

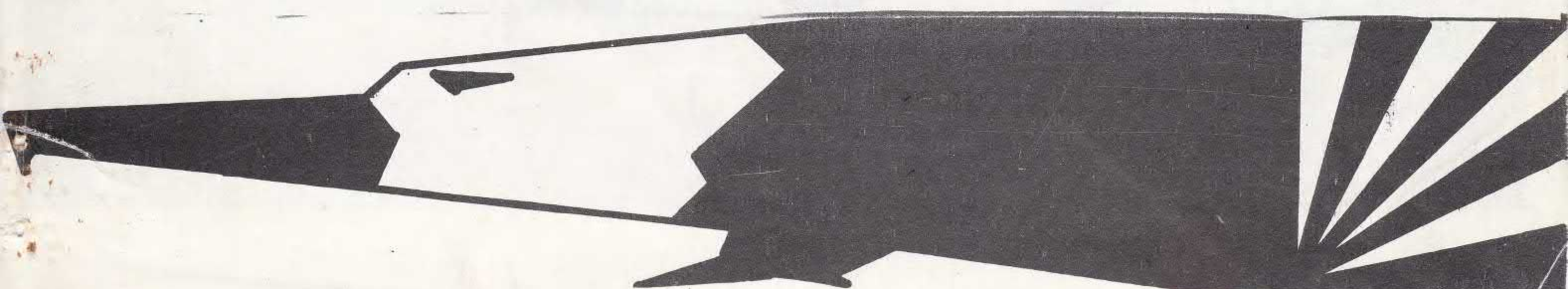
FLASH

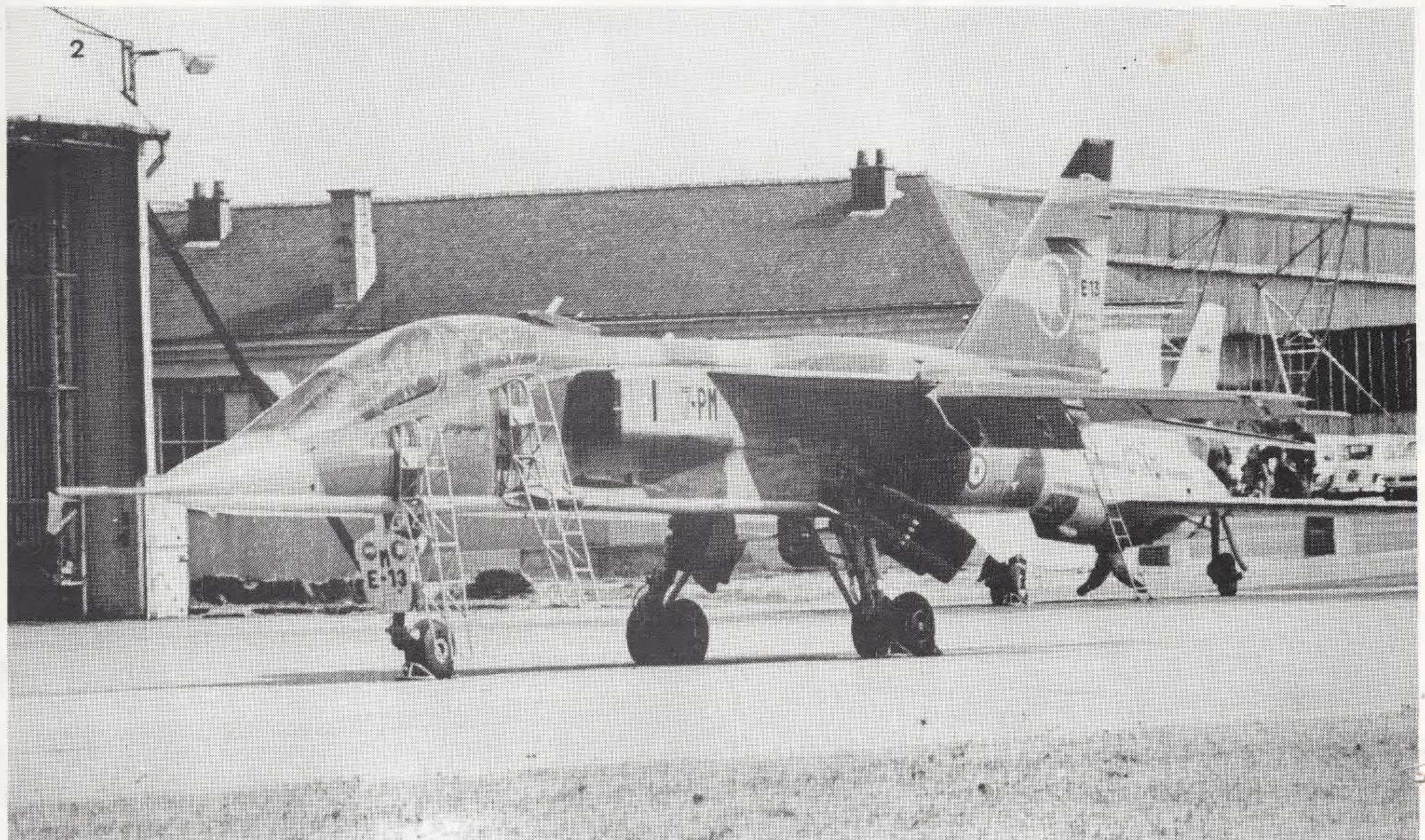
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military aviation magazine





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

Editorial team:

EDITOR: P.v/d.Krommenacker

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B.Hickman (England agent)

JANUARY 1976

NUMBER 64

VOLUME 6

Dear reader,

The FLASH editorial team wishes all readers a prosperous 1976, a year which will be of enormous importance to military aviation. For Dutch readers the Tactical Weapons Meet at Twenthe AB (for more news furtheron in this issue) and the arrival of the F-15 Eagles at Soesterberg AB for testing of equipment under operational circumstances will mean a stimulation for photography and logging. In NATO a number of principled decisions will be taken: AWACS for Europe, F-16 for Italy and Germany, replacement of the C-130 by C-14 and C-15, replacement of the numerous UH-1s, deployment of squadrons CF-5s in Europe etc, etc.

These are all quite important decisions of which FLASH will keep you informed in the following months.

the editors.

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- 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"
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Or via an International Money Order to P.v.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 the following back-issues are available:
Nrs.50,52-63. At DFL.2,-.
- Also still available is the 1976 FLASH-calendar for DFL.3,50.
- All non-commercial advertisements in FLASH are free of charge.
- Sample-copies of FLASH are free obtainable at the editorial address.

NEWS ----- NEWS

With special thanks to: B.Hickman, T.Mulder, N.Wiltens, Spotters
Groep Twenthe, SEAR and JP-4.

HOLLAND

-- Twenthe movements since September 19th:

- Sept. 19: A-018 and 008 Drakens F-35 RDanAF 725Esk.
22: D-5702 TF-104G Lwd.TCA (also on 10, 11 and 20-11)
23: C-5 F-27M 334Sqn: D-8114 F-104G;
D-5801 TF-104G Lwdkel TCA; D-5809 LwdTCA (also on 15-10);
D-5817 TF-104G Lwd TCA (also on 8-10)
K-4028 NF-5B 316Sqn; 37839 C-130E 314TAW (also 24&25)
A-020 F-35 Draken 725Esk; XT894 Phantom FGR.2 RAF 17Sqn
24461 T-39A USAF
24: OT-ZAJ RM-10 Pembroke BAF; 133069 T-33A CAF;
SP66-662 F-4D USAF 52TFW; 37800 C-130E 314TAW
58-31 DO-28D WGAF; D-6680 F-104G 322/323Sqn
D-8266 F-104G 312Sqn (also 3-11)
25: OT-ZAI RM-9 Pembroke BAF; 58-31 DO-28D WGAF
SP66-662 F-4D USAF 52TFW 133069 T-33A CAF
37839 C-130E 314TAW; 338-HK 29838 T-33A FAF
D-8125 and 8065 (also on 26-9) F-104G 306Sqn
26: D-8300 F-104G;
Oct. 3: 37856 C-130E USAF
7: D-8065 and 8127 F-104G 306Sqn
8: K-3066 and 3017 NF-5A 316Sqn.
10: 37-81 F-4F WGAF JABOG-36; 85-12 CH-53D Heer
28-29 TF-104G WGAF WS-10
14: 58-62 DO-28D WGAF JABOG-36; D-5806 TF-104G Volkel TCA
17: 58-92 DO-28D WGAF JABOG-36; 71-07 UH-1D WGAF/SAR
28-11 27-26 28-35 TF-104G WGAF WS-10
28-23 TF-104G WGNavy MFG-1
21: 21-09 F-104G WGNavy
22: OT-ZKJ B-10 H-34 BAF
23: D-6656 F-104G; 84-03 CH-53D Heer
58-64 DO-28D WGAF JABOG-36 (also on 3-11 and 5-11, 13-11)
31: CR68-528 and 69-283 F-4E USAF 32TFS
27-06, 27-01, 27-17 TF-104G WGAF WS-10
Nov. 3: 37-01 F-4F WGAF JG-71 (also on 10-11)
D-5816 TF-104G LwdTCA; D-8093, 8120 F-104G 322/323Sqn
4: K-4020 NF-5B 316Sqn
5: D-5816 TF-104G LwdTCA
6: D-8120 F-104G 322/323Sqn
7: D-6684 F-104G; K-4023, 4019 NF-5B 316 and 314Sqn
46-94 C-119G ItAF Aerobrigata; K-4019 NF-5B 314Sqn
58-62 DO-28D WGAF JB-36 (also on 10, 12 and 17-11)
10: B-37 and B-38 Bo-105 GPLV 27-21 TF-104G WGAF JABOG-31
D-5813 TF-104G Lwd TCA (also on 11 and 20-11)
12: 26-52 and 26-47 F-104G WGAF JABOG-31
MT-18 c/n 275 CM-170R BAF "Red Devils"
13: 37-53 and 37-57 F-4F WGAF JABOG-36 (departured)
17: 20-48 and 20-42 F-104G WGAF JABOG-31
18: K-3054 and 3041 NF-5A 316Sqn; K-4024 NF-5B 316Sqn
K-3031 and 3021 NF-5A 316Sqn; K-4022 NF-5B 314Sqn
20-53 and 28-31 (T)F-104G WGAF JABOG-31
C-5 F-27M RNethAF
19: D-8048, 6684, 6685, 8022 and 8300(312) F-104G
D-8065 and 8129 F-104G 306Sqn; D-6680 F-104G 322/323Sqn
BA-57 and 39 Mirage 5BA BAF
125 (F-5A) abd 241 (F-5B) RNoAF
20: FX-11 and FX-84 F-104G BAF 1Wing
D-8293 F-104G 322/323Sqn; C-8 and C-9 F-27M 334Sqn

Twenthe cont.

- Nov. 21: XV348 Buccaneer RAF 15Sqn; 84-05 CH-53D Heer
RS68-441 and 68-491 F-4E USAF 526TFS
24: BR-24 Mirage 5BR BAF;
XX818, 819, 820 and 756 Jaguar GR.1 RAF 17Sqn
25: XX820 and 756 Jaguar GR.1 RAF; D-8103 F-104G 306Sqn
26: 28-16 and 27-97 TF-104G WGAF WS-10
21-65 and 22-69 F-104G WGAF JABOG-31
27: D-8084, 8293, 8120 F-104G 322/323Sqn
XT-914 Phantom FGR.2 RAF 14Sqn; 84-71 CH-53D Heer
- Dec. 1: unknown F-111E USAF
3: C-9 F-27M 334Sqn; FX-53 and 59(Slivers) F-104G BAF 1Wing
4: 25-37, 20-50 F-104G WGAF JB-31; D-8259 F-104G 311Sqn
D-6698, 8022, 8047 F-104G Volkel Wing (all without badge)
8: BD-07 Mirage 5BD BAF 80CU/3Wing
9: D-8256 F-104G 312Sqn
15: D-5814 TF-104G TCA; R-133 L-21B GPLV
28-24 TF-104G WGAF JABOG-33
19: C-4 and C-11 F-27M 334Sqn; 46-91 C-119G ItAF
RS68-478 and 68-527 F-4E USAF 526TFS; D-5814 TF-104G
22: V256 Atlantic MLD; D-8145 F-104G 306Sqn
D-8109 F-104G 322/323Sqn; XX809 Jaguar GR.1 RAF 17Sqn
D-5809 (also on 23-12) and D-5814 TF-104G LwdTCA
HR68-503 F-4E USAF 496TFS V215 SP-2H MLD 320Sqn
23: K-4017 and 4019 NF-5B-314Sqn; FC-10 TF-104G BAF 10Wing
30: D-8324 F-104G 322/323Sqn; K-3008, 3069 NF-5A 314Sqn
- Jan. 6: 21-55 F-104G JABOG-31 WGAF; D-5810 TF-104G Volkel TCA
XM968/Q Lightning T.4 RAF 92Sqn;
27-02 and 27-03 TF-104G WGAF WS-10

The F-4Es of JABOG-36 based at Twenthe from Oct.28 till Nov.14th
were: 37-25, 37-45, 37-57, 37-69, 37-81, 37-86, 37-98, 38-01,
38-09, 38-13, 38-18, 3821.

-- Movements at Valkenburg included:

- Nov.17: 141009 C-131F USNavy/Mildenhall
46-21/MM26019 C-119G ItAF 46Aerobrigata
20: 61-08 Atlantic WGNavy MFG-3
21: WP313/CU-568, WF118/CU-569, WP308-CU/572, WF133/CU-573,
WM739/CU-574, WF125/CU-576, all Sea Princes T.1 RNavy 750Sqn
24: 156520/LQ-7 P-3C Orion USNavy VP-56Sqn
28: 59-22 DO-28D WGNavy MFG-5
- Dec. 1: 46-91/MM26024 C-119G ItAF and a Atlantic (WGN)
3: 59-06 DO-28D WGNavy MFG-5
6: 141020 C-131F USNavy/Naples
8: 61-20 Atlantic WGNavy MFG-3
10: 84-72 and 84-79 CH-53D Heer MHFTR-15
12: 61-11 Atlantic WGNavy MFG-3
16: another CH-53D of MHFTR-15 but reg. unknown
18: 46-91/MM26024 C-119 ItAF
- Jan. 7: 61-16 Atlantic WGNavy MFG-3; 232 Navajo Fr.Navy SLD
8: 84-91 CH-53D Heer MHFTR-15; 61-16 Atlantic WGNavy
9: 156518/LQ-1 P-3C Orion USNavy VP-56

-- The 12th Tactical Weapons Meet will be held at Twenthe (near Enschede)
from 3rd till May 13th. Those readers who wish to visit the meet,
can read on page 10 a special Klu announcement.

CANDA

- Two different stories but with the same result: CF-5s of the Canadian
Air Force in Europe:
- The Canadian Defense ministry is considering proposals to transfer
two CF-5A squadrons to Europe. The squadrons in question, 433 and
434, now based at Bagotville and Cold Lake, both operational

training units are currently being transferred to the NATOs Mobile Force.

- The Canadian Air Force is intending to base 20 of the 35 presently cocooned CF-5As in Europe. The purpose would be to support the in Europe stationed units of the Canadian Army.
- The Canadian Armed Forces has decided to buy 18 P-3LRPA (rions to replace the CL-28 Argus machines. The P-3LRPA is a P-3C variant especially designated to Canadian specifications. The first a/c will be delivered in May 1979 and the last ones in February 1980. The other candidate for the replacement was the ASW-version of the Boeing 707.

FRANCE

- The ACF (Avion Combat de Futur) project has been discussed by the French government because it now seems possible the project will be called off due to soaring costs. Alternatives discussed are licence production of F-15 Eagles and purchase of MRCA's, but only if production in France is possible. The French government will publish its view concerning this matter in the first months of this year.

ITALY

- The Italian built prototype of the MRCA, P-05 made its first flight from Caselle near Turin on December 5th, 1975. This plane carries the remarkable Italian registration X-586.
- The 6th Stormo recently received two new F-104Gs to replace the ones that crashed on 25-9-75. The 2 are former aircraft of the 28 Gruppo/3 Aerobrigata.
- The Centro Radiomisure (Radio-assistance Control unit) based at Pratica di Mare, received its first PD-808 last November. The aircraft concerned is CR-53/MM62014.
- A new T-33A with the 53Stormo at Cameri is 53-26/MM51-17470. This aircraft was used previously with Centro Radiomisure as CR-21.
- At Orio al Serio 10 T-6Gs of the Italian Air Force are stored since September last year. The aircraft concerned are:
RM-1/MM53652, RM-5/MM54145, RM-6/MM53878, RM-8/MM53667,
RM-9/MM53664, RM-10/MM53776, RM-11/MM53432, RM-12/MM54137,
RM-13/MM?? , RM-18/MM54106.

SWEDEN

- C-47 1406 c/n 33153 s/n 44-76821, ex USAF 476821, ex RAF KN547 52Sqn, with the Luftwaffe in use since 1956 as GA-110, AS-590, AB-590, BD-590 has been sold to the Royal Swedish Air Force were it became 79009. Previously the 1406 was in service with the Flugvermessungsstaffel (FVS) at Lechfeld.
- The Swedish Air Force lost two aircraft within a week time. On November 20th a Saab J-32 Lansen of the target towing division crashed just after take-off from Malmslatt. On November 25th a Saab J-35 Draken from F.1 crashed after the pilot lost control during an air to air combat practise.

UNITED KINGDOM

- Canberras in open storage at Salmesbury on December 10th were:
NZ6106 Canberra B(I)12 ex Royal New Zealand Air Force
WT323, WT319, WT307, WT317, WT318, WT311, all Canberra B(I)8
XG554 Canberra B(I)8

WJ863"Z" (only rear half) Canberra T.4 ex 2300CU

- No.23Sqn with Lightnings disbanded at Leuchars on October 31st 1975 and reformed on Phantom FGR.2s at Coningsby on November 17th. No.111Sqn, also with Phantom FGR.2s has been transferred from Coningsby to Leuchars.

UNITED STATES of AMERICA

- On December 31st and January 2nd, already 13 RF-4Cs of the 10TRW were noted uncoded and awaiting to go back to the Stateside.
Regs: 41080, 41084, 41035, 41022, 41075, 41067, 41077, 41063, 41034, 41032, 41069, 50867, 50823.
- Presently (January) based at Mildenhall are the following C-130E Herculeses of 463TAW from Dyess AFB: 37805, 37856, 37820, 37832, 37767, 37848, 37883, 37793, 37884, 37894, 37863, 37799, 37770 and 37842.
- The Fairchild C-119 Packet/ Flying Boxcar is no longer in service with the USForces. In October the last five C-119s were withdrawn from service with the 130th SOG at Charleston, a West Virginia Air National Guard unit.
- The second McDonnell-Douglas YC-15 AMST made its first flight on December 5th. The camouflaged aircraft is serialized 75-01876.
- The USAF is receiving back its F-100 Super Sabres of the French Air Force. The first four aircraft were flown from Chateaudun to Sculthrope (England) on November 24th. The F-100Ds were coded MJ, MK and ML being 42254(ex 11-EG), 42272(11-EF) and 42165(11-MB) resp.. These codes are likely to be of the 070Esc as transportation of all stored a/c from Chateaudun is being executed by 070Esc. Also on Sculthrope on Nov.24th was N2501 070-MB/172, returning the crew to France. Together with the F-100s, also Super Mysteres will be stored at Sculthrope since they are US property to.

WEST GERMANY

- During JG-71's squadron-rotation with No.11Sqn RAF at Binbrook from 14-10 to 23-10, one of JG-71's F-4Fs was severely damaged on landing on 22-10. At touch-down 37-75's landing-gear collapsed and the aircraft skidded on its belly over the runway into the grass alongside it. The damage is of such an extent that 37-75 will probably be written off.
- The first F-4F of the WGMF to crash was 37-68. It crashed on April 22nd, 1975 near Grenheim.

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

- AUSTRALIA: It is probable that financial difficulties will cause the RAAF to buy 8 and not 12 C-130Hs.
- EGYPT: The Egyptian government seems to become more orientated on Europe for the purchase of arms. Last year 200 Jaguars were bought to replace the MIG-17s. Furthermore approximately 200 Hawks and 250 Lynx helicopters were bought from England. France got its share to of the oil dollars because of an order for 44 Mirage F.1Us.
- FINLAND: Two light transport aircraft were bought recently. Islander OH-BNC became BN-1 and Navajo OH-PNC became PN-1. As an addition to the 12 licence-manufactured Sab 353 Drakens

- the Finnish Air Force will buy six ex RSwAF J-35F Drakens.
The six leased J-35BS will be returned to Sweden
- INDIA:** India is in the market for 40 Jaguars, together with Saudi Arabia. The Indian Air Force has been after this plane for some time.
- IRAN:** The first of the 80 F-14A Tomcats made its maiden flight at Calverton. The aircraft is serialized 3-1153.
The first two aircraft are due to be delivered this month and thereafter two a month until 1977 when the delivery rate will be three a month to the middle of 1978.
- ISRAEL:** Contrary to earlier reports in FLASH the first F-15 Eagles for the ADF/AF will not be delivered before December 1976.
This postponement is due to a delay in the US Senate's approval of the sale and the slowed down production rate of McDonnell-Douglas. The number of aircraft involved is 25, at least at present.
Four E-2C Hawkeyes will be delivered to the IDF/AF shortly. These AEW (Airborne Early Warning) aircraft are capable of monitoring all aeroplane movements within a radius of 250 miles, at all heights. These four aircraft will enable the IDF/AF to spot enemy even as they are taking off from their bases surrounding Israel.
- JORDAN:** The Jordan AF will receive another 12 F-5As from the IIAF in addition to the 24 already in service. These aircraft are in surplus with the IIAF as they are currently receiving F-5Es. One of the F-5As already in service with the Jordan AF is coded 608/"F".
- KENYA:** The Kenya AF is intending to replace the Hunters with the F-5.
- LEBANON:** Six new Hunters were recently received. Serials: L-180/185, ex G-9-424, 422, 423, 426, 427, 425 resp.
- NIGERIA:** has ordered 6 C-130H Herculeses.
- SOUTH KOREA:** The ROKAF will double its Phantom fleet when 18 F-4Ds and 18 F-4Es will be delivered this year. The ROKAF already operates similar numbers of both types.
- SPAIN:** A fourth Puma has been ordered by the Spanish AF as a replacement for one that crashed in early 1975.
- TURKEY:** Somewhat sensational is the recently announced sale of no fewer than 60 helicopters (probably Mil-8s) by the USSR to the Turkish AF. Turkey is the first NATO member to buy Russian military aircraft. The Turkish navy ordered a number of Bell 212ASW from Agusta of Italy.
The Turkish AF may replace its T-33As and T-37Bs by 1981 by more than 50 Alpha Jets. Assembly will possibly be in Turkey.
- USSR:** A third aircraft-carrier is currently under construction at a Leningrad yard. The first carrier, "Kiev", built on the Black Sea coast is working up and the second "Minsk", is still under construction, also on the Black Sea coast, and are therefore essentially similar. It is believed that a (presumably Yakovlev designed) S/VTOL aircraft will be the principal carrierborne aircraft, alongside the helicopters already in service such as the Kamov Ka-26.
- UNITED STATES:** The US Navy may order 30 COD (Carrier On Board Delivery) variants of the S-3A Viking. A contract for one prototype has been awarded to Lockheed. If these 30 US-3As are ordered they will replace the obsolete C-1A Trader fleet of the US Navy.
- VIETNAM:** The Vietnamese government is intending to sell lots of the US supplied arms captured during the last day of the Vietnam war, because they cannot handle them and cannot obtain any spare parts. Recently an offer was made to Venezuela for F-5As and F-5Es. Reportedly Libya was offered a number of Herculeses.
- WEST GERMANY:** This year the WGNavy will order 22 Anti-submarine helicopters. The choice is between the Westland Lynx and the Agusta 212ASW. They will be assigned to MFG-4.

BRITISH AIRCRAFT CORPERATION at WARTON

By P.vd.Krommenacker with registra-
tion from Barry Hickman.

The British Aircraft Division is currently engaged in the following military projects:

- Partial production and assembly of the Anglo-French Jaguar. Here only the Jaguar GR.1s and T.2s for the RAF are built, alongside possible future export orders.
Production in two countries means that e.g. parts of the fuselage are built in France and e.g. the wings in Britain (also the wings for French aircraft).
- Production of the BAC167 Strikemaster for a.o. Sultan Oman AF and Royal New Zealand AF
- Assembly of two of the MRCA prototypes still to built (P-06 and P-08).
- Testing of the MRCA, in particular of prototypes P-02 and P-03. This includes flying with airplanes like Canberra(s) and Buccaneer(s).
- Conversion of Jet Provost T.5s to T-5A standard with uprated avionics.
- A number of general assignments from the MoD (Ministry of Defence), like corrosion tests, missiles and armament.

Registrations as logged at BAC Warton on December 12th:

Field movements: 86/AJ Nord 262D FAF; 27-79 TF-104G WGNavy
XW560 Jaguar GR.1; XP356 Whirlwind HAR.10 "rescue"
BAC167 Strikemasters : G-27-251; No.13 up to No.16, all
for Ecuador AF; No.11 and No.12 for Sultan Oman AF

Jet Provost T.5A conversion: XW323("2" Prince of Wales RAFC);
XW322("1" Prince of Wales RAFC); XW424; XW405("83"RAFC); XW407("50"
1PTS); XW366("72"RAFC); XW372("87"RAFC); XW426; XW353("12"
Poacher RAFC); XW417("88"RAFC); XW416("82"RAFC); XW368("86"RAFC);
XW430 (ex 5MU store); XW431 (ex 5MU store) and XW423

Jaguar GR.1 production:
XX967, 969, 970, 971, 973, 974, 975, 976, 977, 978, 979,
furthermore XZ101 up to XZ114

Footnotes:

- The Strikemasters were in various forms of completion, and all painted in green primer.
- WH952 Canberra is used as chase-plane for MRCA.
- XP703 Lightning is in bits undergoing corrosion tests.
- Jaguar GR.1's were in various stages of completion on the production-line; XX967 being finished and camouflaged while XZ114 was just a fuselage on wheels.
- Jaguar XW560 stood outside and is very damaged after its fire at Boscombe Down in 8.73.
- Tail end of XX144 was also in production hangars receiving attention after damage when undercarriage collapsed 9-9-74.
Its fuselage is away in France at present being rebuilt.

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EDITORIAL ANNOUNCEMENT:

"The series of articles on the USAFE are running to their end. The editors have planned a follow-up on the Belgian Air Force and as always, information would be welcome to the editorial address:
FLASH Magazine, P.O.box 855, Windhoven, Holland.

SPOTTERS VARIA

by Jac van Tuyn

DAVIS MONTHAN: "paradise for spotters"

The MASDC is now conducting an all day tour on the second Saturday of each month for the enthusiasts!!

It leaves the MASDC gate on Davis-Monthan AFB at 08.00 on the second Saturday. This will be through 1976 but if there is enough participation, they might make it a permanent thing. Please pass the word on to everyone that might be interested, so to get a maximum participation.....

Every tour will be led by MSGT. Benjamin Knowles Jr. and MASDC OI Capt. Myren Donald.

BOOK-REVIEW:

- "Squadron Signal Publications". A serie of booklets containing many photographs. Every booklet deals with one type of aircraft. To name a few publications: F-105 Thunderchief, F-100 Super Sabre, F-4E Phantom, A-6 Intruder etc. The serie is named "at war". Price per issue \$3.50.
- An entirely different book is "Stranger to the Ground" (the Dutch publication "Straaljagerpilot"). Author Richard Bach, an ANG-pilot, describes a flight from Wethersfield to Chaumont in a F-84F Thunderstreak. During this flight the pilot recalls all kind of incidents he has experienced as a pilot. The first dutch edition was released in 1965 by A.J.G.Strengholts, Uitgeversmaatschappij N.V.

MATHS (mathematics):

A C-47 Skytrain/DC-3 Dakota has length of 20m (64inch). Totally 13600 DC-3/C-47s were built. Placing all aircraft in one line gives a file of 272km (181miles).

LIGHTNING:

Like thunder and lightning this news. Within a few years the Bulls Eye and the Tactical Weapons Meet will be combined into one meet. But also the Royal Flush and the Big Click will be combined. The reason is not hard to guess: economy.

OFFICIAL ANNOUNCEMENT FROM THE KONINKLIJKE LUCHTMACHT

FLASH-members who are interested in visiting the 12th Tactical Weapons Meet at Twenthe AB, held from 3 - 13 May are invited to write to:

Public Relations Officer Vliegbasis Twenthe
Kapitein P. Strijker,
Weerseloseweg,
Enschede.

On receipt of their letter they will get further instructions from Captain Strijker.

FLASHback:

A group of Fiat G-91s has for several months been carrying out an intensive flight programme with the Italian Air Force, prior to being over the summer by an international NATO squadron for further testing. Meanwhile, in Italy series production of the G-91 light-weight fighter and the G-91R reconnaissance version proceeds according to schedule, and the G-91T trainer model is in an advanced stage of development. ("Recognition Journal, June 1959")

CORRESPONDENTS

Nearly all spotters have correspondents all over the world. Let your pen-friend enjoy the Dutch Military aviation scene and suprise him with an example-copie of FLASH. We are always willing to send your correspondents such a suprise.

312 SQUADRON

A view of the history of 312 Squadron Koninklijke Luchtmacht, compiled by Frank Klaassen. Information for the article has a.o. been extracted from De Vliegende Hollander and publications of the air force.

Volkel, April 3th. 1951. After a small ceremony, witnessed by authorities of both the navy and the air force the orange-blue banner of the Luchtstrijdkrachten is hoisted on the youngest air force base. The airfield constructed by the Germans during the war and after the liberation used by the marines to train recruits was handed over to the LSK and assigned to lodge 2 squadrons of Republic F-84 Thunderjets. One month earlier the first F-84E had arrived at Volkel and preparations were well under way to form the first tactical unit: 311 Squadron. Nine months later, on January 10th to be exact, 312 Squadron was established.

Flying equipment consisted of seven PP- serialized F-84E Thunderjets, a donation from 311 Squadron. As soon as possible the aircraft were re-coded DU-1 to DU-7 (DU being the 312 squadron code) and as radio call-sign "Bonzo" was adopted.

The first crash came after seven weeks; Lt. Doedens didn't manage to make a correct landing. His DU-6 had to be written off, he himself remained in good health fortunately.

Early April 1952, all aircraft were grounded as no fuel-filters were available; these filters were to be replaced after 25 flying hours, but most of the aircraft flew with filters that had more than 200 hours on their log!!

Only the DU-9, with his filter of 18 hours remained operational. Anyway, after a week or so the new fuel-filters arrived and 312 could go up into the blue again.

The first black day came on June 5th; Lt Steen made a simulated attack on a tanker of the British Navy. He hit the ship and was killed, together with 15 members of the British crew....

In those days weapon-training wasn't the strongest point. In June '52, when 312 was on detachment at Leeuwarden, a phone-call came in from the town of Borkum: if it were possible to have mercy with the inhabitants, as no less than six 312 bullets had come down on the local childrens playground.

On December 9th. 1955 the American attache handed over the first batch of F-84F Thunderstreaks to the Dutch minister of war. The weather was very bad on that occasion, so that the new aircraft could only perform their taxiing capabilities. Three months later, on April 3rd, 1956 the first two 312 "Streaks" went airborne; after the flight they were both unserviceable....

But gradually things went better and in May the Thunderjet period was distant past. The squadron didn't start the new era very fortunately though. On May 18th Bonzo-Red, a formation of 4 Thunderstreaks, were driven too far east by a heavy jetstream and they lost their course. It appeared to be impossible to get a good fix and in the meantime the fuel-state had become so low, that three pilots had to eject. The fourth, whose Streak flamed out over the city of Cuyk, managed to land at Volkel.

The Thunderjets were US property and only lent to the Klu; with the arrival of the F-84Fs they had to be given back to the Americans. Sometimes one of them had to be ferried to Chateauroux and on those

occasions the 312 pilots were always eager to give it one more try. In April 1957 a Thunderjet had to be flown back to France; when Lt van Diermen arrived at Chateauroux the Americans there gave him to understand that they weren't interested in such an old crate and sent the Dutch pilot straight on to Nouasseur AB in Morocco!! Less fortunate was Lt Ketel; on February 6th, 1958 the engine of DU-19 gave up over France. The pilot had to fall 7000 feet before landing in a tree, where he hung for over an hour!!!

In those days every self-respecting airbase had its stuntteam, and so had Volkel. In 1955 it already gained top-honours at Leeuwarden, but in 1958 the team ran into the usual troubles: shortage of flying hours. At any cost the team tried to find time to practice; twice a day the aerobaticers went to Deelen to ferry pylon-tanks, which took them very long! In June the national championships were held; Volkel won (from the Eindhoven, Leeuwarden and Soesterberg teams) and was thus to represent the Koninklijke Luchtmacht at the International Championships at Soesterberg. There the 311 and 312 crews managed to reach the highest score! A newspaper-report on the event: "The aircraft flew in their lowest gear, as it was forbidden to break the sound barrier..."

In September 1958 the squadron went on a ten-day rotation to Denmark. The taxiways at Skrydstrup had been broken up but after a lot of braking, stopping, manoeuvring and gesticulation the 312-ers arrived where they had to be. It seems to have been a successful exchange after all.

We come to January 1959; in that month the squadron was split up in an operational and a training element (the latter coming from the disbanded 313 Squadron). Until 1961 312 Squadron trained pilots on the F-84F Thunderstreaks then the OCC was taken over by 315 Squadron at Eindhoven.

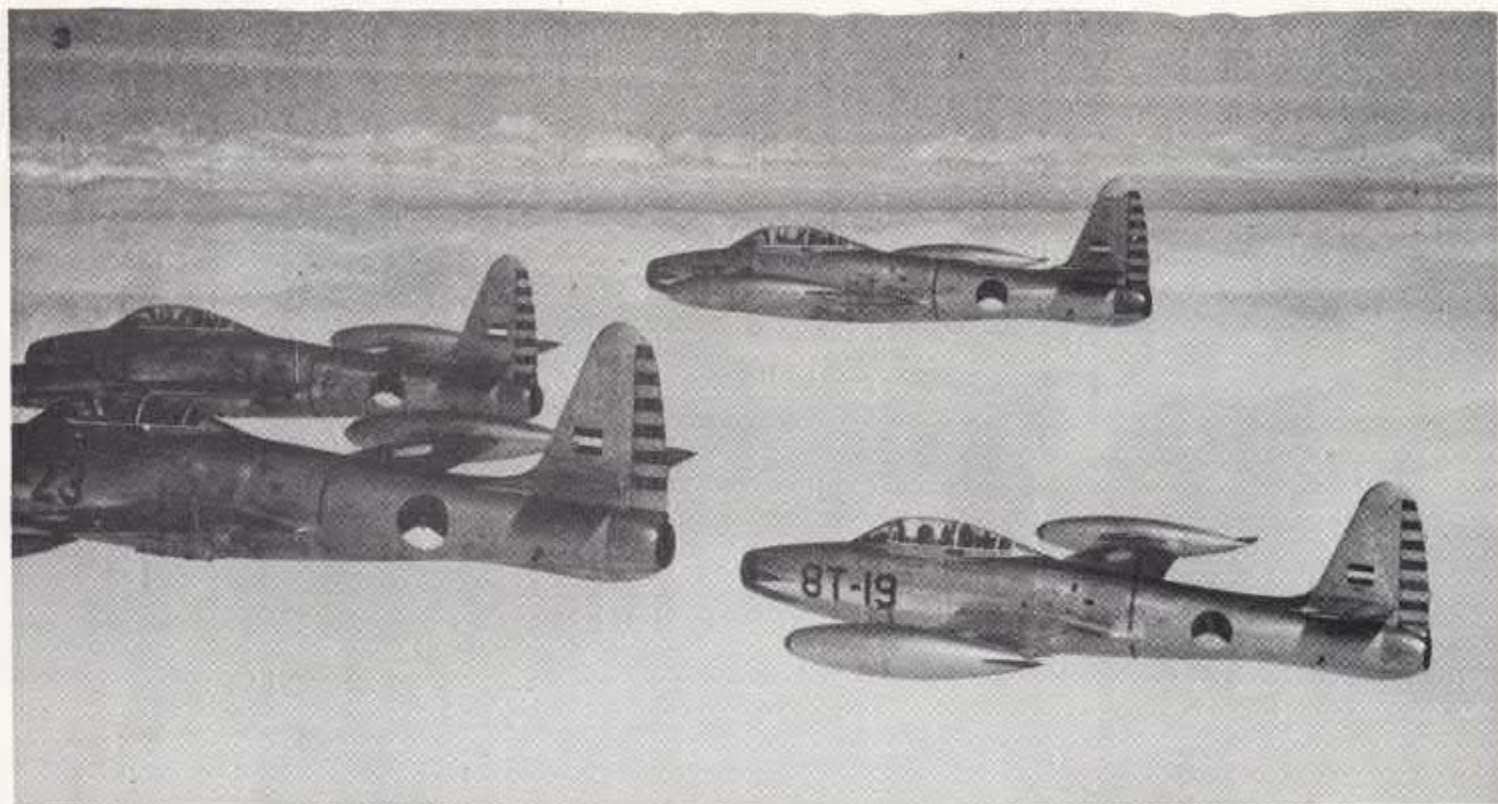
On December 19th, 1962 the first two Lockheed F-104G Starfighters arrived at Twenthe AB. In 1965 312 Squadron was the last Klu unit to receive this new aircraft; the last five F-84Fs were handed over to 314 and 315 Squadrons on December 1st, 1965. The Starfighter was in safe keeping with 312, as in February 1967 the squadron was awarded the CTL Flight Safety Trophée, a prize given to the squadron that has operated one year without avoidable flight accidents. The Starfighter replacement, the General Dynamics F-16 is scheduled for delivery to the Klu around 1980 and no doubt 312 will be familiarized with its new thorough-breed in no doubt. Four years to go....

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: A very fine study of a US Marine Corps Phantom, 152982. The F-4B of VMF(A)-531 "Gray Ghosts" has its home-base at El Toro.

Ten US Marines squadrons are equipped with the F-4 and by the end of this year all 12 fighter-bomber units are to operate this type. The aircraft are to remain in service until the mid 1980s.

Photo: Pieter van Gemert/GCA

MISCELLANEOUS

PHOTO 1: Superb photograph of an Agusta-Bell AB-206A of the Army, the E.I.-531

Photo Pieter van Gemert/GCA

PHOTO 2: The French 7th Escadre at Saint Dizier flies the Jaguar; this portrait of 7-PM was taken at Chateaudun in September 1975

Photo Pieter van Gemert/GCA

312 SQUADRON

PHOTO 3: A formation Thunderjets of 314 Squadron; unfortunately we couldn't get pictures of F-84Gs in 312 colours, but we can assure you, except for the code they look the same.

PHOTO 4: Two F-84F Thunderstreaks at Volkel, shortly after delivery to the Klu; note the insignia on the nose of the right aircraft.

PHOTO 5: A 312 Thunderstreak returning from its mission, photographed just before touch down.

All photo's: Air Historical Section
Klu, Sgt 1 van den Berg

MISCELLANEOUS

PHOTO 6: Thunderchiefs remain in USAF with the 35 TFW at George AFB; replacement will probably introduced within the next three years. Illustrated is F-105G 38332 of a "Wild Weasel" unit.

Photo: Jan van den Oever

PHOTO 7: An F-101B Voodoo in metal colour scheme, O-60260; a picture from a past era

Photo Frank Klaassen

PHOTO 8: The Brazilian Air Force operates 13 S-2A/E Trackers that are partially shore- and carrier based; seen here is 7016.

Photo Pieter van Gemert/GCA

MISCELLANEOUS

PHOTO 9: Seven CH-47 Chinooks are in service with 450 Squadron as a part of CAF Mobile Force; illustrated is 147411.

Photo Pieter van Gemert/GCA

PHOTO 10: One of the six C-47 Dakotas in service with 42 Squadron RNZAF is NZ3551. A replacement for this aging type, 49 of which entered service in 1943, is being looked for.

Photo Pieter van Gemert/GCA

PHOTO 11: Displayed at Campo dos Alfonso is this T-21 (Fokker S-11 Instructor) 0731 of the Brazilian AF. All T-21s have been replaced by T-23 Uirapurus. Photo Frank Klaassen

PHOTO 12: Vought F7U-3 Cutlass 129642, an early Navy fighter, is on display at Willow Grove NAS. Photo Pieter van Gemert/GCA

HELICOPTER-GUNSHIP TRENDS

by Stan Jaskolkowski

Helicopter gunships came into their own in Vietnam providing valuable ground support for troops and acting as escorts for helicopters carrying troops to the battle zones.

Before the appearance of the specialized gunships i.e. choppers designed and built for gunship duties only, the Bell 204 Iroquois (UH-1) in its various forms was used in this role. Veteran pilots of the UH-1s were unable to get used to the fact that the sides of the new gunships the Huey Cobras (AH-1G) were vulnerable to ground fire, having no side gunner positions or armament that was capable of covering the flanks fully.

The Huey Cobra, Bell's gunship was designated AH-1G (AH meaning attack helicopter) and the prototype was rolled out in Sept. 1965. Two years later the AH-1G saw service in Vietnam when on Sept. 4, 1967 Huey Cobra 66-15263 joined a group of UH-1s attacking enemy forces near Can Tho City in the Mekong Delta.

The AH-1G carries a gun under the nose and side mounted rocket pods. It's a two crew machine, the crew sitting in tandem, with the rear seat, in an enclosed cockpit. The cockpit too posed problems in Vietnam. The main one being the inability of the crew to hear if they were under fire or not. Only when hit or too close for comfort were the crew able to be certain that their presence wasn't wanted. As time went on Huey Cobra crews learned to rely on either wing man or friendly ground forces to warn them of enemy fire. The latest version of the Huey Cobra is the AH-1Q which can carry 8 TOW anti tank missiles. It is also capable of carrying 76 2.75 inch air-to-ground rockets and is equipped with multi-sensor sighting equipment. The max. payload is 1,834 lbs. The nose mounted armament is a XM28 turret system plus minigun pods or XM35, 20mm guns. The max speed is 190kts and a reach of 310n.m.

A twin engined development of the AH-1G is the AH-1J operated by the US Marine Corps since 1970. This machine can be flown at speeds of up to 207mph at sea level over a max range of 359 miles. The name Sea Cobra was given to the slightly larger 1J and it differs from the 1G primarily in powerplant and avionics.

The engine is a single VACL T400-CP-400 coupled turboshaft "Twin Pac" producing 1,800 shp. The nose gun is improved being a three-barrel GE XM197 20mm cannon, carrying 750 rounds of ammo and minigun pods or GE XM35 20mm gun.

The tail rotor pylon was strengthened to absorb the extra power of the wide chord tail rotor.

And so with gunships firmly established in military aviation and having proved their worth in Vietnam, being able to deliver more fire more accurately and faster than the old UH-1's in ground attack-role. It's reliable and can take quite a bit of punishment without aborting its mission and it provides the ground troops with air cover right in the spot where it's needed.

What can we expect of the next generation gunships??

Bell and Hughes are now competing in a competition to supply the US Army with the successor of the Huey Cobra. The programme is known as the Advanced Attack Helicopter (AAH) programme and both competitors have entered machines based on the design of the Huey Cobra. Bell has the advantage of its experience with the Huey and Sea Cobras but for Hughes this is a new venture.

The Hughes AAH is known as the YAH-64 and the prototype made its maiden flight on Sept. 30, 1975, with the maiden flight of the second aircraft due shortly after.

The most noticeable differences in the Hughes design to the old Huey Cobra are in the landing gear, whereas all the Bell Cobras have skids, the YAH-64 uses two retractable mainwheels, for ease of air transport

and a tail wheel.

The main undercarriage retracts rearwards so that the aircraft appears to kneel during the operation. It's a two crew machine in tandem, with the pilot in the rear seat.

One of the most important design factors was the necessity to improve the armour on the new gunships and this led to both the Bell and Hughes aircraft having a more rugged and box like appearance compared to the Huey Cobras. The cockpit canopy on the YAH-64 affords more allround vision and is strengthened for bullet resistance with the glass being flat sheets set in rigid spars instead of the curved glass used in the Cobras. Power comes from two G.E.T100 engines of 1,500shp each. A T-tail is used to compensate mainrotor down-loads and therefore improve stability and the tail rotor is four-bladed and rotates slower than two bladed rotors thus reducing noise. The main rotor is also a four blade type each blade being cambered and having a fixed trailing edge-flap. The max payload is expected to be around the 1,500lb mark and armament will consist of air-to-ground rockets, Hughes TOW missiles and a Hughes chin mounted 30mm XM230 or XM182 "chain-gun" cannon. A forward-looking infra-red (FLIR) system will also be incorporated.

Bell's AAH contender is the YAH-63 which made its maiden flight on 1 Oct. 1975. Again it takes its shape basically from its predecessor the Huey Cobra but a few design changes are prominent. The use of wheels and a retractable tricycle undercarriage is the first to catch in the eye. The cockpit canopy has that box effect due to strengthening and a T-tail is used. The main rotor is two bladed and the powerplant are two GE T700 engines of 1,536 shp each. Also a two crew aircraft, the pilot sits in the front in a tandem arrangement. Payload will be 1,500lbs and armament will consist of 76 2.75inch air-to-ground rockets, 16 TOW anti tank missiles and a 30mm XM230 or XM182 turred gun mounted under the nose.

By December 1975 the YAH-63 had achieved a forward speed of 152kt, 35kt sideways and 20kt backwards.

Both prototypes will be delivered to the Army in May this year for the start of the fly-off to determine which aircraft will take the place of the highly successful HueyCobra. The competition should last about 4 months and an estimated order for 412 new aircraft is at stake, replacing the 319 Army AH-1G's on inventory when the US pulled out of Vietnam.

Additionally a "serial-view" on the production-list of the Bell AH-1G HueyCobra "Gunships":

66-15246-15357	68-15141-15169	68-17071-17081
67-15459-15849	68-15171-15175	17083-17085
15851-15869	15177-15189	17087-17089
68-15000-15036	15191-15193	17091-17100
15040-15044	15195-15197	17102-17104
15047-15071	15199-15212	17106-17107
15074-15078	68-17020-17022	17109-17113
15081-15082	17024-17026	69-16410-16447
15084-15103	17028-17040	70-15936-15998
15106-15111	17042-17044	16000-16105
15114-15133	17046-17048	71-20983-21052
15135-15139	17050-17061	
15141-15164	17063-17065	

UNITED STATES AIR FORCE IN EUROPE (part 13)

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

Continuing part 12 with the history of 52nd Tactical Fighter Wing:

The Group was reactivated in Germany on November 9th, 1946 as the 52nd Fighter Group, All Weather, and assigned to USAFE, First based at Schweinfurt, the 52nd moved to Bad Kissingen on May 5th 1947 and back to the USA in June 1947 without equipment or personnel; at that time only the 2nd and 5th FS's had been assigned to the Wing. In 1948 the Group was based at Mitchell Field, New York; in the same year its Northrop P-61's were replaced by P-82 Twin Mustangs which again were exchanged with F-94 Starfires in 1950. In May 1951 the Group was redesignated the 52nd Fighter Interceptor Group and inactivated February 6th, 1952. Reactivation found place at Mitchell AFB on August 1955 as the 52nd Fighter Group (Air Defense Command); further moves of the group included McGuire AFB, New Jersey and Suffolk County AFB, New York. The 52nd was subsequently flying F-84F Thunderstreaks, F-86 Sabres and finally F-102 Delta Daggers. Reorganization resulted in the redesignation to the 52nd Fighter Wing, comprised of the 2nd and 98th FS's, on June 5th 1963. The 98th FS was formed in 1942 as part of the 337th Fighter Group, flying P-39 and P-40 aircraft. The 98th "Black Falcons" flew F-89J Scorpions from 1955 and F-101 Voodoos since 1959. The 2nd and 98th FS's were flying F-102's till September 1968, when the 52nd FG was inactivated again.

On January 1st, 1972 the 52nd Tactical Fighter Wing was reactivated once more at Spangdahlem AB, composed of the 23rd TFS, flying F-4D Phantoms II and 39th TEWS, flying EB-66C/E's, two former 36th TFW units. End 1972 the 39th TEWS was called back to the USA, and in January 1973 the 81st TFS was assigned to the 50nd TFW at Hahn AFB, but end 1969 was reassigned to the 86th TFW at Zweibrücken AB. At the present the 52nd TFW thus is composed of the 5th TFS (F-4Cs) and the 23rd TFS (F-4Ds), home base still is Spangdahlem AB.

Special thanks to Office of Information of 52nd TFW, Spangdahlem AB.

Aircraft:

- 1941: Bell P-39 Airacobra, Curtiss P-40 Warhawk (2nd, 4th, and 5th FS's)
- 1941: Supermarine Spitfire Mk. III (2nd, 4th, 5th Pursuit Sqns)
- 1942: Supermarine Spitfire Mk. IX (2nd, 4th, 5th Pursuit Sqns)
- 1944: North American P-51 Mustang (2nd, 4th, 5th Pursuit Sqns)
- 1948: Northrop P-61, N.A. P-82 Twin Mustang (2nd, 5th Fighter Sqns)
- 1950: Lockheed F-94 Starfire (2nd, 5th Fighter Interceptor Sqns)
- 1955-1963: Republic F-84F Thunderstreak, N.A. F-86 Sabre (2nd and 5th Fighter Sqns)
- 1963-1968: Convair F-102A Delta Dagger (2nd and 98th Fighter Sqns)
- 1972: McDonnell F-4D Phantom II (23rd TFS)
- 1972: Douglas EB-66C/E Destroyer (39th Tac. Electronic Warfare Sqns)
- 1973: McDonnell F-4C Phantom II (5th TFS)

Tail-code since 1972 is BS (23TFS), BV (39th TEWS). Becoming SP around mid-1972 for both the 23rd TFS and 39th TEWS (though not all EB-66s were recoded SP). Since January 1st, 1973, also the 5th TFS was coded SP.

Tail-tip colour: blue (23rd TFS), green (39th TEWS) and yellow (5th TFS).

EB-66C/E: 39th TEWS, code RV, most recoded SP:
54-0424/BV (ex 36TFW); 0431/BV (ex 36TFW); 0459/BV-SP (ex 36TFW); 0463/BV (ex 36TFW); 0465/BV-SP (ex 36TFW); 0507/BV (ex 36TFW); 0510/BV (ex 36TFW); 0514/BV (ex 36TFW) to SP; 0519/BV-SP (ex 36TFW); 0525/BV-SP (ex 36TFW); 0526/BV-SP (ex 36TFW); 0528/BV (ex 36TFW); 0531/BV-SP (ex 36TFW); 0539/BV-SP (ex 36TFW).
55-0386/BV-SP (ex 36TFW)

F-4C: 5th TFS coded SP

63 -7407/SP (ex 4453CCTW/DM)
7440/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7443/SP (ex 57TFW/WD, 81TFS/86TFW/ZS resp.)
7452/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7467/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7479/SP (ex 4453CCTW/DM, 81TFW/WT-WR, 401TFW/TJ resp.)
7487/SP (ex 4453CCTW/DM, 81TFW/WS, 81TFS/86TFW/ZS resp.)
7512/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7513/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7515/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS resp.)
7542/SP (ex 4453CCTW/DM, 81TFW/WT-WR, 401TFW/TJ resp.)
7565/SP (ex 81TFS/86TFW/ZS)
7567/SP (ex 81TFS/86TFW/ZS)
7576/SP (ex 35TFW/GA) to 57FIS Iceland
7593/SP (ex 81TFW/86TFW/ZS)
7594/SP (ex 497TFS/8TFW/FP, 559TFS/12TFW/XN, 81TFS/86TFW/ZS resp.)
7596/SP (ex 81TFS/86TFW/ZS)
7607/SP (ex 81TFS/86TFW/ZS)
7615/SP (ex 4453CCTW/DM, 81TFS/86TFW/ZS)
7638/SP (ex 4453CCTW/DM, 81TFW/WS, 81TFS/86TFW/ZS resp.)
64-0666/SP (ex 4453CCTW/DM)
0741/SP (ex 556TFS/12TFW/XT, 81TFS/86TFW/ZS resp.)
0749/SP (ex 556TFS/12TFW/XT, 4453CCTW/DM, 81TFW/WT, 81TFS/ZS)
0790/SP (ex 57TFW/WD, 81TFS/86TFW/ZS resp.)
0860/SP (ex 91TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS) to 401TFW/TJ
0879/SP (ex 91TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.)
0915/SP (ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.), to 401TFW/TJ
0917/SP (ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.)
0922/SP (ex 78TFS/81TFW, 81TFS/86TFW/ZS), to 401TFW/TJ

F-4D: 23rd TFS coded BS, recoded SP

64-0959/BS-SP (ex 36TFW), to 48TFW/LN
65-0735/SP (ex 10TFS/50TFW, 81TFW/WR resp.), to 48TFW/LN
0740/SP (ex 49TFW/HO), to 48TFW/LN
0777/SP (ex 335TFS/4TFW/SB, 10TFS/50TFW/HR resp.), to 48TFW/LN
66-7497/BS-SP (ex 10TFS/50TFW, 36TFW/resp.), to 48TFW/LN
7502/SP (ex 417TFS/50TFW, 53TFS/36TFW/BT resp.); to 48TFW/LN
7504/BS-SP (ex 36TFW/BS), to 48TFW/LN
7539/SP (ex 49TFW, 22TFS/36TFW/BR-BT resp), to 81TFW/WR
7542/SP (ex 49TFW, 22TFS/36TFW/BR-BT resp), to 81TFW/WR
7551/SP (ex 49TFW, 22TFS/36TFW/BR-BT resp), to 81TFW/WR
7557/SP (ex 22TFS/36TFW/BR)
7567/BS-SP (ex 22TFS/36TFW/BR, 23TFS/36TFW/ES resp.)
7572/SP (ex 49TFW, 22TFS/36TFW/BR resp.)
7575/SP (ex 22TFS/36TFW/BR, 23TFS/36TFW/BS-BT resp.)
7579/BS-SP (ex 36TFW/BS, to 81TFW/WR
7588/BS-SP (ex 49TFW, 36TFW/BS resp.), to 81TFW/WR
7595/SP (ex 49TFW, 22TFS/36TFW, 23TFS/36TFW/BS resp.)
7604/BS-SP (ex 36TFW/BS), to 81TFW/WR
7605/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7607/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR

7610/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7611/BS (ex 49TFW, 23TFS/36TFW/BS resp.), recoded SP????
7615/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7619/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7620/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7623/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7633/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.)
7634/SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 36TFW/BT, 81TFW/
WR resp., to USA.
7644/SP (ex 49TFW, 36TFW/BS-BT resp.), to 36TFW/BT, 81TFW/WR
7645/BS-SP (ex 49TFW, 36TFW/BS resp.), to 36TFW/BT, 81TFW/WR
7656/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.), to 81TFW/WR
7657/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.)
7662/BS-SP (ex 49TFW, 23TFS/36TFW/BS resp.);
7689/BS (ex 49TFW, 23TFS/36TFW/BS resp.), recoded SP???, to
36TFW/BT, 81TFW/WR resp.
8710/SP (ex 13TFS/432TRW/OC, USA, 48TFW/LN resp.)
8711/SP (ex 13TFS/432TRW/OC, USA, 48TFW/LN resp.)
8714/SP (ex 13TFS/432TRW/OC, USA, 48TFW/LN resp.)
8727/SP (13TFS/432TRW/OC, USA, 48TFW/LN resp.)
8734/SP (ex 523TFS/405TFW/PN, USA, 48TFW/LN resp.)
8735/SP (ex 417TFS/49TFW/HE-HO, 48TFW/LN resp.)
8737/SP (ex 555TFS/432TFS/OY, USA, 48TFW/LN resp.)
8745/SP (ex 25TFS/8TFW/FA, USA, 48TFW/LN resp.)
8748/SP (ex 25TFS/8TFW/FA, USA, 48TFW/LN resp.)
8756/SP (ex 48TFW/LN)
8758/SP (ex 4485TSqn/EG, 48TFW/LN)
8765/SP (ex 4485TSqn/EG, 48TFW/LN)
8768/SP (ex 25TFS/8TFW/FA, USA, 48TFW/LN resp.)
8776/SP (ex 13TFS/432TRW/OC, USA, 48TFW/LN resp.)
8779/SP (ex 48TFW/LN)
8789/SP (ex 48TFW/LN)
8790/SP (ex 25TFS/8TFW/FA, 48TFW/LN resp.)
8793/SP (ex 48TFW/LN)
8797/SP (ex 48TFW/LN)
8798/SP (ex 25TFS/8TFW/FA, 4485TSqn/EG, 48TFW/LN resp.)
8813/SP (ex 555TFS/432TRW/OY, USA, 48TFW/LN resp.)
8825/SP (ex 523TFS/405TFW/PN, 555TFS/432TRW/OY, USA, 48TFW/LN)

49th TACTICAL FIGHTER WING

On January 16th, 1941, one of the USAF's top combat units was activated at Selfridge Field, Michigan, the 49th Fighter Group, Flying P-35's. The "Forty Niners", one of the most colorful USAF organizations in the Pacific, saw 3 years of combat in World War II, playing an important role in halting the Japanese advance to the Southwest, flying P-38 Lightnings, P-40 Warhawks, P-47 Thunderbolts and P-51 Mustangs. The Group was especially successful in providing Air Defense from Australia to the Philippines. By war's end Group pilots had destroyed 678 enemy planes in the air, more than any other fighter group in the Pacific Theater. End 1945 the Group was inactivated. Reactivation took place on August 18th 1948 and then the unit was redesignated the 49th Fighter Wing, flying F-80 Shooting Stars. The Korean War saw the 49th back in the conflict in August 1948, as the first jet fighter unit to operate there. It participated in every major campaign, while supporting the United Nations' forces and it was there that the Wing earned the name of the "Fighting 49ers". Although overshadowed in performance by Sabres and Tunderjets, the 49th FBW became the most decorated Air Force unit in the Korean conflict, and earned 2 U.S. Presidential Citations and 2 Republic of Korea Citations. After Korea the 49th FBW was based in various areas of the Far East, including its last location at Misawa AB, Japan, flying F-84F Thunderstreaks.

The 49th Fighter Wing came to the USAFE Command from Misawa AB on December 10th, 1957, and was assigned to Etain AB, France, where it took the place of the 388th FBW which was deactivated. On July 8th 1958 the Wing was redesignated the 49th Tactical Fighter Wing and converted to F-100D/F Super Sabres. On August 25th 1959 the 49th moved to Spangdahlem AB, Germany, to replace the 10th TRW which was relocated in the United Kingdom in August 1959. By 1962 the Wing re-equipped with F-105D/F Thunderchiefs which were its mission aircraft until the autumn of 1966, when all its F-105's together with those of their neighbours 36th TFW at Bitburg AB, were flown into Vietnam to serve with other units there. In 1966/67 the 49th (as well as the 36th at Bitburg) received brand new F-4D Phantom IIs, and during the autumn of 1967 all its F-4's operated from Bitburg, as Spangdahlem's runway needed a new top-surface.

In the Spring of 1968 the 49th TFW (as well as the 417TFS at Ramstein AB, which was part of the 50th TFW then) was withdrawn from Europe and returned to the USA. The 49th TFW's new location became Holloman AFB, New Mexico, its present base. From its constitution in 1941, the 49th TFW had included the 7th, 8th and 9th Squadrons and in 1970 these squadrons were coded HB (7th), HC (8th) and HD (9th). In November 1970 a fourth squadron was assigned to the 49th TFW, namely the 417th TFS which had been located at Mountain Home AFB, Idaho, since 1968, as part of the 50th TFW at Hahn AB, Germany (dual based). The 417th TFS had been coded KB in 1970, and was recoded HE when it was attached to the 49th TFW at Holloman AFB end 1970.

In 1972 a Wing-base code was introduced to the USAF and the 7th, 8th, 9th and 417th TFS's were coded HO. The Wing's 4 squadrons are, so called, dual-based: every year the Wing moves from Holloman AFB to Bitburg and Hahn AFB in Germany, to operate some weeks from German soil.

The 49th TFW proudly displays its spirit in its insignia. The Wing's motto, "Tutor et Ultor" (I protect and avenge) stands out underneath the insignia.

The basic colours of the insignia represent the 3 original (7th, 8th and 9th) squadrons assigned to the Wing. Blue is for the 7th, yellow for the 8th and red for the 9th TFS. The stars of the Southern Cross are significant of service in Australia. The knight's helmet is symbolic of the aggressive mission which the 49th TFW performs, while the covered wagon denotes the pioneering spirit of the Wing. The bolt of lightning is indicative of the striking power of the "Lightning 49ers".

Special thanks to the Office of Information, 49th TFW, then Spangdahlem AB.

Aircraft: 1941-1942: P-35
1942-1945: Lockheed P-38 Lightning, Curtiss P-40 Warhawk, Republic P-47 Thunderbolt, North American P-51 Mustang
1948-1954: Lockheed F-80 Shooting Star
1954-1958: Republic F-84F Thunderstreak
1958-1962: North American F-100D/F Super Sabre
1962-1966: Republic F-105D/F Thunderchief
1966 - present: McDonnell F-4D Phantom II

Registrations:

F-100D: 56-3204 and 3208 (additions very welcome !!)
F-105D: 60-0433, 0436, 0438, 0455, 0465, 0466, 0469, 0471, 0472, 0509, 0511, 0513, 0514, 0515, 0517, 0518, 0519, 0526, 0530, 0533, 0535, 5376, 5379, 5380, 5381, 5384

to be continued.

CORRECTIONS AND ADDITIONS

Containing some major errors made in 1975 and known to the editors:

FLASH Nr.52 & 53: P-3C Orion article:

VP-8: LC-88 is now 151386 VP-10: 152728 is LD-10
VP-11: LE-8 is now 153428 VP-16: 158913 is LF-3
VP-45: LN-22 is now 157323, 158572 is LN-42 and 158567 is LN-40
VP-56: LQ-6 is now 156515, LQ-8 is now 156510 and LQ-10 is now 157321
VP-64: 151360/LU-1, 151383/LU-3, 151375/LU-4, 151358/LU-5,
151364/LU-6, 151377/LU-7, 151393/LU-8 and 151372/LU-9
VP-66: 151354/LV-1, 151353/LV-2, 151378/LV-3, 150506/LV-4,
150608/LV-5, 151367/LV-6, 151394/LV-7, 150517/LV-8 and
151393/LV-9
VP-68: 151366 is LW-5 VP-23 LJ-3 is now 154574
VXM-8: 150499/JB VP-30: 152759 is LK-3
NATC : 152758 (P-3B), 158912 (P-3C), 159504 (P-3C)
VX-1 : 152744/JA-1 (P-3B), 153427/JA-2 (P-3B), 158206/JA-3 (P-3C),
158563/JA-4 (P-3C), 159503/JA-5 (P-3C), 149673/JA-6 (RP-3A)
New unit with P-3 Orions (ex SP-2H Neptunes) is VP-92:
151373/LY-6

FLASH Nr.59: Page 20: According to the registrations of the 19 Starfighters of the mass start, D-8243 was among them. Of course this is impossible since it burned out at Volkel on June 25th 1973. The correct reg is D-8143.

FLASH Nr.60: Page 7: The five EB-57Es at Spangdahlem are of 17th DSES (Defence Systems Evaluation Squadron). Recently the 4677th DSES was been renumbered in 17th DSES.

FLASH Nr.62 (despite the 63 on the cover): page 4:
Twenthe/Lakenheath, NF-5B K-4020 is of 316Sqn, so not ex 316Sqn.

FLASH Nr.63: page 8: Mildenhall. The visiting Skywarriors were not KA-3Bs but in fact EKA-3Bs as correctly stated with Soesterberg movements.
The aircraft took part in exercise "Ocean Safari" and came from the U.S. Independence.
Page 9: VAQ-132 EA-6B 'Intruder' is incorrect, the name for EA-6B is Prowler.
Page 10: Davis Monthan article:
Inventory in 1972: 2656 "ex" Air Force a/c, 2076 Navy and 1057 Army.

Additions to the Hercules Story published in FLASH Nrs.52&53,55,57,59 61 and 63.

GABON: Delivery of Hercules L.100-30, reg TR-KKA c/n 4582

ISRAEL: Twelve ex USAF C-130Es delivered were:
62-1796, 63-7774, 63-7810, 63-7843, 63-7844, 63-7855,
63-7862, 63-7870, 63-7873, 64-0509, 64-0516 and 64-0528.
S/n's of the IDF/AF are not yet known

ITALY: C/n's for MM61988-62001 are: 4441, 4443, 4446, 4447, 4449, 4451, 4452, 4491, 4492, 4493, 4494, 4495, 4497, and 4498 resp.
S/n's are 46-02 up to 46-15

NIGERIA: Serials of the six C-130Hs are: 910-915 with c/n's 4619, 4624, 4638, 4639, 4649 and 4650 resp.

SPAIN: Four C-130Hs coded T-10- to 4 have c/n's: 4520, 4526, 4531 and 4534. The three KC-130Hs coded TK-10-5 to 7 have the following c/n's: 4642, 4648 and 4652

SWEDEN: The third (new delivered) Hercules is a C-130H reg 84003 coded 75 and with c/n 4628

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edited by S.Jaskolkowski and J.Struben

MOVEMENTS

Thanks to SGE.

Schiphol (Amsterdam):

Dec.20: D-IFDM Cessna 411 Mae Air
PK-GEC DC-8-50 Garuda
Jan. 3: no reg DC-8-50 Seaboard World, leased to EFS
AP-AXE DC-10-30 c/n 46935 PIA
LN-SUD B.737-205 c/n 20711 Braathens SAFE
N795FT DC-8-63CF c/n 46103 Flying Tiger Line
SE-DDB B.727-134 c/n 19692 Scanair in Transair Sweden colours

Zestienhoven (Rotterdam):

Dec.17: D-IBOE Aero Commander
D-IFDM Cessna 411, Mae Air
G-ASXV Beech 65-ABO Queen Air, Ind Coope Ltd.
G-AXXB PA-31 Navajo 300 --B.Munro
G-BAJX PA-23 Aztec 250E, c/n 7304927 Lease Air
N8198T Cessna 172
OO-MET Cessna 182

NEWS

ACQUISITIONS:

- Air Alpes now operates a F-27 Friendship on its Paris - Aix les Bains route. It is BIAS Overseas' OO-SBP c/n 10340.
- Air Faisal, a new British based company has bought RAF's Britannia C.1 XM490 c/n 13435 now G-BDLZ.
- Air France's seventh airbus (its first A300B4 variant) F-BVGG, was recently delivered for use on the New York - Caribbean route, replacing a Boeing 707.
- Air France has bought three B.707-321Cs from PanAm: F-BYCN c/n 19370 ex N460PA, F-BYCO c/n 19373 ex N463PA, F-BYCP c/n 19377 ex N474P..
- Air Gabon. Pomair's DC-6B OO-CTK c/n 43831 has finally reappeared in Gabon as TR-LTY.
- Air Niugini, the national airline of former Australia New Guinea, leases one of Tempair's B.720Bs. Tempair also provides the crews, ground crews and managerial staff.
- British airways now operates DC-9s on the London - Nicosia route. The aircraft are leased from Cyprus Airways.
- European Division's new TriStar has the out-of-sequence registration G-BEAK, which follows G-BBAJ. C/n is 1132.
- Elbeflug (EFS) leases a Seaboard World DC-8-50.
- Field Aircraft Services Ltd. acquired a Viscount 838 from Ghana Airways. It is registered G-BDKZ c/n 372 and ex 9G-AAW.
- Hepag, Lloyd received two Boeing 727s from All Nippon Airways during the last months of 1975. These are D-AHLQ c/n 19282 ex JA8325 (a -48) and D-AHLR c/n 19138 ex JA8314 (a -89). On order is D-AHLS c/n 19139 ex JA8315 (also a -89).
- Jordanian World Airways has bought one Boeing 707-321C from PanAM.

- KLM Noordzee Helicopters took delivery of its fifth S.61N Sea King last month (December). It is registered PH-NZG c/n 61753.
- Lufhansa's tenth Boeing 747, a -230C will be registered D-ABYJ, c/n 21220.
- Martinair's third DC-10-30CF will be registered as PH-MBP c/n 46956. Their second, PH-MBN c/n 46924, was delivered recently.
- PAL's two ex Court Line BAC One-Elevens are now known to be RP-C1186 c/n 188 ex G-AZEB and RP-C1187 c/n 189 ex G-AZEC. PAL now leases three DC-10-30s from KLM: PH-DTC c/n 46552 (previously leased to Garuda and now replaced by PH-DTL c/n 46952), PH-DTI c/n 46933 and PH-DTK c/n 46934.
- PIA bought two Boeing 747-135s from National Airlines.
- TAT's latest F.28 Fellowship is registered F-BUTI c/n 11034 and was previously registered PH-ZBI. This aircraft was flown or intended for Nigeria Airways previously.
- Tunis Air has ordered its sixth and seventh Boeing 727-2H3s for delivery in June. Total sales now stand at 1240, which is a record for jet airliners.

CRASHES:

- Argentina. Aerolineas Argentinas' Fokker F.28 LV-LOB c/n 11086 crashed on November 15th on approach to Concordia Airport. The aircraft hit a tall tree in bad weather and fell into the woods. Seven people aboard were injured.
- Bulgaria: An unidentified Antonov AN.24 of Balkan Bulgarian Airline crashed shortly after take-off from Sofia Apt. on November 22nd. No other details are known.
- Fire. Aer Arann's Islander EI-BBA c/n 444 was damaged beyond repairs at Irishmore on October 17th.
- Guatemala. Aviatega's Douglas DC-3 Dakota TG-GA c/n 6142 crashed en route between Flores and Uacatum on November 18th, killing the crew and the eleven passengers.
- UK. Again two general aviation crashes from Britain. On November 20th Hawker Siddeley's HS.125-600B G-BCUX c/n 256043 crashed on take-off from Dunsfold, after being hit by a flock of birds. No people aboard were killed, but the HS.125 hit a car on the A281 road at the end of the runway, killing its six occupants. Nine days later a privately owned Beech 95-B55 Baron G-AZUJ c/n TC-1454, crashed near Birmingham Apt. in bad visibility on approach. All four aboard were killed.

MISCELLANEOUS:

- The Netherlands. As far as we can determine, there is only one Transavia Caravelle left flying: PH-TRS c/n 100, although the following are also still registered: PH-TRO (possibly still operational spotted in Hangar 4 on January 9th), PH-TRU, PH-TRX, PH-TRY, and PH-TVV (all at Schiphol-Oost for dismantling).
- Switzerland. Zurich Airport's terminal B was opened on November 1st 1975. Most scheduled flights depart from this new terminal. The airport's total capacity is now 12 million passengers per year, although it is not expected that this figure will be reached in the near future.
- UK. It looks like British Airways has an overcapacity problem. This problem is centred on the TriStar fleet of European Division, of which a number will be used on Overseas Division routes, mainly to India. European Division now even uses TriStars on internal routes (e.g. London-Belfast), though not regularly.
- USA. Boeing 747SP services will be inaugurated by PanAM on May 1st, with a flight from New York to Tokyo, non-stop. This is expected to take 2 to 3 hours shorter than the old flights that did include

a stop. Boeing 747SP will also be operated on the Los Angeles - Tokyo route, also non-stop, commencing on May 20th.

DUTCH REGISTER part three

Compiled by C.v.d.Heuvel

We begin this instalment with an addition to part two:

- PH-ARO. Fokker F.27-463 Friendship, c/n 10270, ex PH-FGM Fokker, D-BARO Condor Flugdienst, del'd to Fokker 7-6-68 and leased to several companies (Air Congo, ATI, BIAS/Linair, etc.).
Correct story of PH-ANK: ex E-31 (Klu), to 174K (MLD), to PH-ANK Honcopp 19-4-74, to SKADOC 14-11-75.

And here are the registrations for this month:

- PH-BNV. Cessna F.172G, c/n 0240, del'd to H. van Bentum 15-12-65, to Schreiner/NLS 16-8-71 to Cornelis Aviation, 15-1-74 to P.Moorleg, 19-8-74 to Vliegclub Hoogeveen.
PH-BOI. Piper PA-34-200T Seneca, c/n 34-7570147, del'd to Schreiner & Co. 5-8-75, to Booy Clean BV 8-9-75.
PH-BOY. Piper PA-28R Cherokee Arrow 200, c/n 28R-7435159, ex N41244, del'd to Schreiner & Co. 8-3-74, to Booy Clean BV 13-3-74, to Schreiner & Co 6-8-75.
PH-BSX. Cessna FR.172RG Cardinal, c/n 0095, del'd to Air Service Holland 7-2-74, to C.Westdijk 9-4-74.
PH-BUA. Boeing 747-206B, c/n 19922, del'd to KLM 16-1-71 (named "Mississippi") to leasing company 14-5-71 with KLM as holder.
PH-BUB. Boeing 747-206B, c/n 19923, del'd to KLM 5-3-71 (named "Donau"), to leasing company 15-5-71 with KLM as holder.
PH-BUC. Boeing 747-206B c/n 19924, del'd to KLM 21-5-71 (named "Amazone").
PH-BUD. Boeing 747-206B. c/n 20398, del'd to KLM 31-8-71 (named "Nijl"), later to leasing company with KLM as holder.
PH-BUE. Boeing 747-206B. c/n 20399 del'd to KLM 30.9.71 (Named "Rio de la Plats").
PH-BUF. Boeing 747-206B, c/n 20400, del'd to KLM 19-10-71 (named "Rijn").
PH-BUG. Boeing 747-206B, c/n 20427, del'd to KLM 15-12-75 (named "Orinoco").
PH-BUS. Piper PA-24 Comanche 250, c/n 24-3551, ex D-ELPY, del'd to R.J.Buskop 24-1-75.
PH-BZL. Cessna T.310Q, c/n 310Q1000, ex N69825 to G-BBMM, del'd to Air Service Holland 25-4-74.
PH-CAR. Fuji FA.200-160, c/n 210, del'd to Exploitatie Maatschappij Carotel BV on 8-5-73.
PH-CDW. Grumman American AA-5, c/n 0648, ex 00-HAA, del'd to Air Service Holland 10-1-75, to P.de Wit 3-9-75.
PH-CEP. MBB (Bolkow) Bo.208C Junior, c/n 700, ex D-EABN, del'd to C.A.M.M.Neidt on 28-3-72.
PH-CES. Cessna F.150L, c/n 0822, del'd to Rijksluchtvaartschool (State Aviation School) 7-9-72.

NEW REGISTRATIONS, ETC

by C.v.d.Heuvel

New registrations November and December 1975:

- PH-APE. Cessna FRA.150L, c/n 0247, ex D-EDJJ, del'd to Aerophoto Belde on 11-11-75.
PH-BUI. Boeing 747-206B (SCD), c/n 21111, registered to KLM on 15-12
PH-COZ. Cessna F.172M, c/n 1256, del'd to Coz-Air BV 10-12-75
PH-HAK. Cessna 182P, c/n 18263986, del'd to Air Service Holland 3-11
PH-MBN. McDonnell-Douglas DC-10-30CT, c/n 46924, del'd to Mertinair Holland NV on 26-11-75
PH-MIO. Cessna F.172M c/n 1384, del'd to Vliegclub Schiphol 23-12.

- PH-MIF. Cessna F.172M, c/n 1382, del'd to Vliegclub Schiphol 23-12-75
- PH-NND. Piper PA-31 Navajo, c/n 31-291, ex PH-NND, 5Y-AHY, back to PH-NND of Schreiner & Co November 1975.
- PH-NZG. Sikorsky S.61N Sea King, c/n 61753, del'd to KLM Noordzee Helicopters 10-12-75.
- PH-PHB. Raven S-55A, c/n 238, del'd to Public Air Nederland BV, 6-11-75
- PH-TGR. Cessna F.150M, c/n 1255, del'd to NNAC Eelde on 31-12-75

Cancellations:

- PH-AAZ. Garden GY-80-160, c/n 88, G.Honcoop, sold to Switzerland 11-75
- PH-ALB. Cessna F.150E, c/n 60797, Aero Limburg BV, crashed 11-75.
- PH-AZL. Cessna F.172E, c/n 0072, Aero Limburg BV, crashed 11-75.
- PH-DCI. Douglas DC-8-53, c/n 45613, KLM, to YV-131C VIASA on lease 11-75
- PH-TRH. Sud Aviation Caravelle 6R c/n 96 Transavia Holland soc 12-75
- PH-TRP. Sud Aviation Caravelle 3, c/n 43, Transavia Holland soc 12-75
- PH-TRR. Sud Aviation Caravelle 3, c/n 48, Transavia Holland soc 12-75
- PH-TVW. Sud Aviation Caravelle 6N c/n 36, Transavia Holland soc 12-75
- PH-VRR. Cessna F.150J, c/n 0446, Air Service Holland, sold to Belgium 11-75.
- PH-ZBN. Fokker F.28-1000 Fellowship c/n 11097, sold to Ivory Coast 11-75

New owners:

- PH-ALS. Cessna 150F, c/n 15062405, Aero Limburg BV, on ?-11-75 to Air Service Holland BV, on 22-12-75 to W.J.Groen
- PH-GAC. Cessna F.150L, c/n 0981, MAVIC NV, in 11-75 to A.W. Endstra back to MAVIC NV.
- PH-GON. Cessna F.172M, c/n 0953, Air Service Holland, on 6-11-75 to J.Boers.
- PH-HOF. Westland Skeeter Mk.12, c/n S2/5094, P.H.Hofman, on 16-12-75 to Hofmans Recreatie Stichting (Hofman's Recreation Foundation).
- PH-LDH. Piper PA-28R Cherokee Arrow 200, c/n 28R-7235308, Landi-Den Hartog BV, on 6-11-75 to D.H.de Beer.
- PH-OTD. Cessna U.206A, c/n U.2060653 Aero Commander BV, on 6-11-75 to P.A.Bogaarts.
- PH-SDN. Piper PA-28R Cherokee Arrow 200, c/n 28R-7535192, J.Siemons on 23-12-75 to Readgevend Bureau Manadon BV (Advisory Bureau Manadon).
- PH-TGZ. Cessna F.172M, c/n 0920, NNAC Eelde on 6-11-75 to Aero Service Holland.
- PH-VSF. Cessna F.172L, c/n 0877, Hakden NV, on 6-11-75 to J.M.Siemons

CORRECTIONS AND ADDITIONS

No.63 December:

Page 23, Beek, Nov.19: G-FP#J is C-FP#J
Schiphol, Nov.21: OD-AGC is of the TMA and not TWA

NEXT MONTH

Next month, issue No.65 (February), we will publish part one of the Fellowship Story. After a short description of how the Fellowship evolved, we will publish a complete up-to-date production list of this unique jet airliner, of which, as far as we know, no production list has been published before.

We will also try to publish more movements, but that is up to you, the aircraft spotters. All movements can be sent to the familiar address (P.O.Box 855, Eindhoven.).

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