FT-22,36 T-33A BAF 0-12428 U-8F USArmy  
58-61 DO-28D WGAF 01555 F-5E Tiger 527TFTAS  
36-36 and 36-42 F-104S ItAF (arrangement for squadron-exchange starting on August 17th)
- 28: 10928 HH-53C 601TCW 23082 UH-1H USArmy  
104808 CF-104G CAF 1CAG 77-40 Alouette II WGAmy  
58-20 DO-28D WGAF JB-32 46-32 C-119G ItAF  
800,706 CF-104G RNoAF C-2 F-27M RNethAF 334Sqn
- 30: TJ63-711 and 63-507 (the latter still present at the Open Day)  
FT-14 T-33A BAF CM-02 Mystere XX BAF 15Wing  
27-41 TF-104G WGAF JB-34 D-6666 F-104G RNethAF 311/312Sqn  
CR69-264 F-4E (although carrying CR-code this a/c belongs to 496TFS/50TFW at Hahn)
- Aug. 5: FX-06 and 32 F-104G BAF
- 6: Arrival of nearly all a/c for the Open Day
- Aug.10: ST-18, 04 SF-260M BAF CF-02 Merlin IIIA BAF  
31218 C-12A USAF (grey overall) 10878 C-9A (new a/c)
- 12: 50252 C-141A 60MAW 70005 C-141A 63MAW  
25-34 F-104G WGAF JB-33 UH68-002 F-111E 20TFW  
27-80 TF-104G WGAF WS-10  
Delivery-flight of three Buckeye T-2Es to the GreekAF being 160079 and (poss.) 160078, 160077

- USNavy F-14A Tomcats may all receive a new colour scheme consisting of a grey and white camouflage pattern, smaller markings, and no colourful unit markings. The first aircraft to be seen in this scheme is 158979 of VF-1, which is the squadron's commanding officer's a/c.
- SAC has initiated an extensive modification programme, that will cost over one billion US \$, but will keep B-52s in service till the year 2000! In service now are 100 B-52Ds built around 1956 and assigned to conventional night bombing, 172 B-52Gs, built around 1958 and assigned to the nuclear deterrent role, as are the 97 B-52Hs, built around 1960. The modifications include structural strengthening, especially of the B-52D wings, installation of EVS (Electro-optical Viewing System) including FLIR (Forward-Looking Infra-red Imaging System) in all B-52Gs and Hs, installation of cartridge starters in all B-52Gs and Hs, installation of SRAM (Short Range Attack Missile) launchers and aiming equipment in all Gs and Hs, and installation of the so-called Phase Six ECM Package in again, all Gs and Hs. Furthermore the USAF and USN are co-operating in developing tactics and other procedures for ocean surveillance and mine-laying, for which no special modifications are necessary. The former role is in the test phase, with one mission per week flown by a B-52 from Guam in the Pacific, or from the Pacific or Atlantic coasts of the USA. Mine-laying has already been done successfully with B-52Ds.

#### WEST GERMANY

- A new scrap-yard has been revealed at Elz (nr. Limburg), beside Autobahn E5. Noted on June 26th were the following a/c:
- F-104: 23-74, 23-75, c/n 2009, c/n 9041, c/n 2096(?), c/n 5705, ??-24 (poss. 24-24) plus one more
- G-91: c/n 0079 (tail only with LEKG-43 badge)
- CM-170R: c/n 77 "Marine" (tail only, fuselage noted at Darmstadt 2.75)
- Al.II: 76-36 (lower fuselage only)  
plus one RF-84F and poss. one T-33A



- - • - • - • - • - • - • - •

WORLD WIDE MILITARY AVIATION--WORLD WIDE MILITARY AVIATION

ABU DHABI: The ADAF has ordered 14 Mirage 5AD fighters, 3 Mirage 5RAD recce a/c, and one Mirage 5DAD trainer. These a/c are in addition to the 12 Mirage 5ADs and two Mirage 5DADs already in service and will replace the Hunters now based in Sharjah, another member of the Union of Arab Emirates.

AUSTRALIA: The RAAF has ordered twelve C-130Hs to replace the C-130As built 18 years ago and now in service with No.36Sqn. The C-130As may be passed on to countries like Indonesia who receive generous economic and military aid from Australia. It is expected that the RAAF will buy two different types as Mirage 3 replacement. The Jaguar will be bought for ground attack and the F-15 Eagle for air superiority. A definitive choice is expected next year, with deliveries beginning in 1979.

AUSTRIA: The 3rd Geschwader of the 1st Fliegerregiment, Austrian AF, will be strengthened this year by twelve Bell 206Bs and six more Turboporters.

The AAF has been without an interceptor since the Saab J.29F Tunnans left service a couple of years ago. Of the contenders Mirage F.1 and Northrop F-5E, the US built fighter is expected to be chosen.

CANADA: After cancelling a contract for 18 Lockheed CP-30 Auroras (Orions) the Canadian government has now again signed a contract for 18 Auroras. First delivery will be in May 1980, and last in March 1981. The Auroras will replace the obsolete Canadair CP-107 Arguse.

Maritime Command, the Canadian equivalent of the Navy, has formed a separated headquarters to control its air activities: the Maritime AirGroup. Furthermore there have been some squadron changes: VP-449 at CFB Greenwood, flying with the Argus, was disbanded; VP-404 has taken over the role of Argus training squadron; MR-240 at CFB Shearwater is a new Tracker-equipped reserve squadron; and the only Sea King squadron, HS-50 was split into two new squadrons, HS-423 and HS-443 both still at Shearwater but several detachment at destroyers.

CHINA (Nationalist): Thirty-three out of an order for 120 F-5Es have been delivered to the NCAF by the Aero Industry Development Centre, who built the aircraft in a co-production program with Northrop.



EIRE: After a lengthy evaluation program the IAC has ordered ten Savoia-Marchetti SF.260W Warriors-as-Chipmunk replacements and for a new role i.e. armed coastal patrol and fishery protection. The Warriors will be delivered between September and December of this year.

The fifth and sixth CM-170-2 Magisters should have been delivered by now, after which the Vampire T.55s will be withdrawn.

FINLAND: A contract has been signed by the FinNAF and the SwedAF for the purchase of 15 Drakens by the former. The a/c involved are the six J.35Bs that had been leased for some years to the FinNAF, six J.35Fs and three S.35C trainers, the latter nine coming from surplus SwedAF stocks. Delivery will be completed by 1978.

Finland is seeking a Magister replacement. Offers have been made for the Saab 105S, the HS Hawk, the Fouga 90 (a Magister turbofanned development), the Jurom JAR93 Orao and the Vought TA-7C Corsair. The Saab 105S and the Hawk are considered to be the most likely choices.

GREECE: Three more Canadair CL.215s were delivered to the HAF recently. Their fleet of now five of these amphibians is used primarily for forest protection, but secondarily for troop and logistic transport. Registrations of the new CL.215s: 1041-1043.

PORTUGAL: The PortAF is interested in buying Northrop F-5As and Bs as F-86F replacements and Lockheed P-3A Orions as P-2 Neptune replacements. In addition to the six G-91Ts (of which 34-10 crashed on delivery near Madrid on June 1976) and the F-104Gs recently delivered by the Luftwaffe also fourteen surplus G-91Rs will be delivered to the FAP soon.

TURKEY: After the last of forty F-104Ss has been delivered in September the TurkAF is expected to take up its option for twenty more, to be delivered at a rate of three per month. All forty F-4Es of the first batch have now been delivered and negotiations are under way for an additional batch of forty. Delivery will probably be between January 1978 and August 1979. 56 Alpha Jets have been purchased from West Germany, the most of which to be assembled in Turkey.

Starting in 1980, more than 100 GD F-16s will be delivered to the TurkAF as replacements of the F-102s and F-104s at present in service with No.4 Wing (resp. 114Sqn and 110Sqn) at Murted near Ankara, said the TurkAF. However this is still subject to contract finalization and US Congressional approval. The Turkish government has threatened to close the US bases in Turkey permanently for the USA if the new US-Turkey treaty dealing with these bases is not ratified by US Congress.

USSR: The first Russian aircraft carrier, officially described by Moscow as a "cruiser", the "Kiew", is sailing in international waters after going through the Bosphorus, into the Mediterranean on 18 July. Photographs taken by RAF Nimrods show Kamov Ka-25s and a new aircraft, known as the Yakowlew Yak-36, which looks a bit like a stretched Harrier, has folding wings and probably VTOL capabilities, and sports a dark camouflage scheme of one colour. Estimates say that twelve aircraft of the new type may be on board. The "Kiew" is much smaller than the familiar American carriers, though only marginally smaller than e.g. the French carriers and measures approx. 40,000 tons.

.....  
CORRECTIONS & ADDITIONS

From Gerhard Lang we received following corr.&add. on the Portes Ouvertes:  
Toul: Broussard 41-AE c/n 124; F-100D 11-MT/42125 and Paris 41-AQ/77  
Strassbourg: Harrier GR.1 XW764/C; Mirage IIIR 33-ND/317, 33-NA/316,  
33-NK/322, F-100F correct s/n 56-4009/11-ES; T-33A (not  
RT-33A) s/n 53093 is ex 11-OJ

From Bjarne Sørresliig, who checked the last month's published Danish serial, the following found errors:

Page 8 Laarbruch May 3rd: G-263 and 763 (F-100Ds) are incorrect as those serials do not exist in the DanAF.

Laarbruch May 21st: The serials AR-002&004 do not exist. It could be A-002&004 (F-35) or AR102&104 (RF-35).

Page 10 Hahn June 3rd: F-100F GT-791 should be GT-971



VOLKEL'S "EAGLES"

A history of 311Sqn, by P.F.J.vd.  
Frommenacker.

This article wouldn't have been possible without the full co-operation of the Koninklijke Luchtmacht, especially of Maj. R.Vierdag - commander of 311Sqn and Maj. G.Kooistra - ops officer.

Activation of a squadron nowadays is a matter of transferring a number of aircraft to the hands of a group of trained pilots. Thus it is possible that a squadron is disbanded, and reactivated a few days later with a different role. We can see many examples of this in the RAF.

Twenty-five years ago, however, things went quite differently: one started out with even no aircraft and facilities, pilots were transferred from other units, as were aircraft, when they weren't borrowed from other air forces.

The birth of 311Sqn was like that: the squadron had no aircraft nor a home base, except for Furstenfeldbruck where three Dutch pilots were trying to familiarize on the Thunderjet. Two succeeded in getting their aircraft off the runway, the third ended up in the side of the road outside the field's perimeter. Nevertheless flying a Thunderjet was mastered and the first two "checked out" pilots went to Volkel, a base shared by 311Sqn with a Meteor squadron and Dutch marines. This base a cluster of wooden barracks and two "genuine cobble runways" of 1200 metres, would remain, with a short interruption, 311's home.

The first F-84Es, donated by the US government (MDAP), arrived in Rotterdam aboard aircraft carrier USS Corregidor. These aircraft were officially delivered by US ambassador Selden Chapin to general Staf, then minister for defence, at the 1951 ILSY air show on 28 July, a ceremony which was enlivened by a demonstration of the aircraft's abilities by the Thunderjet-equipped "Skyblazers" aerobatic team.

In spite of a shortage of aircraft and spare parts (sometimes even serviceable aircraft were taken apart for parts) and kerosene, the squadron rapidly reached NATO standards. During the summer of 1951 the squadron first participated in an international exercise, "Circus".

The Thunderjets bore USAF serials and buzz-numbers as registrations at first, e.g. the first three aircraft were FS-828, 829, 832 (50-828 etc.); later a squadron code was allocated, PP, and FS-832 became PP-1. The air force also gave the aircraft a Dutch serial (K-1 to K-186). This new system was not applied consistently: long after introduction of the system Thunderjets flew without the K-serial and sometimes even with only the USAF serial on the tail. Even the squadron-registrations weren't always painted on correctly, like that day in 1955 when a PP-7 was on the flight line, and another PP-7 in a hangar. Fortunately this problem was solved when the pilot got off the first PP-7 during a mission, demonstrating the squadron's willingness and ability to solve problems fast.

In those early days the squadron was not very lucky and paid very high school fees: FS-651-B crashed 16 October 1951, FS-595 on 3 December 1951 PP-10 (ex FS-923) left the runway too fast and too low, and was w/o on 11 January 1952 and PP-13 crashed into the IJsselmeer on 21 Jan. 1952.

Flying then was not as strictly rule-bound as it is now, and the squadron's logbook adds no comment to a newspaper clipping headed: "German island Borkum fired upon by Dutch Thunderjets".

The aircraft were coming in from the States so fast that 311Sqn reached its full strength soon, so that the activation of 306 and 312Sqn led to transfer of pilots and aircraft from 311Sqn to these new squadrons, which led to a period of reconstruction for 311Sqn.

The Thunderjet period didn't last long, because in 1955, after having



flown the ultimate Thunderjet, the F-84G, for a short time, conversion to the Thunderstreak began. On 4 October 1955 the first two pilots were checked out on the F, while the first two aircraft were transferred from the USAF to the Dutch Air Force.

The Streak opened the supersonic era for the Dutch Tactical Air Command, because clean and in a dive Mach 1 could just be passed; so speed was added to 311's abilities.

Manoeuvrability of the F was so good that the idea for an aerobatic team was born, which became "Dash-4". This team flying aircraft PP-1,10,21 and 22, even won the aerobatic competition in Las Vegas in 1956. The team consisting of Kpts. Themmen, Groothof, vd. Meulen-Kunnee and Elt. Veenhuizen demonstrated the F's abilities and proved to be so well co-ordinated that a number of manoeuvres shown at the 1956 Soesterberg show were banned for the Las Vegas competition.

On 1 July 1960, 311Sqn became the first non-American squadron that was allocated the strike role. 311 Streaks became clearly recognisable through the absence of one pylon tank, because that pylon was needed for the nuclear weapon used in the strike role.

During numerous Tactical Weapons Meets the Eagles showed that they belonged to the best of Europe; several pilots won prizes for LABS bombing and conventional missions. Squadron exchanges were frequent too: 311 Streaks went to a.c. Chaumont, Gutersloh, Bitburg, Ghedi, Aalborg, Karup, Rimini, Wunstorf, Lakenheath and Zweibrücken.

LABS bombing was once inadvertently exercised on the FIAT works at Heilbronn in Germany, when a full hit was scored with a 450 gallon tank.

311 didn't fly exclusively on Streaks, but also on Harvards. A record was achieved when Harvard B-175 remained in the air for eight hours and one minute. The two pilots survived with the aid of coffee and buns.

When the air force decided to buy F-104s, part of the squadron went to Tucker AFB in the States for familiarization on the type, while the mechanics went to Twente and Fokker for training.

In March 1963 the first eight F-104s arrived at Volkel, after which the Streaks were returned to the USAF, who passed most of them on to Greece and Turkey. The arrival of the Mach 2 fighter changed a lot: the more complicated techniques necessitated different rules, removing romance from flying. More and more the stress shifted to safety, something in which the squadron was fairly successful, although a demonstration of a spotless landing for the benefit of a photographing general was not so successful. The drag-chute handle and the panic-button are so close to each other that the general had to take cover against the ejecting pylon tanks.

During 1968 a re-organization in NATO gave the squadron a dual role adding conventional attack to the strike role, resulting in a period of adoption especially for the pilots, because the F-104 is suited for conventional attack like a DC-10 is, said Maj. Kooistra.

The fact that the technical life expectation of a few Starfighters has already been passed without major technical failures proves that the aircraft is a good system. A number of modifications and extremely good maintenance have helped a lot. The D-8022, with the D-8013 the first F-104 delivered, is still flying with 311Sqn.

"UT AQUILA PRAEDANS" - Like an eagle on its prey -, the motto of the squadron makes one stop and think, because from the fledgeling of 1951 a mature eagle has grown, flying from a good nest. When 311sqn receives its F-16, as the first Dutch unit flying that aircraft, in the early eighties, the squadron will fly like an eagle with new wings and the old spirit.



-----  
 ORTS SHOW REPORTS SHOW REPORTS SHOW REPORTS SHOW REPORTS SHOW REPORTS  
 -----

GOETSENHOVEN (Belgium) "Open Deuren Dag" June 11th (T.Mulder)

Static: 15867 CH-47C USArmy 180th Aviation Company

15630 UH-1H USArmy

D-02 DO-27 Belgian Army

ST-05,10,15,26 SF-260M BAF

Also: A-40,45,49,50,77,78,75,79 Alouette II "The Blue Bees"

AACHEN-MERZBRUCK (Germany) "Open Deuren Dag" June 12th (editorial)

Static: 16043 AH-1G USArmy 334Av.Comp./2nd Platoon

72-21214 OH-58A Kiowa 334Av.Comp./3rd Platoon

66-17068 UH-1H USArmy 334Av.Comp.

D-11 DO-27 Belgian Army

A-20 Alouette II Bel.Army

A-08,59,29 Alouette II

Hangar: A-21,57,06,65,47,23,61,74, all Alouette II of 16Sqn

Show(?): ST-14,16,17 SF-260M "The Swallows"

LANDIVISIAU (France) "Portes Ouvertes" June 13th (A.Booy, Brit.Air Sp.Gr.)

Static: FX-25 F-104G BAF 1Wing

6 F-8E(FN) (no badge)

109 Etendard IVP 16F

23-02 F-104G WGNavy MFG-2

11-EG/A59 Jaguar A

41 Paris II SRL

52 Etendard IVM (no badge)

32 Falcon X SRL

Flight-line: Atlantic: 15(no badge) Alize: 59 (no badge)

Etendard IVM: 1, 11, 33, 53, 59, 63, all of 11F

Etendard IVP: 103, 120 both of 16F

Crusader: 2(14F), 4(14F), 7(12F), 8(12F), 9(12F), 10(14F), 11(12F),

12(12F), 14(14F), 16(14F), 22(12F), 29(14F), 31(12F), 42(12F)

Paris MS760: 33, 40, 41, 46, 87 all of Section de Reacteur Leger

F-104G WGNavy: 26-82 MFG-2

Nord 262A: 60, 72 both of 2S

Super Frelon: 162/P of 32F

Jaguar E: 11-EL/E27

Hangars: Falcon 10: 39 of SRL

Paris: 32, 85 of SRL

Crusader: 3(14F), 5(14F), 13(14F), 23(14F), 30(14F), 39(12F)

Etendard IVM: 34 and 36 both of 11F

Etendard IVP: 106,111,114,115,118 of 16F

CM-175 Zephyr: 24 of 59S

REIMS-CHAMPAGNE (France) "Porte Ouverte" June 13th (J.Schets)

Static: 7-IA/A36 Jaguar A

RS68-382 and 68-393 F-4E USAF 526TFS

30-FB/26, -FE/27 Mirage F.1

30-MO/13, -MK/20 Mirage F.1

30-QG/326 CM-170R

30-QB/14192 T-33A

12-YO/72 Super Mystere B.2

33-CT/306 Mirage IIIR

4-BE/617, -BR/609 Mirage IIIE

61-ZY/F159 C-160F

-/206 N2501 (camouflaged)

32 Etendard IVM 11F

31 Atlantic

Flight-line: 51, 60 Etendard 11F

XV300 C-130K RAF LTW

XS111,XS107,XS101,XR993,XR955,XR972,XR972,XR991,XR540,XR981,XP514,

all Gnat T.1s of the "Red Arrows"

62-KO/168, -KB/101, -KC/85, -KM/281, -KI/64, -WA/145, -WB/31, -/27,

-/127, -/109, all N-2501s

Hangar: 30-MI/18 Mirage F.1

KLEINE-BROGEL (Belgium) "Open Deuren Dag" June 18th (G.Weinmann, W.Sorhagen)

Static: FX-100 F-104G 10Wing

FT-22 T-33A

BA-37 Mirage 5BA (no badge)

XX977/DL Jaguar GR.1 RAF 31Sqn

XV469/H Phantom FGR.2 RAF 2Sqn

ST-25 SF-260M Marchetti

K-3067 NF-5A RNethAF 314Sqn

UH68-076 F-111E 20TFW (red)

32-46 G-91R WGAF LEKG-43

And OT-ZAG/RW-7 Pembroke (without engines and landing gear, which were already in Molenbeek. Molenbeek is a small village near Kleine-Brogel where the Pembroke will be rebuilt as a monument)

Hangar: FC-11 and 12 TF-104G 10Wing

FX-82,79,94 F-104G 10Wing

Show: OT-CDA/KY-2 DC-6B

BA-09 Mirage 5BA (no badge)

CF-02 Merlin IIIA 15Wing

CM-02 Mystere XX

MT-31,21,15,5,18,11,12 CM-170R "Red Devils"

FX-24,26,89,33,81,85,27,99,38,85,52,51,22,47 F-104G 10Wing



Kleine-Brogel cont.

FC-02 TF-104G 10Wing  
Other a/c on the field:  
32-25 G-91R WGAF LEKG-43  
KB-1 F-84G (omnument)

35-42 RF-4E WGAF AKG-52  
BT68-460 F-4E USAF 36TFW/53TFS

SOESTERBERG (Holland) "Open Dag" June 19th (G.Weinmann, W.Sorhagen, /R.Portengen)

Static: 39816 C-130E USAF 314TAW  
VP965 Devon RAF 206Sqn  
UH68-038(y) F-111E USAF 20TFW  
C-10 F-27M 334Sqn  
BR-09 Mirage 5BR BAF 42Esc.  
ZR69-367 RF-4C USAF 38TRS/26TRW  
68-15086 AH-1Q USArmy, 11th Arm.Cav.Regiment from Fulda  
73-21700 UH-1H USArmy, 11th Arm.Cav.Regiment from Fulda  
68-18455 CH-54A USArmy 295th Aviation Comp. from Mainz-Finthen  
13559 OV-10A Bronco USAF 20TASS/601TCW from Sembach  
B-65 Bo.105C GPLV R-186 Piper Cub A-374 Al.III GPLV  
Hangar: A-208,253,451,366,521 Al.III GPLV B-73,39,47,67 Bo.105C  
CR74-052 F-4E USAF 32TFS C-3 F-27M 334Sqn  
Show: K-4026,4008,4030,4027 NF-5B 315Sqn B-44 Bo.105C GPLV  
D-6695 F-104G 311/312Sqn UH68-056 F-111E USAF 20TFW  
XV258 Nimrod MR.1 RAF H-75,20 Al.III SAR Flight  
R-132 and 134 Super Piper Cub C-7, 1, 8 F-27M 334Sqn  
Other a/c on the field: P-155,152,116 and 140 F-84F (decoy a/c)  
I-69 and 187 Meteor (wfu) C-2,4,5,6,11,12 F-27M 334Sqn

WADDINGTON (England) "Air Display" June 19th (B.Hickman)

Static: XV762/44 Harrier 2330CU  
XS730/H Dominie T.1 6FTS  
XX554/09 Bulldog T.1 London UAS  
XM656 Vulcan 101Sqn  
XV300 C-130K LTW  
WJ633 Ca Barra T.17 360Sqn  
XV165 Buccaneer 12Sqn  
104869 CF-104G CAF  
Other a/c on the field:  
XV182, 176(grey c/s) C-130K LTW  
XT873/S Phantom FG.1 43Sqn  
XF877 Piston Provost  
XM651, XM603-Vulcan 50Sqn  
XM575, XM611, XM606, XM600, XM594 Vulcan 101Sqn  
XL388, XM652, XM653, XJ782, XH562 Vulcan 44Sqn  
WR960/60 Shackleton AEW.2 8Sqn  
WF791 Meteor, XH304 Vampire Vint.P.  
XZ282/82 Nimrod  
XR506/AV Wessex HC.2 72Sqn  
XL188 Victor 55Sqn  
XZ116 Jaguar 54Sqn  
XF737/P Lightning 11Sqn  
K-3031 NF-5A RNethAF 316Sqn  
XP695/O Lightning 11Sqn  
XD182 Whirlwing HAR.10 "Rescue"  
XV579/R Phantom FG.1 43Sqn  
XM571 Vulcan 35Sqn  
XL389, XH557, XJ823 Vulcan 9Sqn

DIJON-LONGVIC (France) "Portes Ouvertes" June 20th (A.Booy, H.de Ree)

Static: 2-HH/6 Broussard  
2-HC/14044 T-33A  
7-PJ/E21 Jaguar E  
67-FC/2077 Alouette III  
62-KK/160 N-2501  
33-NM/342 Mirage IIIR  
2-EB/410, -EH/462 Mirage IIIE  
2-ZO/272 Mirage IIIBE  
30-35 G-91R WHAF WS-50  
Hangars: 2-ES/436, 2-ER/434, 2-EL/423, 2-LC/405, 13-QI/485, 13-PC/472,  
13-PN/481 Mirage IIIE 2-FR/213, -ZI/269, -ZF/261 Mirage IIIBE/BE  
M/202 Mirage IIIBE camouflaged and of an unknown air force (possibly  
of the Zaire AF)  
Flight-line: 67-FJ/2101 Al.III 5-OI/40 Mirage F.1 (ex 5-NF)  
2-EG/431, -ED/433, -EC/457, -EM/456, -EK/454, -EQ/421, -ET/418,  
-EN/440, -EA/432, -EJ/449, -EE/425, all Mirage IIIE  
2-LB/403, -LI/460, -LK/445, -LF/443, -LR/426, -LD/401, -LE/404,  
-LM/430, -LA/402, -LN/438, -LT/451, all Mirage IIIE  
2-ZK/267, -ZL/268, -ZJ/266, -ZB/274, -ZE/260, -ZH/276, -ZA/270,  
-ZD/264, -ZC/275, -ZM/269, all Mirage IIIBE



Dijon cont.

2-FG/203, -FN/221, -FH/220, all Mirage IIIB  
2-HG/35, -HB/80, -HA/143, -HJ/222, all CM-170Rs

SAINT DIZIER (France) "Portes Ouvertes" June 20th (G.Weinmann, W.Sorhagen)

Static: 1-ET/28997 F-84F Monumment AQ/18(cam), BO/42 Mirage IVA 1/91Esc.

30-FA/23 Mirage F.1C

2-ZG/262 Mirage IIIBE

13-SK/37 Mirage 5F

33-TB/353 Mirage IIIR

7-JI/198 Broussard

7-JE/102 Magister

113-DF/319 Broussard

7-JB/90923 T-33A (ex 338-HI)

11-ML/42157 F-100D Super Sabre

7-PA/E7, -/E22, -/E24 Jaguars E

Flight-line: 7-PK/23 Jaguar E

7-HE/A19 Jaguar A

7-IH/44, -IQ/43, -IG/37, -IP/41, -IM/33, -IN/30, -II/26, -HI/23,

-IJ/27, -/16, -HJ/24, -HL/29, -HA/35, -HD/40, -HN/38, -HH/22,

-HG/21, -HP/15, -HK/25, -HM/34, -IL/32, all Jaguars A

Hangars: Jaguars A: 7-IF/45, -32, -HC/42, -HB/28, -HO/17, -IA/36,

-IK/31, -IO/39, -/47, -/46

Jaguars E: 7-PF/12 and -PL/25

Show: 4-AS Mirage IIIE

62-QM/148 N-2501

CF/38475 C-135F

41-AP/82 Paris II

BRETIGNY-SUR-ORGY "Portes Ouvertes" June 20th (G.Weinmann, W.Sorhagen,

Static: 10-RQ/91 Mirage IIIC A.Booy and H.de Ree)

AQ/376, -/55 CM170R

2-FT/226 Mirage IIIB

33-TQ/368 Mirage IIIRD

CB/45367 DC-7C/ATOR

DM/01 Nord 262

AC/185 Cessna 411

-/5 N-2501 AR/384 CM-170R

DE/363 Vautour IIN

CE/116 Caravelle

MC/8 N.260 Super Broussard

NF-11-1 Meteor NF.11

DK/44 WA-43 Guepard

AV/1707 Alouette III

F-ZWWJ/05 Super Frelon

NQ/118 Paris II

DE/525 Robin 100/250

OA/13 Nord 1101

AX/244 Cessna 310

AT/1251 Piam SA.330

O4 Mirage F.1

118-AC/E2 Jaguar E (on the other side it had

the false reg. 188-AC!!) F-ZWRX/04 Alpha Jet (reported to have crashed  
three days after this portes ouvertes at Mont-de-Marsan)

Show-hangar: -/235 Mirage IIIB

-/348 Vautour IIN

AZ/117 Paris II

NF-11-3 Meteor NF.11 AS/1001 Alouette II

548/N Rallye

-/232 Mirage IIIB (c/s F-ZACI)

Hangars: O1 Mirage IIIA

DL/445 CE.43

MA/6 N.260 Super Broussard

MH/55 Nord 262A

355 Vautour IIN

319-KJ/266 Flamant

NF-11-8 Meteor NF.11

-/202 Mirage IIIB

315-Q./369 CM-170R

AO/1 CM-170R

F-ZWWO/02 SA-330

OH/3 Nord 262

CD/131 Mystere XX

314-UP/21064 T-33A

314-YM/14115 T-33A

-/337 Vautour IIN

NF-14-747 Meteor NF.14 -/03 N-2501

NF-11-9 Meteor (c/s F-ZABF)

Flight-line: BSE Gazelle 61-BI/A04 C-160A

O2 Mirage IIIR

-/520 Jodel 140R

BS/05 N-2501

NI/113, NG/100 Paris II

-/72, AM/96, -/99, AN/39 CM-170R

GOSSELIES (Belgium) "Open Deuren Dag" June 20th (G.Hiltermann)

Static: B-07 Islander Army (that was all!!)

Show: MT-5, 11, 18, 21, 31, 32 CM-170R "Red Devils"

Hangars: FX-48 F-104G, FC-08 TF-104G, BA-18 Mirage 5BA, BD-03

BD-03 Mirage 5BD and BR-17, 21 Mirage 5BRs (all a/c on overhaul with  
SABCA)

Other a/c on the field: OO-YCC(ex XM489) and OO-YCD(ex XM518) both

Britannias (ex RAF) and furthermore two derelicted Meteors.

KOLN/BUTZWEILERHOF (Germany) "Open Deuren Tag" June 26th (G.Weinmann and

Static and other a/c on the field: /W.Sorhagen)

OT-ZKK/B-11 S-58C

B-01/LA B.N.Islander

A-09, 34, 37, 46, 50 AL.II 15Sqn

D-02 and D-12 DO-27

85-10 CH-53G WGAmy

73-76 UH-1D WGAmy HFTR-30

77-55 Alouette II WGAmy HFSt.301

XT627 Scout Royal Army

M-2/1816 Alouette III Belg.Navy

ST-33 SF-260M Marchetti

D-HAXA Puma Deut.B.Grenzschutz

CVH/1431 Gazelle ALAT/Fr.Army

CUD/1056 Puma ALAT

CVR/? Alouette III ALAT



Butzweilerhof cont.

A-40,45,48,49,64,73,75,77,78,79 Alouette II "The Blue Bees"

Hangars: A-22,51,56,95 Al.II 15Sqn D-01,03,04,09 DO-27

UPPER HEYFCRD (England) "Bicentennial NATO Open Day" July 3rd (editorial)

Static: FX-04 F-104G BAF 10Wing D-8341 F-104G RNethAF 322/323Sqn  
 (4)755 CF-104G CAF Skv.334 R-340/12340 F-104G RDanAF Esk.723  
 RT-665/12665 CF-104D RDAF Esk.723 104653 CF-104D CAF 439Sqn  
 CR74-041 F-4E 32TFS 24-28 F-104G WGAF WS-10  
 01545 F-5E Tiger II 527TFTAS K-4021 NF-5B RNethAF 314Sqn  
 K-3068 NF-5A RNethAF 314Sqn 104756 CF-104G CAF (tiger c/s)  
 58-56 DO-28D WGAF WS-10 XS713/C Dominie T.1 RAF 6FTS  
 AR68-555 RF-4C 1TRS/10TRW XW291/Z Jet Provost T.5 CATCS  
 GT-019/64019 F-100F RDanAF AT-153 TF-35 RDanAF Esk.729  
 68-028 F-111E (bicent.tail) 83799 OV-10A 601TCW/20TASS  
 51-00 C-160D WGAF LTG-63 BA-26 Mirage 5BA BAF 2Wing/2Sqn  
 159647/AE-306 A-7E USN VA-15 159576/AE-501 A-6E USN VA-176  
 XV762/44 Harrier GR.1 RAF 233OCU XX766/14 Jaguar GR.1 RAF 226OCU  
 UH68-049(y), UH68-038(y), and UH68-075(b), all F-111Es  
 Flight-line: 41674 C-130H 463TAW XV186 C-130K RAF LTW  
 5797 HH-53C 67ARRS CH-10 C-130H BAF 15Wing  
 60146 C-141A 438MAW XX765/27 Jaguar GR.1 RAF 226OCU  
 80084 KC-135Q 17BW ST-14,16,17 SF-260M BAF "The Swallows"  
 UH68-057(r),078(b),083(b),065(y) F-111Es  
 MT-32,31,15,12,18,21,11 CM-170Rs BAF "The Red Devils"  
 XW422/3, 420/8, 336/6, 369/9 and 357/5 Jet Provost T.5 RAF "Poachers"  
 Show: WR66-516 and 66-708 F-4D USAF 81TFW (and two others)  
 PA474/KM-B Lancaster, EF363/LE-D Hurricane, PS853 Spitfire B.ofB.flight  
 Hangar: 68-15795 F-51D Mustang (see news-coloumn)  
 Other a/c on the field: UH68-016(b),007(y),052(b),066(b),006(y),013(b),  
 UH68-001,002,034 and 073, all F-111Es of 20TFW

MILDENHALL "Bicentennial Open Day" July 4th (editorial)

Static: 90006 C-5A 436MAW 41662 C-130H 463TAW  
 80086 KC-135Q 17BW 60168 C-141A 437MAW  
 50-81 C-160D WGAF LTG-61 XS713/C Dominie T.1 RAF 6FTS  
 24462 T-39A HQ USAF 18072 U-21A USArmy 2nd Av.Det.  
 K-4030 NF-5B RNethAF 315Sqn K-3032 NF-5A RNethAF 315Sqn  
 LN65-615 F-4D 48TFW A-007 F-35 RDanAF Esk.725  
 AT-157 TF-35 RDanAF Esk.725 UH68-020 F-111E 20TFW  
 34-29 G-91T WGAF WS-50 136753 C-1A USNavy NAF Mildenhall  
 141023 C-131F USN NAFM'hall 24-28 F-104G WGAF WS-10  
 83816 OV-10A Bronvo 20TASS 61-05 Atlantic WGNavy MFG-3  
 69-17019 OV-1D USArmy 73rd MIC 58-65 DO-28D WGAF WS-10  
 74-01545 F-5E Tiger 527TFTAS 158533/AE-500 A-6E USN VA-176  
 159977/AE-413 A-7E USN VA-87 AR68-555 RF-4C 1TRS/10TRW  
 BA-26 Mirage 5BA BAF 2Wing FX-04 F-104G BAF 10Wing  
 XW432/60 Jet Provost RAF 1FTS  
 Flight-line: WB531 Devon RAF 207Sqn XM608 Vulcan RAF 50Sqn  
 485784/N17TE B-17G PA474/KM-B Lancaster B.of B.flight  
 15863 CH-47C USArmy 180Av.Comp. 159373 AV-8A Harrier USMarine Corps  
 MT-32,31,15,12,18,21,11 CM-170R BAF "Red Devils"  
 Other a/c on the field: TF956/T-123 Sea Fury RNavy  
 41672,41663,41676,41661,41671,41660,41659 C-130H 463TAW  
 PS853 Spitfire PR.19 B. of B.flight 14844 RC-135V 55SRW  
 EF363/LE-D Hurricane B. of B.flight 141009 C-131F USN  
 XV579/R and XV573/L Phantom FG.1 RAF 43Sqn  
 10286, 10285, 10291 EC-135Hs 10ACCS  
 00335, 80117, 80062, 80084 KC-135A/Qs

COLEMAN-BARRACKS (Germany) "Open House" July 4th (G.Weinmann,W.Sorhagen)

Static: 70 -18013 EU-21 c/n LM14 of 7th Signal Battalion  
 70-15983 AH-1G C/n 20927 8th Inf.Div. 70-15112 OH-58A c/n 40663  
 71-20954 CH-47C c/n B688 of 582th Tr.Company  
 69-15166 UH-1H c/n 11454 of 7th Signal Company.



MAINZ-FINTHEN AAF (Germany) "Open House" July 4th (G.Weinmann, W.Sorhagen)  
 Static: (66-)O-16483 UH-1H c/n 8677 71-20674 OH-58A c/n 41535  
 70-16004 AH-1G c/n20948 8In.Div. 68-18454 CH-54A 295th Av.Comp.  
 65-59430 UH-1M c/n 1330 D 3/8Cav. 68-16009 CH-47C 205th Av.Comp.  
 Also on the field: A-13 and A-16 Alouette II Belgian Army  
 18446, 18449, 18455, 18458 CH-54A of the 295th Aviation Company  
 15032, 20946, 15028, 16002, 15030, 15029 CH-47C of 205th Aviation Company

ODIHAM (England) "Family Day" July 29th (editorial)  
 Static: XW208/CE Puma HC.1 33Sqn XR524/AF Wessex HC.2 72Sqn  
 XT672/AZ Wessex HC.2 72Sqn XW847 Gazelle HA.1 R.Army  
 XW224/DH Puma HC.1 230Sqn XX406/P Gazelle HC.1 CFS  
 WD725 S.51 Dragonfly XF331/T Whirlwind CFS  
 WV781 Sycamore XX558/06 Bulldog T.1 UAS Northamp  
 XF321 Hunter T.7 A&AEE WP964 Chipmunk R.Army  
 Hangar: XW216/DA Puma HC.1 230Sqn  
 Show: XR371 Belfast C.1 53Sqn XV299 C-130K LTW  
 XL359 Vulcan 230OCU PS835 Spitfire PR.19 B. of B.flight  
 EF363/LE-D Hurricane B.of.B.flight PA474/KM-B Lancaster B.of B.flight  
 XT669/AT, XR522/AY Wessex 72Sqn XW206/CC, XW209/CF Puma HC.1 33Sqn  
 XS101, 107, XP514, 537, XR572, 981, 991, 993, plus one Gnats "Red Arrows"  
 Other a/c on the field: WK968/A Meteor F.8 (gate-guard)  
 XS676/BV Wessex HC.2 240OCU XW202/CW, XW199/CY Puma 240OCU

RAMSTEIN (Germany) "Flugtag 76" August 8th (A.Booy, editorial)  
 Static: ZR68-564 RF-4C 26TRW 38-10 RF-4E WGAF JABOG-35  
 D-6656 F-104G RNethAF 322/323Sqn BA-37 Mirage 5BA BAF (no badge)  
 RS68-382 F-4E 526TFS 01535 F-5E USAF 527TFTAS  
 GT-870 TF-100F RDanAF (no badge) FX-28 F-104G BAF 10Wing  
 24477 T-39A HQ USAF 159657/AE-402 A-7E USNavy VA-87  
 13562 OV-10A 20TASS 68-028 F-111E 20TFW (bicent.tail)  
 K-4017 NF-5B RNethAF 314Sqn 30-77 G-91R WGAF WS-50  
 35-28 RF-4E WGAF AKG-51 R-756 CF-104G RDanAF 723Esk.  
 159576/AE-501 A-6E USN VA-176 AT-152 TF-35 RDanAF (no badge)  
 104891 CF-104G CAF 421Sqn 70-15998(c/n20942) AH-1G 8th Inf.Div.  
 25-51 F-104G WGAF JABOG-33 159451/AE-210 F-14A USN VA-142  
 39816 C-130E 314TAW 15119 T-29A USAF  
 18458 CH-54A USArmy 295Av.Comp. 96608 UH-1N USAF  
 XX760/AA Jaguar GR.1 RAF 14Sqn XM598 Vulcan RAF 50Sqn  
 XW933/Q Harrier GR.1 RAF 3Sqn XM995/T Lightning T.4 RAF 92Sqn  
 XN728/N Lightning F.2A RAF 92Sqn 90026 C-5A 436MAW  
 60134 C-141A 437MAW 10312 KC-135A 305ARW

Other a/c on the field:  
 MT-11, 31, 32, 18, 15, 12 CM-170Rs BAF "The Red Devils"  
 1, 2, 3, 4, 5, 6, 12, 14, 15, -, all G-91R/PANs ItAF "Frecce Tricolori"  
 eleven CM-170Rs FAF of "La Patrouille de France"  
 SA-61 G-91T ItAF 50-58 C-160D WGAF  
 96606 UH-1N USAF 312-BK/56 N-2501 BAF  
 RT-667 CF-104D RDanAF UH68-075 F-111E 20TFW  
 BA-05 Mirage 5BA BAF 21038 AH-1Q USArmy 582nd Tr.Div.  
 70-16075 AH-1G USArmy 582nd Tr.Div. 16147 OH-58A USArmy 582nd Tr.Div.  
 18451, 18454 CH-54A USArmy 582nd Transport Division  
 Hangar: TJ63-507 F-4C 401TFW RS68-238 F-4E 526TFS  
 24469 T-39A HQ USAF

#### ADVERTISEMENTS:

- WANTED: contact with someone with good knowledge of the Turkish AF.  
 Lars-Ingegrundberg, Hangborskogsgatan 2, S-42174 V.Frolunda, Sweden.
- "MILITARY AVIATION REVIEW" - the new glossy monthly magazine for  
 military aviation enthusiasts and historians - For sample copy send  
 50p (60p outside UK) to:  
 MAR 16, Sleaford Road, Cranwell, Nr.Sleaford, Lincs NG34 8BY, England.



SPOTTER'S VARIA

Did you know that....

...OPEN DAG GILZE-RIJEN HAS BEEN CANCELLED

By the "Luchtmachtvoorlichtingsdienst" we have been requested to publish the following announcement:

"The Hague, 2nd August 1976. The Open Day at Gilze-Rijen Air Base on the 18th of September has been cancelled. This in connection with works on the runway and taxiways of this air base, that started some time ago. Originally the plans called for the renovation of the run- and taxiways in two phases. After completion of the first phase the Open Day would be held. As the works progressed it became clear that it would be considerably more efficient to complete the repairs without a break. In deciding the Koninklijke Luchtmacht thought it wise to attach more importance to this and therefore decided to prefer continuing the repairs to the Open Day. It was considered to organize the Open Day later this year. Unfortunately this was not possible because the repairs will continue sometime after September!"

... in June Lockheed delivered their 1400th Hercules, a C-130H to the 463rd Tactical Airlift Wing (USAF) at Dyess AFB, Texas.

... All C-130Ks of the Lynham Transport Wing are receiving the RAF's grey/dark green standard camouflage. Already noted in such a coat are: XV189,196,202,305.

... Next year's Tiger Meet (at Upper Heyford) is going to be much better than this year's one. Organizers of the 79th TFS/20th TFW are sincerely speaking of keeping a competition with real score-points. They are also talking of a F-111E in tiger-colours and an invitation for the 527th TFFAS (operating the F-5E Tiger IIS).

... The USAF Phantoms aren't property of the squadron or wing but belong to the maintenance unit of a wing.

Such a maintenance unit is divided in several sections, such as electronics, engine-shop, etc. But they also have sections that prepare aircraft for operational missions if requested by the local squadrons.

That's why all TAC aircraft only wear their wing-badges (excluding bases with only one squadron e.g. Soesterberg and Ramstein) and all squadron-badges have disappeared. Often people distill the squadron of a USAF aircraft from the fin-tip colour. Actually this is incorrect as the colour of the fin-tip only refers to the maintenance section. Although every squadron is allocated with its own maintenance section those sections often prepare a/c of the other sections.

Thus implying, as said before, one cannot allocate an a/c to a squadron by means of the fin-tip colour, but only to the maintenance section belonging to the concerned squadron.

The same goes for the Dutch Starfighters at Leeuwarden and Volkel. They too belong to the local maintenance units and are leased to the squadrons on request.

... they are still printing aviation books.

- An interesting new publication is "Dutch Wrecks and Relics" by Fred Roos; as the title shows, the booklet deals with all non-flying aircraft (or the remains of it) that are to be found in the Netherlands, both civil and military. Roos must have had a hell of a job in compiling it: of 225 aeroplanes the exact history and location are mentioned in a very accurate manner. This, together with a fin lay-out, makes "Dutch Wrecks and Relics 1976" a must for every enthusiast.

The booklet which contains 46 A4 sized pages and is illustrated with 96 photographs may be obtained by remitting F.5,50 to giro-nummer 2561493 attn. Aero Review. Postbus 1837 Rotterdam.



UNITED STATES AIR FORCE in EUROPE

part 18 (last)

By Hans van de Laar with special thanks  
to USAF, P.Jackson and P.v.Gemert.

This last part deals with all the Phantoms F-4Es that once flew with  
the 401TFW and all F-4Cs that flew/fly with 401TFW at Torrejon, Spain.

Continuing the last published in the May issue:

69-0279/TL-TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.  
0280/TL/TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.  
0281/TL-TJ resp., to 36TFW/BT  
0284/TL-TJ resp., to 36TFW/BT  
0285/TL-TJ resp., to 36TFW/BT  
0286/TL-TJ resp., to 36TFW/BT  
0288/TL/TJ resp., after 401st TFW-period to ????  
0290/TL, after 401st TFW-period to ?????  
0291/TL-TJ resp., after 401st TFW-period to ????  
7205/TJ, not 100% certain, if correct then to ??? (ex RAAF)  
7223/TK-TJ resp., to 36TFW/BT  
7228/TJ, after 401st TFW-period to 36TFW/BT  
7240/TJ, not 100% certain, might be mixed up with 69-0240  
7248/TJ, not 100% certain, might be mixed up with 69-0248  
7249/TJ, not 100% certain, no further details known  
7252/TK-TJ resp., to 526TFS/RS  
7256/TJ, not 100% certain, might be mixed up with 69-0256  
7258/TL, not 100% certain, might be mixed up with 69-0258; 69-7258 is  
presently operating with 4TFW/SJ!!!  
7259/TJ, to 36TFW/BT  
7260/TJ, to 36TFW/BT  
7274/TJ, not 100% certain, might be mixed up with 69-0274  
7277/TK-TJ resp., not 100% certain, might be mixed up with 69-0277  
though 69-0277 was subsequently coded TL-TJ  
7279/TL, not 100% certain, might be mixed up with 69-0279  
7285/TJ, not 100% certain, might be mixed up with 69-0285  
7303/TL-TJ resp., to 36TFW/BT

F-4C Phantom II

63-7413/TJ(ex 559TFS/12TFW/XN, 479TFW/GC, 91TFS/81TFW/WS-WR resp.)  
7419/TJ(ex 4453CCTW/DM, 92TFS/81TFW/WT-WR resp.)  
7421/TJ(ex 479TFW/GC-GA, 91TFS/81TFW/WS-WR resp.)  
7434/TJ(ex 4453CCTW/DM, 92TFS/81TFW/WT-WR resp.)  
7449/TJ(ex 479TFW/GC, 92TFS/81TFW/WT, 91TFW/81TFW/WS-WR resp.)  
7479/TJ(ex 4453CCTW/DM, 92TFS/81TFW/WT-WR resp.), to 5TFS/52TFW/SP  
7482/TJ(ex 4453CCTW/DM, 92TFS/81TFW/WT-WR resp.)  
7492/TJ(ex 558TFS/12TFW/XD, 4453CCTW/DM, 91TFS/81TFW/WS-WR resp.)  
7506/TJ(ex 479TFW/GC-GB, 91TFS/81TFW/WS-WR resp.)  
7507/TJ(ex 559TFS/12TFW/XN, 479TFW/GC, 92TFS/81TFW/WT-WR resp.)  
7530/TJ(ex 479TFW/GA, 91TFS/81TFW/WS-WR resp.)  
7532/TJ(ex 559TFS/12TFW/XN, 91TFS/81TFW/, 81TFS/50TFW, 81TFS/86TFW/ZS,  
35TFW/GC), this order of succession is not 100% certain!  
7537/TJ(ex 4453CCTW/DM, 91TFS/81TFW/WS-WR resp.)  
7542/TJ(ex 4453CCTW/DM, 92TFS/81TFW/WT-WR resp.), to 5TFS/52TFW/SP  
7549/TJ(ex 479TFW/GC, 92TFS/81TFW/WT-WR resp.)  
7552/TJ(ex 497TFS/8TFW/FP, 479TFW/GC, 92TFS/81TFW/WT-WR resp.)  
7557/TJ(ex 557TFS/12TFW/XC, 91TFS/81TFW/WS-WR resp.)  
7569/TJ(ex 479TFW/GC-GB, 92TFS/81TFW/WT-WR resp.)  
7582/TJ(ex 336TFW/12TFW, 356TFS/475TFW/UK, 479TFW/GA, 92TFS/WT-WR resp.)  
7605/TJ(ex 559TFS/12TFW/XN, 80TFS/347TFW/GR, 4453CCTW/DM, 479TFW/GC,  
91TFS/81TFW/WS-WR resp.)  
7625/TJ(ex 557TFS/12TFW/XC, 4453CCTW/DM, 479TFW/GA, 91TFS/WS-WR resp.)  
7637/TJ(ex 58TFW/LA, 92TFS/81TFW/WT-WR resp.)  
7646/TJ(ex 92TFS/81TFW/WT-WR resp.)  
7711/TJ(ex 36TFS/347TFW/GL, 479TFW/GA, 91TFS/81TFW/WS-WR resp.)



64-0655/TJ(ex 479TFW/GA, 80TFS/347TFW/GR, 91TFS/81TFW/WS-WR resp.)  
 0754/TJ(ex 35TFS/347TFW/GG, 479TFW/GA, 92TFS/81TFW/WT, 91TFS/WS-WR resp.)  
 0772/TJ(ex 414FWS/57FWW/WD, 92TFS/81TFW/WT-WR resp.)  
 0775/TJ(ex 414FWS/57FWW/WD, 58TFTW/LA, 91TFS/81TFW/WS-WR resp.)  
 0796/TJ(ex 36TFS/347TFW/GL, 91TFS/81TFW/WS-WR resp.)  
 0812/TJ(ex 36TFS/347TFW/GL, 479TFW/GC, 91TFS/81TFW/WS-WR resp.)  
 0818/TJ(ex 391TFS/12TFW/XT, 479TFW/GC-GA, 91TFS/81TFW/WS-WR resp.)  
 0823/TJ(ex 92TFS/81TFW/WT-WR resp.)  
 0829/TJ(ex 433TFS/8TFW/FG, 12TFW, 479TFW/GA, 91TFS/81TFW/WS-WR resp.)  
 0841/TJ(ex 479TFW/GA, 433TFS/8TFW/FG, 91TFS/81TFW/WS-WR resp.)  
 0852/TJ(ex 479TFW/GA, 92TFS/81TFW/WT-WR resp.)  
 0860/TJ(ex 91TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.)  
 0865/TJ(ex 91TFS/81TFW/WS-WR resp.)  
 0889/TJ(ex 92TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS, 91TFS/WS-WR resp.)  
 0890/TJ(ex 91TFS/81TFW/WS-WR resp.)  
 0891/TJ(ex 91TFS/81TFW/WS, 92TFS/81TFW/WT-WR resp.)  
 0902/TJ(ex 92TFS/81TFW/WT-WR resp.)  
 0904/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT-WR resp.)  
 0905/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT-WR resp.)  
 0908/TJ(ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.)  
 0910/TJ(ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS 91TFS/81TFW/WS-WR)  
 0911/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT-WR resp.)  
 0912/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT-WR resp.)  
 0915/TJ(ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP)  
 0917/TJ(ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP)  
 0918/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT-WR resp.)  
 0919/TJ(ex 78TFS/81TFW, 92TFS/81TFW/WT, 91TFS/81TFW/WS-WR resp.)  
 0922/TJ(ex 78TFS/81TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.)  
 0923/TJ(ex 78TFS/81TFW, 91TFS/81TFW/WS, 92TFS/81TFW/WT-WR resp.)

Possibly following F-4Cs are also with 401st TFW, but at the moment I still still don't have a confirmation about this supposition:

63-7620, 64-0789, 0824, 0888 (these are all last-noted with 81TFW/WR)

WESTLAND SEA KING (part 3)

by Jac van Tuyn

Part two (May-issue) stopped after discussing the Sea King Mk.42 ....

Sea King Mk.43 (SAR); c/n's WA746-755

In December 1970, the Norwegian Government ordered ten Westland Sea Kings. On December 15th, 1972 the last two of the ten were delivered to the RNorwegianAF.

The Sea King Mk.43 differs very little from the HAS.1 version. Most noticeable is the removal of the sonar gear which gives much more room inside, which allows repositioning of the radar and the addition of extra fuel tanks increasing the endurance to 6 hours.

Since many of the operations of these a/c will take place within the Arctic circle the capability of the cabin heating has been increased and deflector-shields have been fitted in front of the engine in-takes. Registrations:

060 f/f 19.5.72 d/d 16.11.72  
 062 f/f 21.6.72 d/d 16.11.72  
 066 f/f 30.6.72 d/d 15.6.73 (on 14.10.73 to Norway)  
 068 f/f 18.7.72 d/d 15.6.73 (on 14.10.73 to Norway)  
 069 f/f 30.7.72 d/d 30.8.73 (on 14.10.73 to Norway)  
 070 f/f 15.8.72 d/d 6.10.72  
 071 f/f 30.8.72 d/d 29.1.73  
 072 f/f 9.9.72 d/d 8.11.72 via Lee-on-Solent to Norway  
 073 f/f 21.9.72 d/d 8.11.72 via Lee-on-Solent to Norway  
 074 f/f 30.9.72 d/d 8.11.72 via Lee-on-Solent to Norway

All a/c are operated by No.330Sqn at Bodo with detachments (of 2 a/c) at Banak(B-flight), Orland(C-flight) and Sola(D-flight).



# Sea King Mk.45 (ASW) c/ns WA797-802

Early 1972, the Pakistan Navy ordered six Sea Kings. This meant an extensive up-grading of the Navy as previously it only consisted of two Sikorsky UH-19s.

Registrations:

4510 G-BCNV to harbour on 6.11.75

4511 G-BCNU

4512 G-BCNW G-17-23

4513 G-17-24

4514 G-17-25 f/f 27.11.74

4515 G-17-26 f/f 10.12.74

# Sea King Mk.47 (ASW) c/ns WA822-827

The Egypt Navy got six of these helicopters:

G-17-15 G-BDMG f/f 11.7.75 del'd to Culdrose 29.8.75

G-17-17 G-BDMH f/f 7.8.75 del'd to Hurn 28.1.76

G-17-22 G-BDMI f/f 5.9.75 del'd to Culdrose 30.9.75

G-17-25 G-BDMJ f/f 25.9.75 del'd to Culdrose 15.10.75

G-17-29 G-BDMK f/f 23.10.75 del'd to Hurn 14.1.76

G-17-32 G-BDML f/f 5.11.75 del'd to Hurn 14.1.76

# Sea King Mk.48 (SAR) c/ns WA831-835

Just as the Royal Navy, the Belgian Navy will replace their Sikorsky S-58s by Sea Kings. Registrations

RS-01 to RS-05 G-BDNH to BDNL

They will be operated by 15th Smaldeel at Koksijde.

# Sea King Mk.50 (ASW) c/ns 787-796

The fourth export order, placed by the Royal Australian Navy would lead to the evolution of a "second generation" Sea King benefiting from considerable improvements. In August 1972, an order for 10 Sea Kings Mk.50 was placed. The Sea Kings replaced 27 Wessex 31s.

The main difference with the "first generation" is the six-bladed tail rotor and the uprated engines.

N16-098/01 G-17-1 to Ilchester 21.3.75

N16-099/02 G-17-2

N16-112/G-BCHY/03 G-17-3 to Culdrose 4.11.74

N16-113/G-BCHZ/04 G-17-4 f/f 24.10.75 to Culdrose 27.11.74

N16-114/G-BCIA/05 G-17-5 f/f 13.11.74 to Culdrose 11.7.75

N16-117/06 G-17-6 f/f 13.12.74 to Ilchester 27.1.75

N16-118/07 G-17-7 f/f 3.1.75 to Ilchester 4.2.75

N16-119/08 G-17-8 f/f 4.2.75 to Ilchester 25.3.75

N16-124/09 G-17-9 f/f 25.3.75 to Ilchester 3.8.75

N16-125/10 G-17-10 f/f 8.5.75 to Ilchester 3.8.75

# Sea King HAS.2

The Royal Navy ordered 13 of this version. The HAS.2 has been originally been developed from the Mk.50 of the Australian Navy.

# Sea King HAR.3

Last year the Royal Air Force ordered 15 HAR.3s. These will replace the the obsolete Whirlwinds and the Westland Wessexes in the SAR role.

Deliveries are scheduled for 1977-1978.

# Commando Mk.1&2

Taking advantage of the developments of the Sea King Mk.50 well underway, Westland projected a land-based tactical transport version. The Commando version has the same uprated engines but has all the ASW-role equipment and amphibious capability removed, thus allowing 28 troops to be carried over a range of 300 naut.miles (556km).

Egypt ordered 5 Mk.1s, 17Mk.2s and two MK.2Bs (the VIP-version).

for registrations see next month's news-column

Qatar ordered 13 Mk.2As and one Mk.2C

Mk.2A: QA-20 G-BDCR G-17-20 WA828 f/f 9.8.75 d/d 10.10.75 Brize Norton

Mk.2C: QA-21 G-?? G-17-21 WA829 f/f 9.10.75 d/d 4.2.76 via Hurn







9



10





## THE BELGIAN AIR FORCE (part 1)

Written and compiled by Frank Klaassen  
with special thanks to the BAF Informa-  
tion Service, 1Sgt-Maj Moerman,  
Cdt Verelst of EAA/CIAM, Col Candries  
of VS1/IRP and J. Putman of SABCA.

### INTRODUCTION:

In earlier issues of FLASH (nos 5 & 6) we have already dealt with the Belgian air force. In view of the rather brief character of those two articles and the limited number of readers at the time, a more extensive discussion on this NATO air force, which is to celebrate its 60th anniversary this year, seems justifiable in every respect.

The design of this series differs somewhat from the previous one, in that sense that we're going to follow the career of the BAF in chronological order. This particular article deals with the 1910-1945 period; the 10 following articles of the story will provide information on the post-war period. Until now FLASH never occupied itself with the pre World War II era, but in order to make this article as complete as possible we thought it right to tell something about the early stage too.

Our story starts in 1910.

On October 31st of that year General Hellebauts, Minister of War, established a committee that was to study the possibilities of forming a Belgian military aviation unit. After a thorough examination of the matter the committee advised to establish a flying school, to recruit pilots under the single volunteer-officers and to buy a Farman biplane, plus a mobile hangar. And as some flying was planned as well the committee thought it useful to construct an airfield. Their report was accepted by the King and by the end of 1910 construction-works started on a field near Brasschaat.

Early 1911 the "Werkers- en Luchtschippers Compagnie" had at its disposal 5 pilots, 2 mechanics and a craftsman, but the ordered aeroplane hadn't been delivered yet. The Farman arrived on 5 May. The Belgian pilots, eager as they were to show what they had learned, organized a flying display, but when it was Lt Bronne's turn the ceremony ended abruptly. Shortly after take-off he let go of the stick when trying to sit more comfortably: the aircraft crashed in the middle of the airfield and deprived the army of its only plane. Bronne had broken his thigh and had to spend some months in the hospital. One of the student-pilots who had been witness of the accident was so shocked by what he had seen that he asked for an immediate transfer to his former unit... But thanks to the intermediance of the commanding officer of the Compagnie Cdt Emile Mathieu, a new Farman was delivered on 24 May and the training could be continued.

### THE WAR 1914-1918

On 31 July 1913 the Belgian government declared the total mobilization. At that time the "Militair Vliegwezen" consisted of some 20 aircraft and 45 pilots, 8 of them being civilians. The war was about to start; two squadrons stayed at Brasschaat, one was sent to Luik and one to Namen. With the fall of Luik No.1 Squadron lost all its aircraft, but the pilots managed to escape; No.2 Squadron crossed the French border with the fall of Namen and re-organized at Buc, near Paris.

The situation was desperate. The Belgian army, situated alongside the Gete river was extremely nervous and fired and both German and their own aircraft. The Belgians were forced to withdraw further and further. On 10 October 1914 it was decided to concentrate all flying units that were left at the airport of Sint Pol, near Dunkirk. On 17 April 1915 captain



Fernand Jaquet gained the first Belgian victory in the air by shooting down a German Aviatik over the city of Beerst.

Around that same date the 5 squadrons (in the meantime a new one had been established) took possession of the airfields Koxijde and Houtem; a 6th unit wasn't formed until February 1916. The Militair Vliegwezen was then composed as follows:

- Koxijde airport:
  - squadron 1 (Cdt Desmet), aircraft 6 Maurice Farman, 1 Nieuport
  - squadron 2 (Cdt Iserentant), aircraft 5 M Farman, 1 Nieuport
  - squadron 3 (Cdt Dhanis), aircraft 5 Voisin Canon
- Houtem airport:
  - squadron 4 (Cdt Hagemans), aircraft 5 Farman, 1 Nieuport
  - squadron 5 (Cdt Moulin), aircraft 5 Farman
  - squadron 6 (Cdt Hedo), aircraft, a number of BE-2C bomber reconnaissance planes

But Koxijde soon found itself in the range of the German artillery. A new landing-strip was looked for and found: Moeren, near the French border. In June 1916 the 1st and 2nd squadron left Koxijde and one year later the 3rd and 5th joined them; in the meantime the aged Farmans had been replaced by manouverable Baby Nieuports. In 1917 the Spad came in service, a French aircraft that was considered to be one of the best allied fighters. Furthermore a number of Nieuport-Delage C-29s, Sopwith Pups, Camels and Strutters and Caudrons were acquired. In 1918, when the war ended, Belgian pilots had shot down 75 enemy a/c.

#### BETWEEN TWO WARS

After the armistice the "Militair Vliegwezen" was re-organized. A first problem was pilot training; during the war students had been trained at the military flying school at Etampes, but the army staff decided that in future new pilots were to be trained at civilian schools. Contracts were made with Vertongen at Deurne and Jaquet at Gosselies.

The difficulties Belgium had experienced during the war concerning the acquisition of flying material had taught the government a lesson. Plans were made to establish a national aircraft company and in 1920 SABCA, the Society Anonyme Belge de Constructions Aeronautiques, was formed at Haren. After several months of preparations the company started; in the early stage their main occupation was the revision of the Spad 13, the Aviatik (an ex Luftwaffe aircraft, 70 of which had been handed over to Belgium after the German capitulation) and other war-survivors. The first two types SABCA built under license for the MV were the Morane-Saulnier MS-35, which was to replace the colourful collection of aged aircraft of the flying schools, and the de Havilland DH-9, assigned to the reconnaissance units. The first Morane was delivered on 12 December 1922 and four days later the first DH-9 was handed over to the military authorities. The flying units were divided into 6 groups: Observation at Gossoncourt, Bombardment at Bierset, Balloons at Zellik, Fighters at Schaffen and Nivelles, Reconnaissance at Evere and the Advanced Flying School at Assche.

Between 1922 and 1940 the following types entered Belgian service:

1922:	20 Morane-Saulnier MS-35	elementary flight trainers
	29 De Havilland DH-9	observation
1923:	45 Ansaldo A.300/4	reconnaissance
1924:	108 Nieuport-Delage 29C.1	fighter
	28 Avro 504K	flight trainer
1926:	40 Bristol 17 F.2B	reconnaissance
	15 De Havilland DH-4	bomber
1927:	44 Avia BH-21	fighter
1928:	146 Brequet 19 A/B.2	bomber/observation
1932:	87 Fairey Firefly	fighter
	20 Morane-S MS230/236	advanced flight trainer



1934:	35 Avro 504N	trainer
1935:	22 Renard R-31	reconnaissance
	150 Fairey Fox	reconnaissance
1938:	22 Gloster Gladiators	fighter
	30 Stampe SV-5	trainer
1939:	30 Fiat CR-42 Falco	fighter
	20 Stampe SV-4	elementary training
	16 Fairey Battle	fighter-bomber
	11 Hawker Hurricane	fighter

Note that this list is far from complete; only listed are types of which more than 10 were ordered. A more comprehensive record would show 75 different aircraft types!

#### THE WAR 1940-1945

When the second world war started the "Militair Vliegwezen" was organized into three regiments.

##### 1st Regiment (Reconnaissance and artillery observation)

1st Group, squadron No.1: 10 Fairey Fox (Antwerp)  
 2nd Group, squadron No.3: 12 Fairey Fox (Tienen)  
 3rd Group, squadron No.5: 10 Fairey Fox (Tienen)  
 4th Group, squadron No.7: 8 Fairey Fox (Tienen)  
 5th Group, squadron No.9: 11 Renard -31 (Bierset)  
 6th Group, squadron No.11: 8 Renard -31 (Bierset)

##### 2nd Regiment (Fighters)

1st Group, squadron No.1: 15 Gladiators (Schaeffen)  
 squadron No.2: 11 Hurricanes (Schaeffen)  
 2nd Group, squadron No.3: 15 Fiat CR.42 (Nivelles)  
 squadron No.4: 10 Fiat CR.42 (Nivelles)  
 3rd Group, squadron No.5: 15 Fairey Fox (Nivelles)  
 squadron No.6: 15 Fairey Fox (Nivelles)

##### 3rd Regiment (Reconnaissance)

1st Group, squadron 1 : 9 Fairey Fox (Evere)  
 squadron 3 : 9 Fairey Fox (Evere)  
 2nd Group, squadron No.9: no aircraft  
 squadron No.11: no aircraft  
 3rd Group, squadron No. 5: 13 Fairey Battle (Evere)  
 squadron No. 7: 9 Fairey Fox (Evere)

The (again) military flying school consisted of six squadrons, divided over the airfields Gent, Antwerp, Gosselies, Wevelgem (two sqdns) and Tienen.

The Belgian squadrons were totally outnumbered by the mighty Luftwaffe; the MV had some 180 aircraft, 11 of which were modern types. Most of them were destroyed on the ground during the bombardments. On the eve of the war Fairey at Gosselies and Sabca at Haren started the production of 80 Hawker Hurricanes to re-equip the fighter squadrons, but the order had come too late; the Germans occupied the factory at Haren. Also in the USA an emergency order had been placed for 40 Brewster Buffalos but these aircraft never reached Belgium. On 13 May 1940, there were only three squadrons left: the 1st, 9th and 11th of the first Regiment. The six squadrons of the flying school had deployed to Oudja, an airfield in French Morocco. On 27 May 1940 Belgium had to lay down the arms.

A number of Belgium pilots refused to accept their defeat though. They left their fatherland with the last ships, some of them with their own aircraft. Between 24 July and 5 August 1940 no less than 124 pilots and student-pilots were incorporated in the Royal Air Force; the Battle of Britain was about to start. During this period, that lasted from 10-7-40 till 31-10-40 thirty German aircraft were destroyed by Belgian pilots.

The lack of trained ground-crews made it impossible to form an all-Belgian squadron, but on 11 February 1941 a "Belgian Flight" was established, being part of No.609 Squadron. Also within No.131 Squadron a Belgian Flight was formed. But it lasted till 11 February 1942 that the first Belgian squadron was established at Northolt: No.350 Squadron.



In November 1942 No.349 Squadron, the second all-Belgian unit, was established; it started in British Nigeria but was deployed to England a few months later. These two units were the only Belgian Squadrons in the RAF, but they represented only 40% of the airmen. The rest was to be found in squadrons of Fighter Command, Bomber Command, Coastal Command and Transport Command. Furthermore Belgian pilots were flying in the RCAF, SAAF and USAAF. On 10 January 1944 the Belgians celebrated their 100st victory: FO Jaspis, a Typhoon pilot of 609 Squadron had shot down a German Junkers Ju-88.

In September 1944 Belgium was liberated. In order to have more time to prepare the re-erection of the "Militair Vliegwezen" it was decided to keep the Belgian units in the RAF for the time being. The "Belgian Section RAF" as these units were called, stayed under operational control of the Royal Air Force.

In September 1944 this "Belgian Section" consisted of the following units: - two dayfighter sqdns., equipped with Spitfires Mk.XVI  
- a liaisonflight with Dakotas, Ansons, Dominies and Hurricanes  
- a training center, consisting of a recruiting office, a technical school and an elementary flying school

Let's take a closer look at these units.

#### No.349 SQUADRON

This unit was established on 10 November 1942 in British Nigeria as an all Belgian squadron; the first CO was Squadron Leader Malengrau. During the war 349 took part in various operations over Western and Northern Africa, Normandie and Western Europe. The war ended at Valperbusch for the unit; on 29 June 1945 the squadron moved to Wunstorf, where it was joined by No.350 some time later. By the end of 1945 the two squadrons were at Fassberg. When the hostilities ended, 349 consisted of about 30 pilots and it was flying Spitfires Mk.XVI

#### No.350 SQUADRON

This unit was established on 11 February at RAF Northolt. During the war it operated all over Europe, a.o. Dieppe, Normandie, Arnhem, Ardennen and Germany. At the end of the hostilities the unit was based at Celle. In June 1945 it joined No.349 at Wunstorf, later they both went to Fassberg. Its equipment then consisted of Spitfires Mk.XVI. Later in 1945 the two squadrons were organized in one Wing. This "A" Wing, though completely Belgian, stayed temporarily under RAF control, on request of the Belgian government. The Wing was assigned for patrol and observation missions and flight training.

#### THE LIAISONFLIGHT

After the liberation a liaisonflight was established, mainly equipped with Anson and Dominie aircraft. The Flight was based at RAF Hendon and took care of the communication between London and Brussels. Within the RAF transportsquadron No.525 had become an all Belgian unit. This squadron, although it wasn't part of the RAF Belgian Section, played an important role, as it flew all transport missions from and to Belgium. This unit was equipped with Dakotas while besides the Ansons and Dominies a few Hurricanes and Proctors were used as well.

#### THE BELGIAN TRAINING SCHOOL

At the end of the war the Belgian Section of the RAF had an own training center as its disposal: the Belgian Training School. It was composed of three elements, namely the Elementary Flying Training School, the Technical Training School and the Military Training School. The EFTS trained Belgian student pilots on Tiger Months; later after the war this school was transferred to Belgium, to Schaffen.

to be continued.



11



12



13









INTERNATIONAL AIR TATTOO '76 at RAF GREENHAM COMMON On 31-7 & 1-8  
by Pieter van Gemert.

This year it was for the third time that the Royal Air Force Benevolent Fund organized an International Air Tattoo at RAF Greenham Common. The first was held in 1973 and the previous was held in 1974. This year's International Air Tattoo was announced early this year as "Europe's biggest air show" for this year and it certainly was as you can see underneath.

The organizing organization for the Air Tattoo is the RAF Benevolent Fund. This organization was founded in 1919 just one year after the Royal Air Force itself was created. This year's Air Tattoo was staged for the benefit of the Royal Air Force Benevolent Fund, which last year spent £1.5m. on the relief of distress among past and present members of the RAF, as well as widows, dependant and the disabled.

RAF Greenham Common is not a very well known air base in active military aviation. The air base is one of the several Stand-by bases of the USAFE. The base is operated by the 7551st Combat Support Group, USAF, under the operational control of HQ 3rd Air Force, but in common with other US military sites in the UK the base remains a Ministry of Defence establishment. During the last three months RAF Greenham Common was temporarily an operational base. This is due to the runway repairs at RAF Upper Heyford, the home base of the F-111Es of the 20th Tactical Fighter Wing. For this occasion the three Tactical Fighter Squadrons of the 20th Wing, 55th, 77th and 79th moved temporarily to RAF Greenham Common.

Now you have been informed about the RAF Benevolent Fund and the status of RAF Greenham Common, let's return to the International Air Tattoo weekend. On Thursday, July 29th, the first aircraft for the show were coming in and most of the 20th TFW F-111Es moved to RAF Upper Heyford for the weekend. In the late afternoon of Friday, July 30th, the last aircraft had arrived in other words the show could start.

In the early morning of Saturday 31st July hordes of enthusiasts had assembled with the gates. Some others arrived not earlier than noon or even later due to the traffic jams, these including our unfortunate UK agent.

For those who managed to reach the field in time the following aircraft in the static display could be admired:

Aeronavale Atlantic 48 24F.	Klu F-27M C-10 334Sqn
Aeronavale Alize 40 6F	Klu F-104G D-8051 312Sqn
Aeronavale Etendard IVP 115 16F	MLD SP-2H 210/V 320Sqn
RAF Nimrod XV231 120Sqn	MLD Atlantic 253/V 321Sqn
RAF Shackleton AEW.2 WL795 8Sqn	USAF KC-97L O-30327 181ARS/136ARW
RAF Vulcan B.2 XL444 617Sqn	USAF F-5E 01545 527TFTAS /Texas ANG
RAF Hercules W.2 XV208 Met.Resch.Fl.	USAF F-111E 68-028 20TFW
RAF Lightning F.6 XR773/D 11Sqn	USAF OV-10B 13559 601TCW
RAF Jaguar GR.1 XZ117/E 41Sqn	USN S-3A 159741/AE610 VS-28 USS America
RAF Buccaneer S.2 XV334 2370CU	USN G-14A 159434/AE-100 VF-143 America
RAF Harvard T.2B FT375 A&AEE	USN E-2C 159497/AE-723 VAW-124 America
RAF Lancaster PA474/KM-B	USN EA-3B 144852/18 VQ-2 NAS Rota
RAF Mosquito RR299/HT-E HSA Ltd.	WGAF C-160D 5058 LTG-61
RAF Buccaneer XN962 71MU (nose only)	WGAF G-91R 3211 WS-50
RAF Varsity T.1 WJ945/21 CFS	WGAF DO-28D 5890 AKG-51
RAF Dominie XS713/C 6PTS	WGAF F-4F 3830 JABOG-35
RAF Harrier GR.3 XZ133/32 2330CU	WGNavy F-104G 2322, 2672 MFG-2
RAF Meteor NF.11 WD790 RS&RE	WGNavy Sea King 8962 MFG-5
RAF Phantom FG.1 XV575/C 43Sqn	WGArmy UH-1D 7358 7369 LHflTpReg.10
RNavy Canberra T.22 WH803/856 FRADU	RNoAF F-5B 595 336Skv.
RNavy Sea Vixen FAW2 XN653 RAE Bedford	RNoAF F-104G 12240 331Skv.
RNavy Sea Fury FB.11 TP956/123-T	RNoAF TF-104G 12263 331Skv.
RNavy Swordfish LS326/5A	RDanAF F-100D G-779/M 730Esk.



R.Army Alouette II XR379 6Flight  
R.Army Gazelle AH.1 XX379 6Flight  
R.Army Sioux AH.1 XT202 653Sqn  
R.Army Scout AH.1 XW614 653Sqn  
R.Army Beaver XP825 6Flight  
R.Army Chipmunk T.10 WP956 1FWF

RDanAF TF-100F GT-949 730Esk.  
RDanAF A-35 A-014 725Esk.  
RDanAF TF-35 AT-152 729Esk.  
Austrian AF Skyvan 5S-TB 3Wing  
CAF CT-33AN 133345 1CAG  
CAF COH-58A 136224 136236 444Sqn

As you can see one of the most interesting static displays ever produced in Europe. Star participators could be found in the Austrian Skyvan, the two Bodo Starfighters and the US Navy exhibits. But there were more aircraft to be seen in the static display, this in the shape of 26 Hawker Hunters. This due to the 25th anniversary of this most successful aircraft.

The first of the three prototypes of the Hunter, WB188, made its maiden flight on July 20th, 1951 from Boscombe Down. Late 1954 the third prototype, WB202, was fitted with an improved engine, the Armstrong-Siddeley Sapphire 100. This model was designated as Hunter F.2 and subsequently 45 F.2s were ordered by the RAF for the 257 and 263 Squadron who received their Hunters in 1954.

In September 1953 Neville Duke set up a new world air speed record of 727.7 mph. with the WB188. With the development of the Avon engine the Hunter F.4 made its first flight on October 20th, 1954. A total of 365 F4s were built for use with the 3, 4, 14, 20, 26, 43, 54, 67, 71, 111, 112, 118, 130, 222, 234 and 247 Squadrons. The Sapphire powered Hunter F.5 served with the 1, 34, 41, 56 and 263 Squadrons from 1955 onwards.

The first Hunter F.6 was first flown January 22nd, 1954 equipped with the improved Avon 200 engine which supplied 30% more power. The Hunter F.6 replaced the earlier marks with the 43, 54, 63, 66, 74, 92, 111, 247 and 263 Squadrons of Fighter Command and with the RAF Germany squadrons.

The first Hunter Trainer XJ615 was first flown on July 8th, 1955. 45 aircraft were built as Hunter T.7s and they entered service with the 2290CU at Chivenor in 1958/1959. The Royal Navy ordered the Hawker Hunter trainer as T.8 for the FRADU at Yeovilton.

After the retirement of the Hunter from fighter defence duties it was apparent that it would fill an essential gap in the ground attack role as a replacement for the Venom. The first Hunter FGA.9, XE617 was flown on July 3rd, 1959. Like this prototype, production aircraft were converted from F.6s. At present 45 and 58 Squadrons are equipped with the Hunter FGA.9, operating as ground attack training squadrons at Wittering and a number of aircraft serve with the Tactical Weapons Unit at Brawdy (composed of 63, 79 and 234 (shadow) Squadrons).

The Hunter FR.10 went in service with the 2 Squadron at RAFG Learbruch. The FR.10 is based on the FGA.9 with a modified nose to incorporate three cameras.

The Hawker Hunter was also delivered to other air forces in the world. In Holland and Belgium F.4s and F.6s were built. New aircraft were also supplied to Sweden, Denmark, India, Jordan and Switzerland. And at present Hawker Hunters are still being rebuilt and supplied to air forces in the Middle- and Far East and South America.

In the past 25 exciting years of the Hawker Hunter almost 2,000 aircraft were built, reason enough to say happy birthday Hunter !!!!

Let us now return to the reality from this piece of nostalgia. The organizing committee managed to make a flight-line of the following Hunters, lead by the prototype from St. Athans Museum:

RAF Hunter F.1/3 WB188 St. Athans Museum	RAF Hunter T.7 XF321 RAE Farnb.
RAF Hunter F.6 XE656/35 TWU/63Sqn	RAF Hunter T.7 XL612 RAE Bedford
RAF Hunter F.6 XG274/71 4FTS	RAF Hunter T.7 XL563 Inst. of Av. Med.
RAF Hunter F.6 XF375/5 ETPS	NLR Hunter T.7 PH-NLH NLR
RAF Hunter F.6A XF382/15 TWU/234Sqn	RAF Hunter T.7B WV318 LSF/2370CU
RAF Hunter F.6A XG196/25 TWU/234Sqn	RAF Hunter T.7A XE967 2370CU
RAF Hunter FGA.9 XJ686/41 58Sqn	RAF Hunter T.12 XE531 RAE Farnborough
RAF Hunter FGA.9 XK138/I TWU/79Sqn	RNavy Hunter GA.11 XE689/864 FRADU
RAF Hunter FGA.9 XJ688/B TWU	RNavy Hunter GA.11 WT804/831 FRADU



RAF Hunter FGA.9 XK137/42 45Sqn  
 RAF Hunter T.7 XL587/86 TWU  
 RAF Hunter T.7 XL583/91 TWU  
 RAF Hunter T.7 XL613/91 4PTS

RNavy Hunter GA.11 WW654/833 FRADU  
 RNavy Hunter GA.11 WV267/836 FRADU  
 RNavy Hunter GA.11 WT806/838 FRADU  
 RNavy Hunter T.8C WT772/875 FRADU

The flying display for both days started at 10.30 a.m. and continued till 18.06 p.m. And during this more than 7 hour's display the public was entertained in a way never showed before in European displays.

On Sunday, August 1st two trophies were to be awarded by an international panel of judges. The Embassy Jet Aerobatic Trophy was to be awarded to the pilot who could give the best solo jet performance; the competing aircraft are underneath marked with \*. The Shell Trophy was to be given to the aircrew who gave the best overall flying performance, excluding the solo jet competitors and display teams with more than four aircraft.

- The Sea Fury TF956/123-T of the Fleet Air Arm Historical Aircraft Flight opened the display.
- The following display was given by the Battle of Britain Historical Flight, comprising of the Hurricane IIC LF363/LE-D, Spitfire PS853 and Lancaster PA474/KM-B, all three still going strong. Since a few months the flight is based at RAF Coningsby where it moved to from Coltishall.
- The Mosquito T.3 RR299/HT-E owned by Hawker Siddeley Aviation.
- B-17G 485784/E N17TE with as usual Captain D.Bullock of Euroworld at the controls.
- The first helicopter display of the days was given by the "Gazelles" from CFS, RAF Ternhill. They were using the Gazelle HT.3s XW870/F, XW898/G, XW910/K and XX374/L.
- The Swordfish LS326 of the FAA Historical Aircraft Flight from RNAS Yeovilton showed, as usual, the Union Jack.
- The Vintage Pair of the Central Flying School gave their performance with the Meteor T.7 WF791 and the wellknown Vampire T.11 XH304
- Flt.Lt.D.Webb flew the Jet Provost T.5 XW370/72 as the representative of the 1 FTS at Linton on Ouse.
- The first display of an international known display team was given by the Belgian Red Devils, to some people better known as the Rooie Duvels, or Les Diables Rouges, from Brustum flying the Fouga Magister which will be replaced by the Alpha Jet within a few years. At Greenham the team used the following Fougas: MT11, MT15, MT18, MT31, MT32 and MT12.
- The Falcon parachute display team was dropped by Hercules XV190.
- The Italian national team Frece Tricolori gave a much better show then in previous years, although the smoke they produced still smelled terrible. They were using the following G-91s, with thanks to BAR for the MM serials. G-91PANs: MM6249/1, MM6242/2, MM6250/3, MM6240/4, MM6264/6, MM6248/12, MM6245/15, MM6242/-, G-91Rs: MM6314/5, MM6301/14, MM6310/11
- Three F-111Es of the 20TFW temporarily based here, showed in a close formation the different positions of the wings. For this short display they availed themselves of the UH68-022(blue), UH68-067(red), and UH68-C52(yellow) on Saturday and UH68-006 on Sunday.
- The 527 Tactical Fighter Training Aggressor Squadron was making one flypast with four of their F-5E Tiger IIs. On Saturday the 01543 and 01547 were identified and on Sunday only the 01548 was logged.
- \*The Klu was represented in the flying display with two aircraft, one of them being the F-104G D-8091 of the 312 Squadron flown by Hans vd. Werf. It was a long time ago that we saw a good show of a Dutch F-104 but at Greenham it was possible.
- After the Klu Starfighter the Nimrod XZ280 of the 120 Squadron from Kinloss gave a much less noisy display.
- \*Harrier GR.3 XW922/49 of the 233 OCU gave the well known display as a Harrier ought to do.
- Especially for the anniversary of 25 years Hunter a team was formed flying four Hunter GA.11s from FRADU, Yeovilton. The four Hunters were flown by four civilian pilots of Airwork Services Ltd. as the "Blue



- Hérons". They used following aircraft WT804/831, WV654/833, WV267/836 and WT806/838.
- \*The second Dutch representative in the flying display was the NF-5A K-3021 of the 316 Squadron. On Saturday the aircraft was taxiing to the runway, was cleared for take-off, gave full power and started rolling, but halfway the pilot drew his drag chute and returned to the platform. The next day he told me that his left engine had broken down and as no spare aircraft was available (all other teams did have one!) he could not show his capabilities. The only comfort the organizers could offer him was the first invitation for the next Air Tattoo which of course was gratefully received.
  - A rescue demonstration was given by the Sea King 8962 of MFG-5.
  - \*The first US Navy item in the display was the A-6E Intruder 154126/AE-502 of VA-176. This subsonic twin jet attack aircraft for low level, air support and nuclear delivery missions showed its capacities in a proper way.
  - \*A solo display was given by the Saab 105 OE E/435 (code blue) from the Fliegerregiment 2/Staffel 2 from Zeltweg. Compared with the display of the Saab 105 which was flown at Greenham in 1974 we must conclude that it was of an inferior quality, this in contrast to the "Silver Birds" team which we will deal later with.
  - \*The French Navy had sent over the Etendard IVP 111 of the 16F. This aircraft is normally used for reconnaissance and tanker duties from the carriers Clemenceau and Foch.
  - \*Another aircraft from the USS America, at that time somewhere in the Mediterranean, was the F-14A Tomcat 159449/AE-212 of VF-142. The aircraft flown by Lt. Steve Brown with Lt. John Seddon in the back seat really showed its capacities in the air-to-air combat and air-to-surface attack role. Undoubtedly one of the best displays of the weekend.
  - The national French display team "La Patrouille de France" demonstrated that it is still very hard to fly the Fouga Magister in a display team, although they are flown by very skilled pilots. They were using the following CM-170Rs: 565/VP, 533/VQ, 538/VR, 541/VR, 541/VC, 544/VJ, 561/VM, 564/VO, 529/VB and 576/-.
  - RAF Scampton showed up with the Vulcan B.2 XL426 of the 617 Squadron making some fly-pasts.
  - \*In the flying display the Royal Navy was represented with the Buccaneer S.2 XV868 of the 809 Squadron. When turning a sharp corner the bomb-bay was open and the words "Fly Navy" were visible.
  - \*Until this year the Jaguar GR.1s of the RAF did hardly participate in any flying display. At Greenham Common the XX754/23 of the 226 OCU from Lossiemouth tried to make the best out of it.
  - A CH-53G of Mittelersheeresfliegertransportregiment 15 from Rheine-Bentlage gave an excellent demonstration. A funny interval occurred when the pilot placed the heli on the runway, opening the loading bridge and one of the crew members came out on a bicycle. The concerning CH-53G was 8491.
  - A very good show was given by the Canadian "Tiger Romeos" of the 439 Squadron flying the Starfighters 104716, 104733, 104829, and 104859. This very good looking show was most likely so good that they were flying with hardly or maybe even none restrictions. E.g. they made an attack formation fly-past over the field with a speed of approximately 550 mph. at a height of 15 feet!
  - A Super Frelon, 163 of 32F, from Lanveoc gave his display as an anti-submarine helicopter. Remarkable was that it had the word "MARINE" inscribed on the engine bay.
  - Four very skilled Austrian pilots of the Fliegerregiment 2/Staffel 2 managed to get permission to form a display team named "Silver Birds" and flying four Saab 1050Es. The four aircraft B/432, F/436, H/438



and J/440 were flying with black/yellow noses and dayglow on the tail and wing ends. The show they gave was excellent although it was not with high speed, but the formation flying was in one word excellent.

--\*A solo display was given by FRADU Hunter G.11 WT804/831 on Saturday While on Sunday the pilot concerning preferred to fly the WV276/836.

--\*The best display of the weekend was, according to my personal opinion, given by the Norwegian F-5A 376 of the 336Squadron from Rygge.

The pilot was really giving a really spectacular show starting with a take-off from runway 11 while 29 was in use, a few seconds after lift off he made a roll followed by a looping on his back.

--\*The last USNavy item in the show was the A-7E Corsair II 159661/AE-302 of VA-15 also from the USS America. Under normal circumstances the A-7E is operating in the long-range light attack role.

--\*A light dark grey camouflaged Lightning F.3 XR720/M of the 11Squadron gave the well known noisy Lightning display. The a/c came from Leconfield, where both RAF's Lightning Squadrons are temporarily based, due to runway repairs at Binbrook.

-- The German Navy's Atlantic 6101 from MFG-3 at Nordholz produced the most spectacular landing of the whole show as it made a touch-down first with the nose wheel after a steep finals. Very fortunately for the pilot when making this touch, his flaps were still up, otherwise the nose gear would have collapsed.

--\*The Central Flying School at Cranwell was represented by the Jet Provost T.5 XW437/39 flown by Flt.Lt.I.Hill

-- The last item of the show were the "Red Arrows" with their Gnat T.1s from Kemble using the following aircraft on Sunday after the team returned from Switzerland where they had a display Saturday afternoon.

XR572, XR991, XR540, XR993, XR981, XS101, XS107, XP514 and XR537.

As you can conclude yourself, it was the biggest and most interesting Air Show ever held in Europe with a very interesting static show and a flying display during which one wasn't bored for a minute.

To conclude this show report we give you a list of some aircraft and helicopters on the field; most of them were reserve aircraft and transport aircraft for the ground crews.

Austrian AF Saab 1050E G/437 FlReg.2/St.2 (reserve a/c for "Silver Birds")

BAF CM-170R MT-21 (reserve aircraft for "Red Devils")

ItAF G-91PAN MM6310/11 (reserve aircraft for "Frecce Tricolori")

RAF Gnat T.1 XR995 (reserve aircraft for "Red Arrows")

FAF CM-170R 545/-, 546/VL (reserve aircraft for "Patrouille de France")

RAF Gazelle HT.3 XX396/N, XX406/P both of CFS

RAF Harrier GR.3 XV762/44 233OCU RAF Jaguar GR.1 XX111/01 226OCU

RNavy Buccaneer S.2D XN982 809Sqn RAF C-130K XV291 LTW

RAF Lightning F.3 XP695/0 11Sqn WGAF DO-28D 5829 LTG-61

RAF Jet Provost T.5 XW414/34 CFS FAF N-2501 312-BJ/24

RAF Jet Provost T.5 XW370/72 1FTS RAF Wessex XT672/AZ 72Sqn

RAF Puma HC.1 XW223/DP and XW202/CW (resp. 230Sqn and 33Sqn)

RNavy Wessex XT459/V-J RAF Devon WB531

ItAF G-91T SA-61/MM6361

.....

#### ADVERTISEMENT:

- For exchange negs of Sea Vixens, Vampires and Venoms of RAF, RN, RAAF RNZAF. In return I like to have F-84F, F-104, T-33, F-5 of RNethAF or F-104 RHAF, TurAF, RNoAF and some other nations.  
Contact K.Folkersma, Furmerusstraat 326, Sneek 9400, Netherlands.



## BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: Making a low overshoot during its performance at the Greenham Common Air Tattoo, is this F-14A Tomcat 159449/AE212 of the USNavy. Photo: P.v.Gemert/GCA

### FRESH DEVELOPPED PHOTOS

- 1 : Originally the Tomcat was to appear at the Open Days at Upper Heyford and Mildenhall, but due to technical problems all Tomcats were grounded and had to cancel their participation at these shows. Fortunately problems were solved by the end of July and they did appear at the Air Tattoo at Greenham Common (see cover) and at Ramstein Open Day. At the latter was this example 159451/AE210 of VF-142. Photo: F.Swinkels
- 2 : Also at Ramstein Open Day, this Bronco OV-10. Photo: F.Swinkels
- 3 : Subject to many speculations is the question with what the F-4Cs of the USAFE will be replaced. One thing is sure, the arrival of the Eagles at Bitburg latter this year, will cause an earthquake amongst the Phantom units in Europe. Most likely all F-4Cs will then return to the States to serve with the ANGs. Seen at Alconbury on July 3rd is this TJ63-506 of one of the two USAFE's wings using the F-4C namely 401TFW. Photo: F.Swinkels
- 4 : This a/c was designed by Swearingen and named Merlin IIIA. While being in production the company was taken over by Fairchild making it the Fairchild Merlin IIIA. The Belgian AF also operates this a/c, of which one example, CF-02, attended the Open Day at Kleine-Brogel (18 June). Photo: F.Swinkels

### MISCELLANEOUS

- 5 : "Still going strong but walking on its last legs". A Neptune 145910/PG-14, of the USNavy's VP-65 Squadron. Photo: F.Swinkels
- 6 : On 17 August 1976, a squadron exchange started between 526TFS at Ramstein and 36Stormo at Gioia del Colle. Illustrating this event is F-104S 36-28. Photo: F.Smith
- 7 : Just can't get enough of it. The Piper Super Cub EI.118/MM53-7737 of the Italian Army. Photo: G.Hiltermann
- 8 : Once upon a time the Aeronavale Francaise used the T-6 Harvard. They were based at Nimes-Garons. Photo: ANF via J.P.v.Kempen

### BELGIAN AIR FORCE IN FOCUS

- 10-13: The Belgian Air Force then and now, is the motto of the photo page that opens the series. The upper picture shows a Spitfire Mk.14, serialled SG-87 while being refueled. This picture, which, like most of the historic photo's printed with this article is published here by courtesy of 1Sgt.Maj.Moerman of the Belgian Air Force, was taken at Florennes in 1948. This type replaced the Spitfire Mk.16 that were returned to the RAF shortly after the war. The lower photograph was taken during a recent NATO exercise (also at Florennes) and shows Mirage 5BR of the 3rd Wing (F.Klaassen)
- On the second photopage, Hurricane A-PA which was withdrawn from use in 1947 and stored. The middle photo is of Tiger Moth serialled T-5 and the last photo shows Auster A-12 at its home base Brasschaat. (Photos from the collections of the author, BAF and BAF resp.).

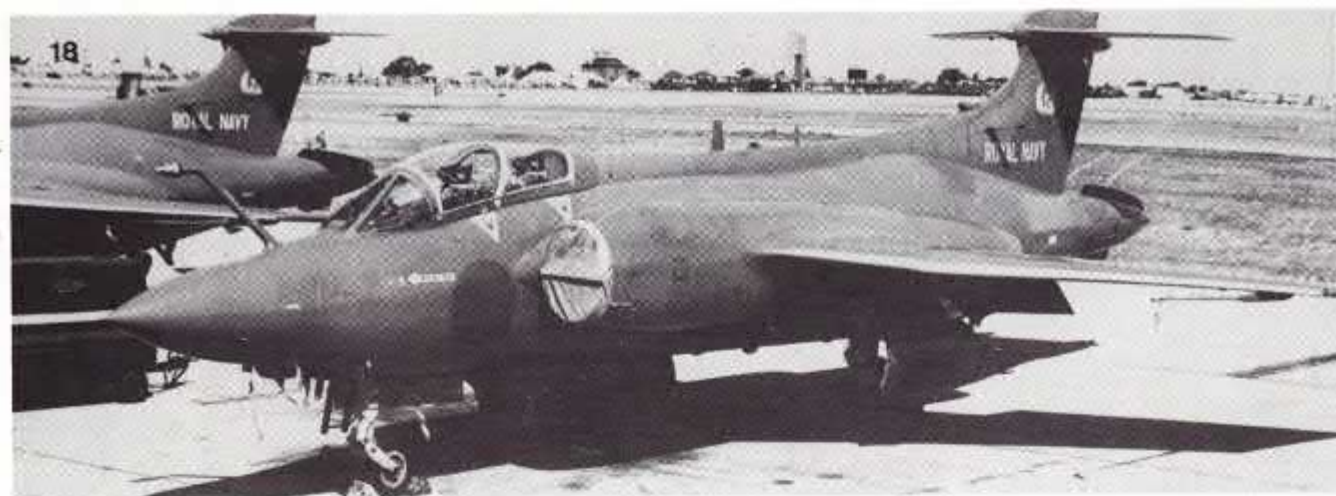
### GREENHAM COMMON AIR TATTOO '76

- 14-20: As the article on this show is very extensive no further comment. All photo's: P.v.Gemert/GCA

### MISCELLANEOUS

- 21: Again an a/c on the nomination of being replaced: the CF-101B Voodoo of the CAF. The CAF will choose the successor from the Eagle of F-16. In the meantime they will remain operating with the Air Defence Command, just as 101046 of 425Sqn. Photo: CAF
- 22: This veteran being a Meteor Mk.VI, 461 was at Aalborg. Photo: H.Holmelin via J.P.v.Kempen
- 23: A Skyhawk A-4G 154907/886 of the R.Aust.Navy. Photo: F.Swinkels
- 24: A great plane was and still is the Catalina. This CA-10, 6526, of the Force Aerea Brasileira was present at an Open Day at Santos Dumont on 18 October 1970. Photo: F.Swinkels







21



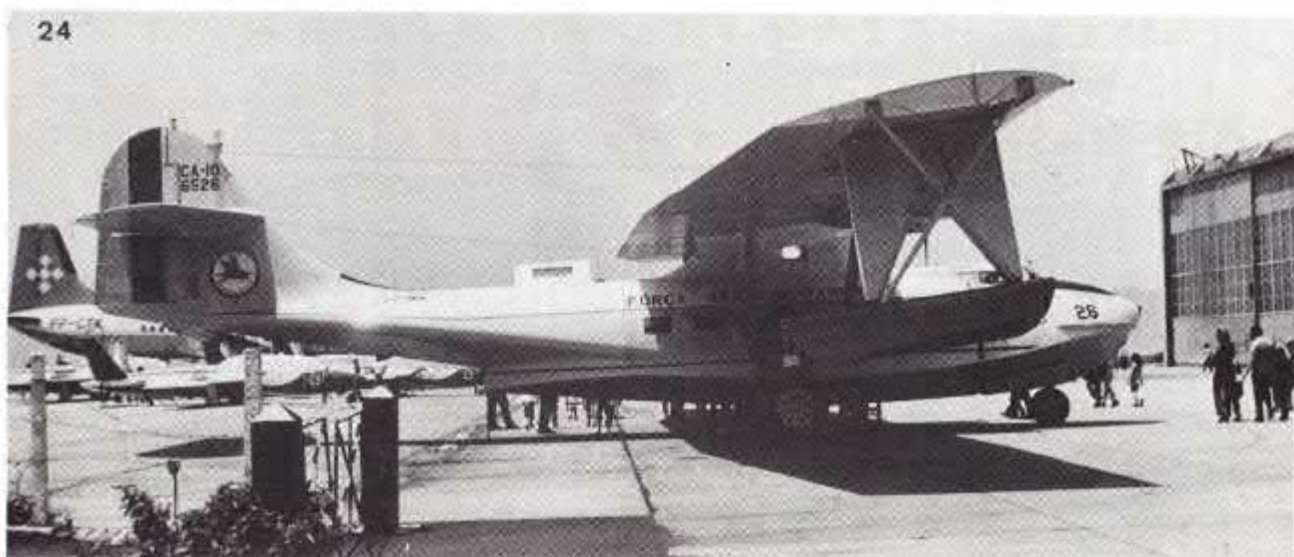
22



23



24





VIL AVIATION CIVIL AVIATION CIVIL AVIATION CIVIL AVIATION CIVIL AVIATION CI

EDITED BY C.v.d.Heuvel and J.Struben

MOVEMENTS NEWS DUTCH REGISTER FELLOWSHIP PRODUCTION KEIHEUVEL MOVEMENTS NEW

MOVEMENTS

With thanks to 1st TASW, E.Roelofs and SGE

Schiphol (Amsterdam):

- May 15: G-AZDX PA.28 Cherokee 180E F.B.Gibbons & Sons Ltd.  
D-EMCA Cessna 182J c/n 182-57234 Dr.W.Herbst  
F-BUFO F.27-200 c/n 10259 LOCAERO SE-FLI PA.32  
D-EHWI Beech A.23 c/n M-609 DR.W.Holter
- May 16: G-BBAT Beech C.23 Musketeer c/n M-1484 Eagle Aircraft Services  
HA-YSA Tu.134A Hungarian Government
- May 18: D-IHSP Cessna 310Q c/n 310Q-0542 GESPO KG.  
N18709 Boeing 707-331B c/n 18985 T.W.A.  
G-BCZR Viscount British Midland OY-RPD PA.28R Cherokee  
G-AYYN Luton L.A.5a Major G-AWXW PA.23 Aztec 250D
- May 19: OO-RDG Bell 47G-1 c/n 1335 Heli-Service  
N287CC Cessna 500 F-BVPU SE.210 Aero Tour  
OE-LDL DC-9-51 c/n 47652 Austrian Airlines  
OY-APF F.27-500 c/n 10459 Maersk Air  
LN-SUS Boeing 737-205 c/n 19408 Braathens SAFE  
G-AROI DH.104 Sea Devon C.20 c/n 04474 Fairflight Charters  
F-BUFG SE.210 Caravelle III c/n 123 Aerotechnique Internat.  
IZ-BTK Tu.154B Balkan Bulgarian Airlines
- May 20: OB-R-1084 DC-8-53 c/n 45629 Aero Peru (testflight)  
G-AYNR HS.125/400B c/n 25235 McAlpine Aviation Ltd.  
G-AVZS HS.125/3B c/n 25132 Beecham-Imperial Aviation  
D-EETX Cessna 182K c/n 182-58070 H.Beser & Ptnr  
G-AYZC PA.23 Aztec D F-BXMN MS.896 Rallye  
N720G G.159 Gulfstream I c/n 143 ITT (also on June 13)  
OY-SAL SE.210 Caravelle 6R c/n 89 Sterling Airways
- May 21: N54648 DC-9-15 c/n 45722 Cyprus Airways  
LU-SUG Boeing 737-205 c/n 20412 Braathens SAFE (also on June 20)  
G-BBBJ PA.E23 Aztec 250 OY-BAL Beech King Air  
F-BRAX Beech 60 Duke T.A.T.  
D-IFDS BN.2A Islander c/n 88 Stuttgarter Flugdienst GmbH
- May 23: F-BXDZ MS.893 Rallye  
D-EAXA AA.5 c/n 0497 Sportavia Putzer KG
- May 24: D-INCI Cessna 500 c/n 500-0255 Nixdorf Computer Miete KG  
D-EECO Beech V.35B c/n D-9229 Dr.W.Jokisch  
EI-ANO Boeing 707-348C c/n 18880 Aer Lingus (new c/s)  
N2975R PA.28 Cherokee
- May 25: D-EAPA AA.5 c/n 0752 Hamaland-Flugdienst GmbH  
OO-MIX Cessna F.172G c/n F.172-0212 Sotramat  
OE-DYB RC-112 Aero Commander  
EI-ASH Boeing 737-248 c/n 20223 Aer Lingus (still Transair c/s)  
OY-BCO N.262A c/n 33 Cimber Air Denmark  
N767RV BAC 1-11-411B c/n 111 Revlon  
N737A F.27 Aramco (delivery) G-BGKN HS.125/600
- May 26: OY-RYS PA.30 Twin Commanche F-BVVG Beech 95-55  
G-BAKJ PA.30 Twin Commanche c/n 30-1232 Cannon Aviation Ltd.  
SE-EEL PA.23 Aztec 250  
TR-LTS F.28-1000 c/n 11102 Air Gabon (delivery)  
EC-CNF Convair 990A c/n 30-10-8 Spantax  
I-DIWW DC-8-62 c/n 46027 Alitalia  
CN-RMK Boeing 737-2B6 c/n 21216 Royal Air Maroc



May 27: G-GNDA DC-8-61CF c/n 45902 Nordair CCCP-85119 Tu.154A Aeroflot  
 F-BUTT PA.34 Seneca 200 c/n 34-7350320 Industrielle de Groussay  
 D-IDNL Beech D.50 c/n DH-263 W.Kellner  
 D-IDAW Cessna 340 c/n 340-0153 Disko Leasing  
 YU-AJS TU.134 Aviogenex (new a/c) EL-AMN Cessna 210L  
 AP-AXK Boeing 720-047B c/n 18590 P.I.A.  
 HB-VBS Mystere 20C c/n 55 Fred-Air

May 28: D-CORA Learjet 35 c/n 35-0018 Holstenflug Schutze & Co.  
 D-ELMW Cessna 210L EC-CQX PA.28 Cherokee 180  
 EC-CCG DC-8-61CF c/n 45898 Spantax (also on May 29)  
 EL-AMN Cessna 210L SE-GRZ PA.32R Cherokee Lance  
 D-ECJC Cessna F.172H c/n F.172-0734 Aeroclub Hamburg  
 DM-SCZ Tu.134A Interflug (new a/c)

May 29: D-ILTO Beech 65-B90 c/n LJ-453 Federal Republic of Germany  
 EC-CTS DC-9-30CF Aviaco LN-PAC PA.30 Twin Commanche  
 G-AYBJ Boeing 707-321 c/n 17597 Tunis Air (ex BMA)  
 G-BCXA and G-BCXC both MS.880 Rallye  
 G-BDEG MS.880 Rallye 100ST c/n 2554 A.T.S.

May 30: PK-GIP DC-10-30 c/n 46919 Garuda (delivery)  
 G-AYVC HS.121 Trident 1E c/n 2137 British Airways  
 F-BVFP N.262 c/n 41 Air Alsace  
 D-EALZ Cessna P.206 c/n P.206-0602 Herm.Jurs Beton fertiateile

May 31: N99862 DC-8-52 c/n 45814 Cyprus Airways (ltd from MDC, also July 7)  
 PH-ILY Mystere 20 c/n 326 Philips SE-EIN PA.30 Twin Commanche  
 OO-SKE A.B.206A c/n 8331 Sotramat S.A.  
 D-IMAR PA.31 Navajo Chieftain 350 c/n 31-750483 Henschel  
 D-IOGE Learjet 24BA c/n 24-224 Y-Air Charter KG  
 G-BBDU PA.31 Navajo c/n 31-537 Eric Electronics Ltd.  
 D-EHUS Cessna FR.172F c/n FR.172-0138 Intinchen Zero Mode

June 1: LN-PAC PA.31 Navajo G-AVJA Cessna 182  
 G-BAVJ PA.31 Chieftain 350 Vickers Ltd.

June 2: N8635 DC-8-63CF c/n 46050 ONA (ex Seaboard World Airlines)

June 3: OD-AGM Boeing 747-123F/SCD (new a/c)  
 N8729 Boeing 707-331B c/n 20058 TWA (also on June 12 & July 13)

June 4: N534PA Boeing 747SP-21 c/n 21026 PANAM (als on June 16)  
 OY-ASH Beech King Air 90 OY-POO PA.28R Cherokee Arrow  
 D-ICKI Cessna F.337F c/n F.337-0052 Atlas Air Service  
 D-CBMB Falcon 10 OO-VMH P.149D c/n 26

June 5: G-BCIV Beagle 206 Srs.1 Denair SE-FCM PA.28 Cherokee  
 G-BCYC BN.2TR Islander Mk.III-I c/n 1011 Loganair  
 D-EDKL GY-80 Horizon HB-CXA Cessna 177 Cardinal

June 6: HB-IDS DC-8-63CF c/n 45968 SATA HB-TAH Meta Sokol

June 7: HB-OCV PA.28 Cherokee HB-ESU PA.200-180  
 D-EMFB Robin Hr.100-210D c/n 190 M.Christiansen  
 N8603 DC-8-21 c/n 45424 Eastern (still Air Spain c/s, ex EC-CDA)  
 AP-AYW Boeing 747-282B PIA (ltd. from TAP, new c/s)

June 9: D-IFZB Do.28D-1 c/n 4037 D.F.V.L.R.(luftwaffe VIP ex 58-02)

June 10: PP-VLU Boeing 707-323C c/n 19235 VARIG  
 LN-KCM PA.31 Navajo N6427 Cessna 172 (stored)

June 11: OY-ASA VFV-614 Cimber Air

June 12: N8608 DC-8-21 c/n 45429 Eastern (still Air Spain c/s, ex EC-CDB)  
 N530PA Boeing 747-SP-21 c/n 21022 PANAM  
 F-BVTU F.27-100 c/n 10258 TAT  
 G-AZRA Bo.209 SE-FBC Cessna 310K  
 D-EFEE Jodel DR.400-160 c/n 692 E-Dauner & Ptnr.

June 13: SE-FLS RC-112 Aero Commander

June 14: G-BCAD MS.894A Rallye Minerva 220 N1620N L.1329 Jetstar

June 15: N8636 DC-8-63CF c/n 46051 ONA (ltd. from SWA in Korean A/1 c/s)  
 G-BARR HS.125/600B c/n 256019 Rolls Royce



June 15: G-BBGE PA.E23 Aztec 250 c/n 27-4373 Cabair  
 G-BBPZ PA.E23 Aztec 250 Cabair HB-LHW Cessna 402B  
 F-BTGG Cessna 402 c/n 402-0007 Houssmann Location  
 June 16: CCCP-85130 Tu.154B Aeroflot  
 SE-GMB Cessna F.172M OO-AVU Cessna F.182  
 D-EKVO Beech 35-C33 c/n CD-1028 H.Brand & Ptnrs  
 OO-MHS Bell 206B c/n 8405 Metalurgie Hainaut Sambre

Zestienhoven (Rotterdam)

June 2: ED-CGZ DC-9-14 c/n 45699 SPantax G-AZRW Cessna T.337C  
 YR-IMH IL.18F c/n 8301 TAROM G-AVBP PA.28 Cherokee 140  
 D-EDAB PA.28R Cherokee Arrow 180 c/n 28R-30279 Hanseatischer F  
 G-BBVR PA.31 Navajo Chieftain 350 G-AVXF PA.28R Cherokee Arrow  
 G-AVPS PA.30 Twin Commanche 160 G-ASSW PA.28 Cherokee 140  
 OY-BDH PA.28 Cherokee 180  
 TF-IUB DC-6A c/n 44907 Iscargo  
 F-BRQJ PA.31 Navajo c/n 31-678 Ste.de Gestion et de T.F.  
 Arrival 8 Rockwell S-2R Trush Commanders:  
 series 800: 5B-CCN c/n 5039 5B-CCO c/n 5066R  
 series 600: N8437V c/n 2179R, N4879X c/n 2052R, N4880X c/n 2054R,  
 N4881X c/n 2056R, N4882X c/n 2065R, N4883X c/n 2070R  
 July 8: D-IHWA Beech E55 c/n TE-925 Navigare-Flug  
 G-BBSD Beech B58 Baron c/n TH-429 Eagle Aircraft Services  
 G-AYST Cessna FRA.150L  
 ST-AGB to ST-AGK second batch S-2R Trush Commander 600s  
 July 10: ST-AGB to ST-AGH S-2R Trush Commander (del. to Southend)  
 G-ATAO PA.24 Commanche 250 OE-FSW Cessna 421  
 HB-OQF PA.28R Cherokee Arrow 200 D-EDST Mooney 22  
 July 22: OY-BWC Cessna 421 G-ASSW PA.28 Cherokee 140  
 G-ASXV Beech B95-A80 Queen Air G-ASIR Beech D95A Travelair  
 D-ECCI Klemm Kl.35D c/n 1904 (based here)

Eelde

July 25: D-ELIA Jodel D.150 c/n 57 Prof.K.H.Holscher  
 G-BAIS Cessna F.177RG c/n 0069 F-BXJV Jodel (overshoot)

Seppe

May 25: OO-NAT MS.880B Rallye c/n 2253 H.Meuleman  
 OO-LWJ Do.274-1 c/n 288 Skyworks  
 OO-YAN PA.12 Super Cruiser c/n 2174 Publi Sky  
 May 29: ASFERGE-RALLEY: OO-ADI Cessna 180P c/n 182-63886  
 OO-SAF MS.880B c/n 1229 Aeroclub Aalst  
 OO-ALZ Piper L.18C Super Cub c/n 18-2083 Alfons Ysenbaardt  
 OO-SIC Cessna 150E c/n 61490 A.V.U.Hingene  
 D-EDJS Cessna F.172M c/n F.172-1182 F.Hageboeck  
 D-KIMI Motorfalke SF.25B c/n 4628 H.Niederhotz  
 D-KONB Ask.14 c/n 14043 J.Scherkl & Prtnr.

Soesterberg Open Day June 19th:

PH-FCX F.27M-PFA c/n 10183 Fokker-VF  
 G-APCU DH.82 Tiger Moth St.Vliegsport Gilze Rijen  
 PH-NLH T.7 c/n 41H 695342 N.L.R.  
 PH-RLB Saab 91D c/n 91368 & PH-CTF Cessna 500 c/n 0177 R.L.S.

Antwerpen/Deurne (Belgium), 1TASW made a twelve-days' trip in France be-  
 gining in Belgium! Unfortunately we can't publish all regs this month.

June 20: AERO 76: N523MA Mu-2M  
 N9729Q Beech A.24R-200 G-AGYZ DC-3 c/n 12278 Skyways  
 4X-CEE Cessna 172L N6660Q Cessna T.210L  
 H1902J Rockwell Commander 114 N3588Q Cessna TU.206F  
 N2077S Cessna T.210L D-KBFB RFB/VFW Blanik



N343AS Cessna 310 N87332 Cessna 310R  
 F-PERV Bleriot II c/n 1 Salis Aviation  
 D-KCIF Fournier RF5B c/n 51104 P.H.Janichen  
 D-HDFR Boe-105C D-EJFL VFW Fannliner  
 G-BCMY BN.2A Defender c/n 419 was/is 309 of Muscat & Oman AF

Le Bourget (France)

June 21: C-GQBH Boeing 707-123B c/n 17650 Quebecair  
 OY-DRC DC-6B c/n 45329 Greenlandair-Grønlandsly (also June 30)  
 TU-TXQ SE.210 Caravelle 10R c/n 201 Air Afrique  
 G-AMHJ DC-3 c/n 13468 Intra Airways  
 F-BTGV Super Guppy c/n 0001 Airbus industrie  
 TR-LWD Se.210 Gabon Gov't TT-AAM SE.210 Tchad Gov't  
 5T-RIM Se.210 Mauretania Gov't N158GL Learjet  
 CN-TYT, CN-TVT Beech V-35s N57280 Aero Commander 690  
 N767RV BAC 1-11-411B c/n 411 Revlon  
 N112AK DC-9-15 c/n 47151 American Capital Aviation  
 G-ASUW DH.104 Riley Dove 1 c/n 04256 Fairflight  
 G-BDAX PA-23 Aztec 250 c/n 27-3494 Fairflight  
 HA-LCB Tu-154 c/n 046 MALEV SP-LAF Il.62M LOT  
 D-BABE VFW-614 c/n 65 Air Alsace  
 June 30: D-IMSM Cessna 500 9Q-CLD Se.210 Air Zaire  
 TU-TCC DC-8-55F c/n 45857 Air Afrique  
 5T-CJS Beech 95-55 Baron HB-LHT PA.31T T.Commanche  
 OO-BBA Beech 60 Duke c/n P-97 Belgium Business Airways  
 EP-AKC Mystere 20E c/n 301 National Iranian Oil Co.  
 N750ME Mystere 20 SE-DEN SN.601  
 EP-AHV Falcon 20E c/n 320 Air Taxi N57294 Aero Commander 690  
 D-COSF HFB.320 Hansa c/n 1057 Aero-Dienst GmbH  
 YK-AGB Boeing 727-294 c/n 21204 Syrian Arab Airlines  
 N8414 Boeing 707-323C c/n 19577 American Airlines

Ch.de Gaulle (France)

June 21: N447T CL-44-0  
 June 22: TU-TAL DC-10-30 c/n 46890 Airique (and TU-TAM c/n 46892)  
 June 30: B-2404 Boeing 707-3J6B c/n 20715 CAAC  
 TZ-ADR Bpeing 727-173C c/n 19509 Air Mali  
 HZ-AHB L.1011-193S TriStar c/n 1116 SAUDIA  
 4R-ACQ DC-8-53 c/n 45604 Air Ceylon  
 July 1: CF-TOC Boeing 747-133 c/n 20015 Air Canada

Toussus le Noble (France)

June 23: 6V-AAR L.749 Senegal Government (stored without regs)  
 TJ-AEM Cessna 310 CN-TDN PA.28 Cherokee  
 SE-FLU Rockwell Commander 112TC Crownair Flygtjaenst Swedair  
 N5173J Cessna 340 N3984 Beech 60 Duke  
 PH-SRI Robin Dr.400/160 c/n 856 St.Vliegmaterieel Rotterdam  
 PH-LTO Cessna T.210L c/n T210-60901 Atho BV.  
 CS-AGM Cessna 182P

Orly (France)

June 26: OD-AGH, AGI and AGJ B.747-2B4N/SCD (c/ns 21097/8/9 resp.) MEA  
 OD-AFP, AFL B.707-023B(c/ns 18017, 18034 resp.) MEA  
 TL-ABB Se.210 Caravelle 10B c/n 249 Centrafrique Gov't  
 HL-7317 DC-10-30 c/n 46915 KAL  
 OH-LYP DC-9-51 c/n 47696 Finnair  
 KA-DUG DC-10-30 c/n 46937 Aeromexico  
 YI-AGE Boeing 707-370C c/n 20889 Iraqi Airways  
 7T-VEM Boeing 727-2D6 c/n 21210 Air Algerie  
 A40-VG VC.10/1101 c/n 809 Gulf. Air  
 EC-BQS DC-8-63 c/n 46079 Iberia

Next month more from France



NEWS

Credits: 1TASW, AI and AN

Acquisistions:

- Air Alpes leased a second F.27, OO-HLN c/n 10342 of Danish Aero Lease.
- Aircclaims Group Ltd. have acquired Fairchild FH.227B Friendship G-BEAI c/n 563.
- Air Inter lease Catair's Caravelle 12B F-BVPY c/n 271 till March 1977.
- Air Malta lease one B.727-100srs from World Airways.
- Aviaco recently took delivery of the first of four DC-9-34CFs, EC-CTR c/n 47702. The -34 model is an extended range version, with more powerful engines. The other Aviaco -34CFs will be EC-CTS(47704) -CTT(47706) and EC-CTU(47707).
- Aviatia Utilitara, a Romanian organization have ordered six Islanders for aerial ambulance and emergency medical supply work.
- AFREK Guernsey, an Athens(!) based freight charter company, now fly with two ex RAF Britannia 253s: G-BDUP c/n 13508 ex XM496 and G-BDUR c/n 13513 ex XM519.
- BAF (British Air Ferries) have bought three Heralds from the Brazilian internal airline Transbrasil Linhas Aereas: Herald 214 G-BDZV c/n 191 ex PP-SDL, Herald 214 G-BEBB c/n 186 ex PP-SDH and Herald 100 c/n 149 ex PP-SDM.
- BCAL ordered two DC-10-30s for delivery next year.
- BMA will lease DC-9-14 c/n 47048 ex YV-520 of Avenza from the manufacturers. First service will be on 1 September on the London-Teeside route, hitherto flown by Viscounts. Since UK certification of the DC-9 will not be sought the aircraft will fly under a US registration.
- Britannis Airways lease a NZNAC B.737-200srs for the summer peak and will soon expand their B.737 fleet with B.737-204ADV(anced)s G-BECC c/n 21335 and G-BECH c/n 21336.
- British Airways are leasing BMA's Viscount 815 G-AVJB c/n 375
- Cargolux lease Flying Tiger's DC-8-63F N779FT c/n 45989, now LX-ACV and ONA's DC-8-63CF N865F c/n 46088.
- Catair bought two ex Sabena Caravelle 6Ns: F-BYCA c/n 66 ex OO-SRC and F-BYCB c/n 175 ex OO-SRI.
- Command Airways of Poughkeepsie, NY, USA have three Short SD.3-30s on order with option for two more. On July 28 they took delivery of their first example, N51DD c/n SH3004, which also is the first SD.3 to be delivered to any airline. Total orders now stand at six, the only other customer being Time Air of Lethbridge, Alberta, Canada.
- Crop Protection (Sudan) Ltd., a new Sudanese based company, have received fifteen Rockwell Thrush Commander 600s that were delivered via Zestienhoven (for registrations see Z'hoven movements). The aircraft arrived in Rotterdam by ship from the US and were assembled in the Rotterdam aeroclub hangar. After assembly they were ferried to ADS (Aeria!) Ltd. at Southend, UK, for flight testing and ferrying to their ultimate destination. A number of Thrush Commanders for Cyprus passed through Zestienhoven in a similar fashion.
- Cubana received a third DC-8-43 from Air Canada on lease, possibly as a replacement for the DC-8 that was written off on 18 March this year. This third DC-8 is CU-T1210 c/n 45612 ex CF-TJJ.
- Dan Air London's newest HS.748-2 is G-BEBA c/n 1613, and their 1-11 fleet was added to be ex-BCAL 1-11 509EW G-AXYD c/n 210.
- DAT(Delta Air Transport) lease Cimber Air's Nord 262A OY-BCO c/n 33.
- Europe Air Service's tenth Vanguard 952 is F-BVUY c/n 744.
- Garuda ordered six more DC-9-30srs for delivery this year, bringing their DC-9 fleet to a total of eighteen.
- Gulf Air is said to be willing to buy five B.737-200srs for delivery by November next year. Boeing hasn't confirmed this yet.
- Helibuss, a Norwegian helicopter charter company, added three S.61Ns to their fleet of six, LN-OSX to OSZ c/ns 61756, 61741 and 61475 and bought their first Bell 214 Big Lifter 214B-1 LN-OSW c/n 29011.



- Inex Adria's first DC-9-51 is YU-AJT c/n 47697 ex N8709Q.
  - Itavia lease Hawaiian Airlines' DC-9-51 N609HA c/n 47676, and Germanair's F.28s D-AGAC c/n 11050 and D-AGAE c/n 11052
  - KLM Moordzee Helicopters' first owned MBB Boe.105 is PH-NZH c/n S.83 ex G-BCTE.
  - Kungsair have bought Volvo's Citation SE-DDE c/n 0063
  - Kuwait Airways lease BMA's B.707-321F G-AZVA c/n 17605.
  - Libyan Arab Airlines lease a B.720B from MEA and a B.707 from BMA, and have ordered two B.727-200ADVrs for delivery by April next year.
  - Maersk Air ordered two Boeing 737-2L9s: OY-APG c/n 21278 and OY-APH c/n 21279.
  - Olympic Airways lease two ex Lufthansa B.727-30s pending delivery of the B.737s on order and not two BAC One-Elevens as reported last issue. One of the B.727s is N9234Z c/n 18368 ex D-ABIM.
  - Pleuger Flugdienst, a new German company, flies with a Beech 99, D-IEPF c/n U-14.
  - Publi Air bought a Beech 99 from Air Alpes, OO-TAZ c/n U-62 and ex F-BSUJ. The aircraft flies for SABENA in their colours.
  - SAS ordered two additional DC-9-41s to be added to a fleet of fifty-four (forty-three of them -41s) and took an option for five more, including one freighter.
  - Saudia ordered their seventh B.707-320Crs, for delivery in December and three B.737-268s for delivery by this August, adding to a fleet of seven. They received their first Gulfstream 2 of an order for two last May: HZ-APH c/n 171. Furthermore they lease two B.707s from MEA, with an option for a third: one of them is OD-AFD c/n 20259, a -3B4C.
  - Swiss Air-Ambulance have bought Learjet 35A HB-VEM c/n 35-068.
  - Syd-Aero have bought Air Alpes' Twin Otter F-BTOS c/n 299, now SE-GRI.
  - TAE, the Spanish charter company, recently received Capitol's DC-8-32 N900CL c/n 45265, now registered as EC-CUS.
  - TMA recently took delivery of B.747-123F(SCD) OD-AGM c/n 20390 ex N9675 of American Airlines.
  - Transair Suisse bought Arab Wings' Learjet 23 JY-AEI c/n 23-027 now registered as HB-VES.
  - Transavia lease Airbus A.300B2 PH-TVL c/n 08 from the manufacturers pending delivery of the A.300B4 on order. PH-TVL is an ex Air Siam (HS-VGD) aircraft will probably go to Air Inter after its service with Transavia.
  - Tunis Air have ordered three B.727-200ADVrs for delivery by June next year; these are in addition to the seven similar aircraft already in service. They lease two more (making a total of three) B.707s from BMA, one of them being G-AYBJ c/n 17597, a -321.
  - Uni-Air have bought Dakotas F-BCYT c/n 4398 and F-BCYV c/n 10141 from Vargas Aviation.
  - Warbirds of Great Britain Ltd. have acquired an ex Spanish Air Force CASA 352 (Ju.52/3m), G-BECL ex T2B-212. Other ex military aircraft recently registered in Britain include the following:  
Boeing B-17G G-BEDF (ex 44-85784, N17TE) of Mr.M.H.Campbell  
CASA 1.131s (Buecker 131 Jungmann) G-BECT (ex E3B-338), G-BECU (ex E3B-384), G-BECV (ex E3B-390), G-BECW(ex E3B-423), G-BECX(ex E3B-430), G-BECY((ex E3B-459), G-BEDA(ex E3B-504), G-BEDC(ex E3B-525) all owned by Mr.S.R.Flack.
- We are clearly witnessing a boom in the preservation business.
- Yemen Airlines are leasing World Ariways' B.727-173C N690WA c/n 19504 and a B.727-29C N696WA c/n 19987.
  - Young Cargo's sixth and seventh Britannia 253s are OO-YCF c/n 13509 ex XM497 and OO-YCG c/n 13510 ex XM498.



DUTCH REGISTER part nine

Compiled by Coen van de Heuvel

This month we start with a few corrections and additions to previous instalments. I wish to thank Ed Roelofs for supplying us with them.  
Part five(March 76): PH-DMA did not go to D-IMCO but to Dimco Handling, Amersfoort and therefore stayed in the Dutch register.

Register Update (April 76): PH-JBA went to D-ERDJ not D-BRDJ

PH-LUF became D-ELUF

And now we continue our list:

- PH-HOP. Hughes 269B, c/n 25-0163, del'd to Heli Holland on 14-4-75.
- PH-HTC. Fokker S.11-1 Instructor, c/n 6209, ex E-18 K/lu, to C.Honcoop on 15-4-73, to A.Blankestijn on 18-6-74.
- PH-HVD. Boelkow 208C Junior, c/n 616, del'd to H.J.M.M.van Doorne on 12-5-66, to A.G.T.van Heugten on 7-9-72, to King Air Services, to Mej.H.Olsman on 3-10-73.
- PH-HVP. Cessna F.150M, c/n 1194, del'd to Air Service Holland BV on 8-8-75.
- PH-HVS. Cessna F.172M, c/n 0992, del'd to Air Service Holland BV on 17-8-73, to H.A.Schuringa et al., to Vliegbedrijf Noord Nederland BV on 22-7-75.
- PH-IFL. Cessna 182P, c/n 182-63106, del'd to Fa.J.Dorlas on 13-8-74.
- PH-ILB. Beech 95-A55 Baron, c/n TC-501, ex D-ILDY, PH-ILP, del'd to Philips on 10-10-63
- PH-ILE. Beech 95-A55 Baron, c/n TC-220 ex HB-GOV, del'd to Philips on 25-10-65, to Advanced Semiconductor Materials NV on 24-11-71.
- PH-ILF. Dassault Mystere 20E, c/n 147, del'd to Philips on 26-6-68.
- PH-ILX. Dassault Mystere 20E, c/n 266, del'd to Philips on 15-9-72.
- PH-ILY. Dassault Mystere 20E, c/n 326, del'd to Philips on 23-9-75.
- PH-IND. Beech 65-A90 King Air, c/n LJ-285, ex N6788, del'd to Philips on 30-6-70.
- PH-INH. Jodel DR.100, c/n 58, del'd to A.H.Heiniken on 18-4-59, to NV Sportair on 12-5-60, to NV Euralsair on 22-6-61, to J.A.H.M. Thuring on 15-9-61, to W.J.Kruithof on 22-10-63, to H.G.Obeijen on 18-4-66, to W.J.Heutink-Muller on 1-6-67.
- PH-ITC. Piper PA-31-350 Navajo Chieftain, c/n 31-7405491, ex N61479, del'd to Schreiner & Co. on 14-10-74, to International Instituut voor Luchtkartering en Aardkunde (International Institute for Aerial Survey and Geography) on 13-1-75.
- PH-ITT. Cessna 340, c/n 340-0351, del'd to Air Service Holland BV on 17-3-75.
- PH-JAP. Piper PA-25-235 Pawnee, c/n 25-3811, ex N7666Z, SE-EZI, del'd to Fa.H.Bogaerds BV on 11-3-69, to Harry Bogaerds BV on 19-1-73.
- PH-JBB. Cessna F.172M, c/n 0971, del'd to Vliegclub Teuge on 30-5-73, to Gelderse Luchtvaartmij BV on 6-8-75.
- PH-JBC. Cessna F.172M, c/n 0960, del'd to Vliegclub Teuge on 27-4-73, to Air Service Holland on 11-10-74, to Bovelucht BV on 27-11-74.
- PH-JBD. Cessna F.172M, c/n 1207, del'd to Vliegclub Teuge on 23-9-74.
- PH-JEJ. Fuji FA200-180AO, c/n FA200-253, ex PH-BOG, del'd to J.Pover on 15-10-74.
- PH-JOS. Cessna F.150L, c/n 1016, del'd to Air Service Holland BV on 23-11-73, to Th.A.Hegeman on 28-3-74.
- PH-JSA. Cessna 182N, c/n 182-60367, del'd to J.Schoenmakers BV on 9-7-70.
- PH-JVO. Cessna FA.150K, c/n 0041, del'd to General Aviation BV on 6-5-70, to Seaport Aviation BV on 14-3-73.
- PH-JWS. Cessna F.172H, c/n 0675, del'd to General Aviation NV (h/o Cortinair) on 25-2-70, on 17-3-71 to G.Kuiters, on 23-2-73 to Seaport Aviation BV.
- PH-KAB. Cessna F.172M, c/n 1129, del'd to King Air BV on 3-5-74, to Air Service Holland BV on 4-10-74, to H.R.Yntema on 12-11-74.



# 1976 KEIHEUVEL AIR SHOW

A report by C.v.d.Heuvel and J.Struben

On Sunday, 22 August a yearly tradition was continued. This year the Keiheuvel Aeroclub, with its home base at Balen in the north of Belgium, organized their air show for the sixteenth time. The Aeroclub has acquired a reputation for organizing varied air shows, no small achievement for amateurs (unlike most other air shows that are either military or commercial) and this year was no exception. Better even: this year's air show was more interesting than ever. And the wheather co-operated fully to make the show a success. The field swarmed with eager spectators, and no doubt many Belgian francs poured in to pay for the organization costs. All profits went, as usual, to Fonavibel, a fund for the aid of victims of Belgian aviation.

Apart from the military participants, a list of which can be found in next month's military section, there was a number of common and rarer civil aircraft present on the field and in the show. Highlights were: a mass-take-off by twelve aircraft of the Keiheuvel Aeroclub (which opened the show); a British Tiger Moth, displaying together with a Belgian counterpart, the Stampe & Vertongen SV.4B; the new Cherokee Lance of the Aeroclub, which gave a sparkling show; and a Cessna U.206F Stationair 2 from Cessna-Europe at Brussels.

Unfortunately a few points of the program had to be cancelled: a display by two Harvards from Gilze-Rijen, modified to portray Thunderbolts in the film "A Bridge too Far", and one by a Delta Air Transport Douglas DC-6 (which would have been the largest civil aircraft in the show). But in spite of these cancellations and as you see from the full list below, the air show was a success. The Keiheuvel Air Show may not be the largest or best air show this side of the Atlantic, but in its own way it is a good air show and we trust that many people will be able to see aviation in this more sympathetic light for many years to come.

The following aircraft were present at Balen air strip, where the show was held:

- OO-AER Pilatus PC.6B1/H2 c/n 645 Aero Survey
- OO-AGP Cessna 172 c/n 54976 C.Leijssen
- OO-RAV PA.32R Cherokee Lance 300 c/n 32R-7680031 Keiheuvel Aeroclub
- OO-VVH PA.18 Super Cub 150 c/n 18-8381 CNVAV
- OO-REX Piper L-4J Cub c/n 12416 Keiheuvel Aeroclub
- OO-GDH PA.18 Super Cub 150 c/n 18-3131 Keiheuvel Aeroclub
- OO-TOF Partenavia P.68 c/n 30 Smolders
- OO-PIL Sperber
- OO-WIO Cessna FRA.150L Aerobat c/n FRA150-0183 Western Aviation Co.
- OO-RME MS.892A Rallye Commodore c/n 11408 Keiheuvel Aeroclub
- OO-WAF Cessna FRA.150L Aerobat c/n FRA150-0148 Aer Club Herentals
- OO-KIS PA.28R Cherokee Arrow 180 c/n 28R-7505247
- OO-GWB Stampe SV.4B c/n 1171 R.Minnebo
- OO-MVG Cessna F.172M c/n F172-1130 Keiheuvel Aeroclub
- OO-GRH Wassmer Wa.40A Super 4 c/n 102 M.Guy
- OO-WIF Grumman AA.1B c/n AA1B-0264
- OO-SKY PA.18 Super Cub 150 c/n 18-4920 Publi-Sky in hangar for repairs after birdstrike
- OO-11 Pou du Ciel
- PH-ELF Cessna F.150G c/n F150-0150 Air Service Holland
- PH-HAK Cessna 182P c/n 182-63986 Air Service Holland
- PH-VSF Cessna F.150L c/n F150-1031 Seaport Aviation
- PH-NLA Piper L-4J Cub c/n 12732 NLS
- D-KCIF Fournier RF.5B c/n 51704 P.H.Janichem
- G-ALBO DH.82A Tiger Moth
- N3588Q Cessna U.206F Stationair 2 c/n U206-03029 Cessna-Europe
- D-KIRN Motorfalke SF.25B c/n 4606 Dipl.Ing.K.Oswald



FOKKER FELLOWSHIP PRODUCTION LIST part three

Compiled by Coen van de Heuvel

We start with some corrections and additions to previous parts:

- 11004 not I-TIBU but I-TIDU
- 11006 not I-TIBB but I-TIDB
- 11015 crashed on 1 January 1974
- 11017 after being returned to Fokker as PH-ZAM, leased to Itavia back to Fokker and stored at Woensdrecht, to XY-ADW of Burma Airways
- 11019 not XW-ADW but XY-ADU
- 11028 reregistered T-02
- 11031 leased by TAT to Air France
- 11032 in December 1974 to PK-ZAV of Garuda, reregistered PK-GVM and named "Cimandiri".

And here's the new list:

- 11033 A33 Mk.1000 To N285FH of Fairchild-Hiller, stored Woensdrecht July 71, to CF-TAV of Transair named "Fort Prince of Wales".
- 11034 A34 Mk.1000 Destined for D-AHLE of Aviaction, ntu 6-7-71 to D-AHLC of Aviaction, 12-12-73 to PH-ZBI of Fokker, leased to Nigeria Airways till January 1975, 2-8-75 to F-BUTI of TAT; leased to Air France
- 11035 A35 Mk.1000 PH-EXF of Fokker, destined for Aero Coop Peru, but went to PK-GJZ of Garuda named "Batanghari" on 27-8-71, reregistered PK-GVA.
- 11036 A36 Mk.1000 Destined for Aero Coop Peru, but went to PK-GJY of Garuda named "Indragiri" on 27-10-71, reregistered PK-GVB
- 11037 A37 Mk.1000 14-2-73 PH-EXE of Fokker, 9-4-73 to I-TIDO of Itavia 4-5-73 to PH-ZBF of Fokker, 3-10-73 to PK-GJR of Garuda named "Kampar", reregistered PK-GVI.
- 11038 A38 Mk.1000 PH-EXF Fokker, to N286FH of Fairchild-Hiller, stored at Woensdrecht November 1971, 7-3-73 to PH-EXM of Fokker, 4-4-73 to CF-TAY of Transair named "Fort Resolution".
- 11039 A39 Mk.1000 Destined for Aero Coop Peru, but on 29-11-71 to PK-GJX of Garuda named "Tanguban"Perahu", renamed "Mahakam" reregistered PK-GVC, crashed at Palembang on 24-9-75.
- 11040 A40 Mk.1000 16-4-71 to VH-PKE of Ansett, 24-9-71 to MMA named "RMA Gascoyne".
- 11041 A41 Mk.1000 To C2-RN1 of Air Nauru named "Nauru Chief".
- 11042 A42 Mk.1000 December 1971 to ATAC Leasing Co., 8-1-72 leased to PK-PJX of Pelita/Pertamina named "Pang Kalan Subu" reregistered PK-PJT.
- 11043 A43 Mk.1000 To N287FH of Fairchild-Hiller, December 1971 stored at Woensdrecht, to PK-GVN of Garuda named "Mendawari" 13-5-75 to PH-EXM of Fokker, 10-6-75 back to PK-GVN.
- 11044 A44 Mk.1000 To N288FH of Fairchild-Hiller, January 1972 stored at Woensdrecht, to PK-GVO of Garuda named "Lamandau", 13-5-75 to PH-EXR of Fokker, 13-5-75 back to PK-GVO.
- 11045 A45 Mk.1000VIP 3-3-72 to PH-PBX of RLD (Dutch Government)
- 11046 A46 Mk.1000 10-3-72 to D-AGAB of Germanair named "Nuernberg", to LV-LRG of Aerolineas Argentinas.
- 11047 A47 Mk.1000 To N289FH of Fairchild-Hiller. March 1972 stored at Woensdrecht, December 1976 to VH-.... of DCA Australia.
- 11048 A48 Mk.1000 PH-EXF Fokker, destined for D-ABAS, ntu, to N280FH of Fairchild-Hiller, 1972 to TG-CAO of Aviateca 6-8-75 to PH-ZBM of Fokker.
- 11049 A49 Mk.1000VIP PH-EXD Fokker, June 1972 to 5N-AGN of Nigerian Government, 8-2-73 to PH-EXG of Fokker, 14-2-73 back to 5N-AGN of Nigerian Government.



11050 A50 Mk.1000 1972 to D-AGAC of Germanair named "Bremen", leased to Itavia as D-AGAC via Fokker.

11051 A51 Mk.1000 1972 to D-AGAD of Germanair named "Hannover", leased to Itavia as D-AGAD via Fokker.

11052 A52 Mk.1000 24-5-72 to PH-ZAW, 5-9-72 to D-AGAE of Germanair named "Saarbruecken", leased to Itavia as D-AGAE via Fokker.

11053 A53 Mk.2000 First production Mk.2000, 2-6-72 PH-EXF of Fokker 22-8-72 to PH-ZAX of Fokker, 5-1-73 to 5N-ANB of Nigerian Airways.

11054 A54 Mk.1000 1-8-72 to PK-GJW of Garuda named "Bogowonto", reregistered PK-GVD.

11055 A55 Mk.1000 25-8-72 to PK-GJV of Garuda named "Mamberamo" reregistered PK-GVE.

11056 A56 Mk.1000 To C2-RN2 of Air Nauru named "Nobob Chief", 8-4-74 to PH-EXH of Fokker, 17-6-74 back to C2-RN2 of Air Nauru.

11057 A57 Mk.1000 4-9-72 PH-ZBA Fokker, 29-12-72 to TC-JAO of THY, crashed 26-1-74.

11058 A58 Mk.1000 22-9-72 PH-ZBB Fokker, 19-12-72 to TC-JAP of THY named "Bursa", crashed 30-1-75.

11059 A59 Mk.1000 8-12-72 PH-ZBD Fokker, 14-3-73 to OB-R-397 of Aero Peru, reregistered OB-R-1020.

11060 A60 Mk.1000 3-11-72 PH-ZBC Fokker, 22-1-73 to TC-JAR of THY named "Sivas".

11061 A61 Mk.1000 To PK-GJU of Garuda named "Tulang Bawang", reregistered PK-GVF.

11062 A62 Mk.2000 22-12-72 PH-ZBE Fokker, 30-7-74 to 9G-ABZ of Ghana Airways, crashed 27-1-75 but not (yet?) w/o.

11063 A63 Mk.1000 8-2-73 PH-EXE Fokker, 26-2-73 to PK-GJT of Garuda named "Kruen Aceh", reregistered PK-GVG.

11064 A64 Mk.1000 8-2-73 PH-EXD Fokker, 19-3-73 to PK-GJS of Garuda named "Citanduy", reregistered PK-GVH.

11065 A65 Mk.1000 19-4-73 PH-EXN Fokker, 1-6-73 to OB-R-398 of Aero Peru, reregistered OB-R-1018.

11066 A66 Mk.1000 19-4-73 PH-EXO Fokker, 28-6-73 to OB-R-399 of Aero Peru, reregistered OB-R-1019.

11067 A67 Mk.1000 14-2-73 PH-EXL Fokker, 18-5-73 to SE-DGA of Linjeflug.

11068 A68 Mk.1000 14-2-73 PH-EXI Fokker, 24-4-73 to SE-DGB of Linjeflug.

11069 A69 Mk.1000 14-2-73 PH-EXK Fokker, 4-5-73 to SE-DGC of Linjeflug.

# PHOTO COMMENT

PHOTO 1: The Spanish Ministerio de la Gobernacion has several helicopters for traffic police work. One of these is this Bell 47G EC-BZF, seen at Castellon de la Plana on 6 July 1973.

Photo: J.Struben

PHOTO 2: "Still going strong" applies to the Bonanza family, in production since 1947. This F.33A D-ECTF c/n CE-311 was seen at Zestienhoven (Rotterdam) on 12 April 1974.

Photo: J.Struben

PHOTO 3: Still bearing a delivery registration is this Saudi TriStar HZ-AHA/N64854. Saudia has a total of nine TriStars delivered or on order.

Photo: Lockheed.

PHOTO 4: Also at Zestienhoven on 2 February 1974, was this Friendship of Limburg Airlines, PH-OGB c/n 10234, now flying with Air Anglia as G-BCDO.

Photo: J.Struben



