

FLASH

NR 65

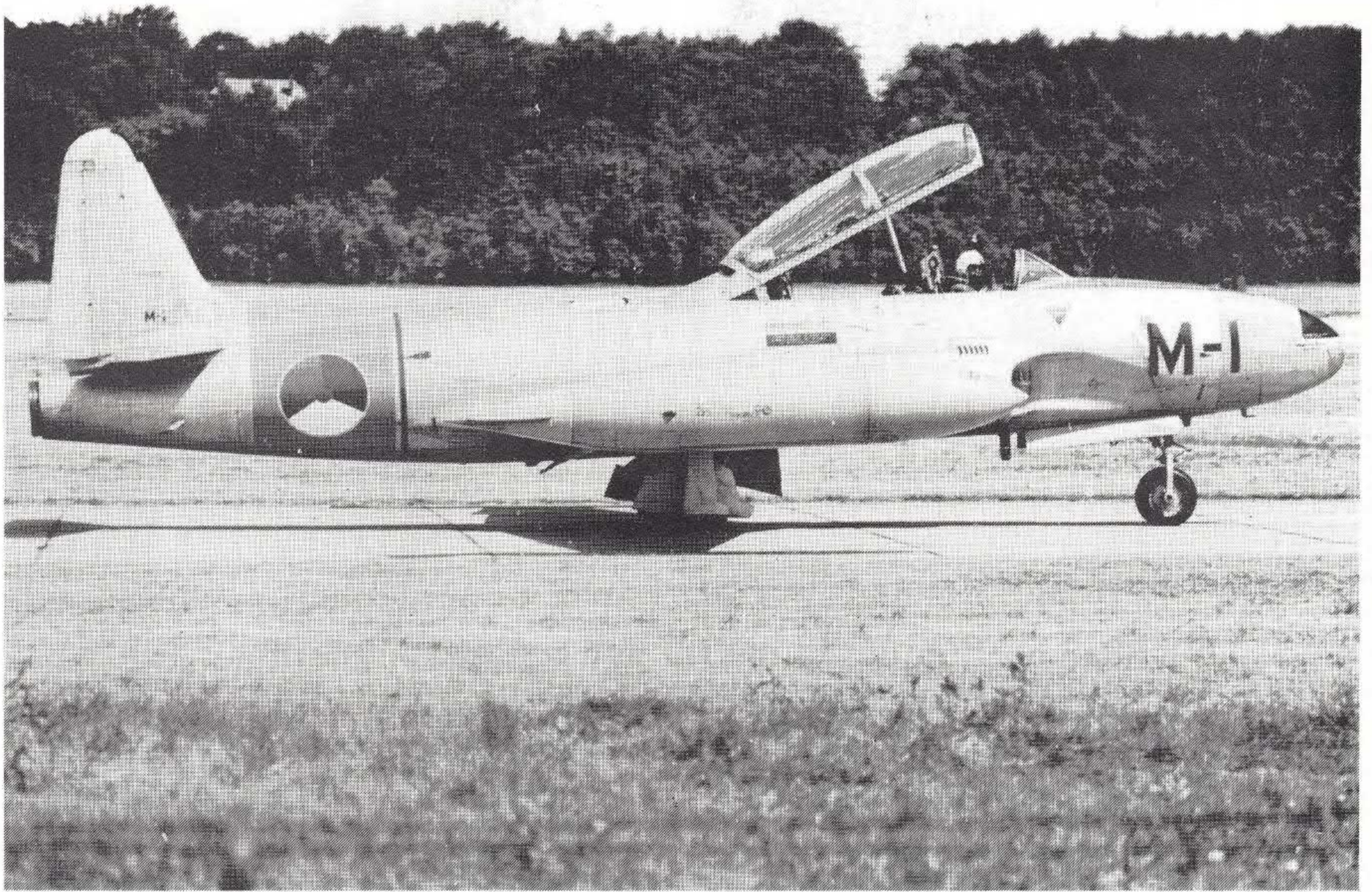
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FLASH MILITARY AVIATION MAGAZINE, P.O.BOX 855, EINDHOVEN, HOLLAND

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Dear reader,

Aviation is being seen in a bad light lately: the papers carry many bribery scandals, environmental problems and anti-militaristic stories, so that the public opinion is becoming increasingly anti-aviation. Even civil aviation is a victim of these feelings, e.g. people are trying to ban the Concorde because of environmental reasons.

Of course there is some truth in this, but the result is that the professional and semi-professional press is being discredited. Therefore it is gladdening that in spite of this adverse winds FLASH is enjoying an increasing interest and subscribers' number; which is also due to the pioneering work of our co-operator B.Hickman, who achieved remarkable results on the British market. It is also gladdening that more and more individual spotters and spotting groups are supplying information, which results in an increase of reading value of the magazine.

At the appearance of this issue, I have to make the following remark. From reactions we gathered that not everyone is sure whether to take our new column "Spotters Varia" serious or not. We can assure you that we have tried to give pieces of information that may be of importance to spotters, even if it is not always possible to verify them. Apart from this more light-hearted items are given.

Peter van de Krommenacker.

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NEWS ----- NEWS

With special thanks to: W.v/d.Boom, T.Mulder, J.v/d.Oever, H.de Ree, P.v.Wijngaarden, Coventry Aviation Society, West Midlands Aviation Research Group, Spotting Groep Twenthe, JP-4 and BAR.

HOLLAND

-- January 27th, saw the visit of a Norwegian AF Hercules to Eindhoven. The a/c took delivery of five cold-gas-refrigerators for the RNoAF. The refrigerators are being used to produce oxygen for respiration-purposes in fighter aircraft. (source "Philips Koerier").

-- Movements at Twenthe included:

- Jan. 6: 21-55 F-104G WGAF JB-33; D-5810 TF-104G Volkel TCA;
27-02 and 27-03 TF-104G WGAF WS-10
XM968/Q Lightning T.4 RAF 92Sqn
7: D-5810 TF-104G Volkel TCA; D-8256 F-104G 312Sqn
25-75, 25-37, 22-68, 20-50 and 21-55 F-104G WGAF JB-31
XV399/W Phantom FGR.2 RAF 2Sqn
8: V-254 and V-258 Atlantic MLF 320Sqn
D-5807 TF-104G Volkel TCA; D-8145, 8013 F-104G 306Sqn
R-140 Piper Super Cub
9: 27-05, 27-29, 28-01 and 27-02 TF-104G WGAF WS-10

-- Movements at Soesterberg included:

- Dec.22: HR67-555 F-4D USAF 50TFW
23: 11-02 Jetstar WGAF FBS
24: two LN F-4Ds (regs unknown for the time being)
Jan. 6: D-6691 and 8089 F-104G 322/323Sqn
7: O-10653 T-39A USAF
8: BT69-237 F-4E USAF 36TFW (blue); K-4030 NF-5B 315Sqn
and two G-91Ts WGAF (regs unknown)
9: 64-073 RF-4C uncoded 10th TRW (blue)
UH68-061 F-111E USAF 20TFW
12: BT69-285 F-4E USAF 36TFW (blue)
14: D-8279 F-104G (no badge); 24473 T-39A USAF

At 16.00 on January 21st, 10 F-4Es of the 32th TFS left Soesterberg probably for their yearly recurring "holidays" in Spain. Escort consisted of two C-130Es.

-- As reported in FLASH Nr.63, a TF-104G Starfighter of the RNethAF crashed on December 19th. The aircraft in question proved to be D-5811. The cause of the accident is believed to be engine-failure.

-- Every year the Klu organizes two Open Days. This year the dates are as follows:

June 19th at Soesterberg
September 16th at Gilze-Rijen

BELGIUM

-- This year there will be no great "LUCHTMACHT MEETING" in Belgium.

-- Noted at Brasschaat Light Aviation Army Field (near Antwerpen) on December 29th: Alouette II: A-27, A-94, A-92 and A-73, all of No.15Sqn.

A-15 Auster Mk.3 (monument)

-- The first two Merlin IIIAs will enter service with the 21 Escadrille (15th Wing) at Melsbroek on March 15th.

-- This month two crash-reports:

- On November 15th, a Mirage 5BA from Florennes crashed near Orchiement. The pilot ejected safely.
- On January 15th, a Starfighter from Kleine-Brogel crashed somewhere in Belgium.

FRANCE

- The Mirage IVA nuclear bombers of the French Air Force will be camouflaged as they go through major overhaul. The first aircraft to be soon in these new colours, that look like the standard Mirage III camouflage colours, are No.4 coded AC and No.18 coded AQ of 1/93 Esc. at BA Istres-le-Tube.

GREECE

- The first squadron or mira (as it is called in Greek) to operate the Mirage F.1CG. Mira 336 at Araxos AB, will become operational this summer.

UNITED KINGDOM

- Jaguar news-flashes:

Seven Jaguars of No.14 and 17Sqn were returned to England in order to replace the Jaguars of 2260CU which have departed to 60MU at Leconfield for overhaul:

XX750 F/14Sqn (ex 22/2260CU/1Sqn) to 26/2260CU/2Sqn

XX755 A/14Sqn to 08/2260CU/2Sqn, del. to Lossiemouth on 7.10.75

XX756 B/14Sqn to 07/2260CU/2Sqn, del. to Lossiemouth on 8.10.75

XX757 E/14Sqn to 12/2260CU/1Sqn, del. to Lossiemouth on 7.10.75

XX758 14Sqn to 18/2260CU del. to Lossiemouth 30.10.75

XX759 D/14Sqn, to 19/2260CU/1Sqn, del. to Lossiemouth 14.10.75

XX767 14Sqn or 17Sqn, to 25/2260CU, del. to Lossiemouth on 29.10.75

Aircraft from 60MU will be redelivered to Bruggen (these will be ex 2260CU).

- As already reported some issues ago, great squadron-movements within RAF Germany are to be expected.

In the February the first Phantoms (?) from Bruggen will move to Guetersloh. In August they are expected to change base again; this time to Wildenrath while the Harriers at Wildenrath will move to Guetersloh.

- On September 18th, Phantom FG.1 XV580/Q of 43Sqn crashed near Forfar, Angus.

- The Victor SR.2 strategic reconnaissance aircraft of the RAF are now now all out of service. The only squadron equipped with these a/c, No.543 at Marham, was disbanded last year and its aircraft were flown to the RAF dump at St. Athan. Four of these however are at Manchester for conversion to Victor K.2 tankers, along with 20 other Victors. It is expected that the Victor K.1s now in service will be replaced by Victor K.2s before the end of this year.

The Victor SR.2s have been replaced by Vulcan SR.2s (converted B.2s).

- Noted at Marham on January 11th:

XH614, 619, XA932, 936, 939 Victors of 214Sqn

XH650 Victor of 55Sqn; XL191 victor of 2300CU

Also present were Canberras of No.85 and 100Sqn having moved in from West Rayham: WH903/P, WJ753/Y of 100Sqn

WK162/L, WJ640/F, WE113/H, WH848, WJ703/S, all of 85Sqn

Unknown sqn: WH667 and WK116

- Squadron-news:

23Sqn is to move to Wattisham from Conningsby in March/April.

56Sqn is to disband in June/July '76 and to reform at Conningsby and go back to Wattisham in February/March 1977.

- In the latter part of 1975. parts of the following aircraft were noted on the dump of Coleys Yard, Hounslow:

Hunters: WT778/G-9-418, WV272/G-9-369, WW595, WV274/G-9-339

WW653/G-9-398, XE559, XE585/G-9-354 (this a/c went to S1392 of the Indian AF), XE674/G-9-340, XF291/G-9-334, XF436/G-9-321,

XJ635, XJJ644/G-9-427, XJ683, XJ686, XF982/G-9-391, WT584,

Hunters cont.

WT755/G-9-417 (this a/c went to Kenyan AF as 803), WW598/G-9-424 to Lebanon AF as Mk.70A), XG127/G-9-254 (to Swiss AF as J4101), ??/G-9-166, WN408/G-9-249, WV258/G-9-368 (to Singapore AF 539), WV331/G-9-372 (to Singapore AF as 543), WT797/G-9-388, WV325/G-9-250, XF937/G-9-256, XF968/G-9-264, XE557/G-9-319, XE580/G-9-332, V330/G-9-335, WW659/G-9-342, XG153/G-9-357, XG266/G-9-358

Other Hunters: IP-36/G-9-141 ex Belgian AF

N222/G-9-284, N-312/G-9-288, N-304/G-9-291 ex RNethAF

And Harrier XV277

N.B. It is thought that most a/c came from H.S.A.Dunsfold.

Hawker Siddeley split each Hunter into sections and constructed an a/c for re-sale out of a number of other a/c.

UNITED STATES of AMERICA

- After the official re-opening of Sembach (near Kaiserslautern) as an operational USAF air base, the first aircraft arrived on January 8th, namely all OV-10A Broncos and CH-53s from Wiesbaden.
- Some additional notes concerning the USS Independence's visit to Portsmouth Harbour on November 21st (see FLASH Nr.63):
 - Independence Air Wing has 77 a/c therefore 4 were missing.
 - KA-6D (coded 520) and RA-5C (coded 603) were both at Rota (Spain)
 - C-1A 136750 "Miss Liberty Belle" was at Mildenhall
 - F-4J of VP-33, 155748/AG-205, made a precautionary landing at Stavanger (Norway), during the week prior to the November 22nd 1975. It was flown to Lakenheath on the night of the 22-11.
- The first unmanned F-102 Delta Dagger target drone was recently turned over to the Air Defence Weapons Center at Tyndall AFB, Fla. 29 F-102As, now out of USAF service, will be converted to these PQM-102As. Seven of these will go to the US Army. Nevertheless plans call for the reconfiguration of 127 aircraft. The PQM-102s are to operate over the Gulf of Mexico weapons range to evaluate air-to-air missiles under realistic conditions.
- Two F-15 Eagles will be delivered to NASA Flight Research Center at Edwards AFB. The aircraft are being loaned to NASA by the USAF for an undetermined period. Early October 1975 an USAF F-15 of the 555TFS at Luke AFB crashed during a training flight. The pilot ejected safely from this very first F-15 to be lost.
- According to a study by the Brookings Institute, which advice is normally followed by the ministry of defence, the US Marines Corps is no longer modern and should therefore be decreased with 50%. According to this report the 17 long-range fighter squadrons (F-4 Phantom and A-6 Intruder) should be disbanded; this measure should save 740 million dollars. The 8 remaining squadrons with A-4 Skyhawks and AV-8 Harriers can provide enough air-support, says Brookings....
- Mildenhall movements high-lights:
 - Israeli visitors: Jan.11: 4X-FBA C-130 (also on Jan.14),
 - Jan.12: 4X-JYD Boeing 707; Jan.13: 4X-FBB C-130H
 - The new rotation with C-130Es at Mildenhall was with a/c of 40TAS/317TAW from Pope AFB. Aircraft on rotation are as follows (listed with dates of arrival at Mildenhall):
 - 39817 (5.1); 40517 (7.1); 37869, 40498 and 01260 (all 8.1);
 - 80953 and 40450 (both 9.1); 40527 and 39812 (both 10.1);
 - 37768 (11.1); 40531, 40529 and 37827 (all 12.1); 64-17681,
 - 37795 and 40495 (all on 13.1).

- Bitburg presently houses a very rare duck. It is a McDonnell-Douglas F-15A Eagle of the 58TFW. The a/c in question is LA73-104.
The F-4E Phantoms at Bitburg Air Base on January 1st:
67-(0)266, 68-(0)321, 349(?), 372, 375, 376, 379, 381, 388, 391,
68-(0)392, 393, 394, 405, 406, 408, 411, 413, 442, 443, 444, 445,
68-(0)465, 476, 480, 496, 512, 517, 526, 538,
69-(0)236, 237, 240, 241, 242, 239, 245, 256, 259, 260, 261, 270,
69-(0)274, 277, 281, 285, 286,
69-(7)212, 223, 228, 213 (as 97-213), 302, 303, 550 and 558, all
coded BT of 36TFW
Some visitors at Bitburg in January (unfortunately no exact dates):
902 F-5A RNoAF and 234, 785 F-104G of the RNoAF
HR68-0532 F-4E 50TFW; UH68-0050 F-111E USAF 20TFW
SP64-0879 F-4C 5TFS/52TFW AR66-0433 RF-4C 10TRW
- Again five Corsair IIs were at Ramstein whilst being delivered to the Greek AF, being 159920, 159921, 159922, 159923 and 159924. The exact dates are for the time being unknown.
January saw the arrival of the first two Bell AH-1Q HueyCobras at Ramstein. One of these a/c, 20999 was noted on January 24th.
Other movements on this day: (note a Saturday)
90024 C-5A USAF 436MAW; LN65-789 and LN721 F-4D USAF 48TFW
WR65-767 F-4D USAF 81TFW
- The ex French F-100 fleet at Sculthrope (England) increased from four to eight: Noted on January 11th:
42254/MJ, 42165/ML, 42248/MP, 42272/MK, 42128/(again)MJ, 42211/MM, 42212/MN, 63935/MQ
Mysteres, T-33As and Skyraiders will probably follow.
- The Northrop F-5E Tiger IIs of the 527th TFTAS (Tactical Fighter Training Aggressor Squadron) will be delivered to Alconbury in C-5A Galaxies. Each C-5A will deliver six F-5Es.
- Due to runway repairs at Upper Heyford the air base will be closed for three months. The runway needs a new surface.
The F-111Es of the 20th TFW will temporarily be based at Greenham Common.
- Negotiations between Spanish and American governments resulted in Rota, Torrejon and Zaragoza remaining USAF and USNavy air bases. Since Torrejon is situated very close to the city of Madrid the Spanish government asked America to decrease the flying activities at Torrejon AFB. Therefore the KC-135s will be removed, but about the new home for these KC-135s is a mystery. Certain sources say Zaragoza but other say Mildenhall.
- Thanks to the West Midlands Aviation Group, the following can be published (bringing one of our editors back to normal social life):
H064-0953, 952, 963, 949,
H065-0588, 590, 617, 730, 760, 596, 603, 652, 744, 792, 595, 598,
0657, 585, 625, 629, 639, 679, 695, 768, 626, 584
H066-0254, 270, 277, 259, 266, 276, 226,
H066-7460, 536, 580, 587, 591, 641, 660, 630, 721, 723, 726, 734,
7737, 465, 476, 488, 506, 515, 589, 650, 658, 663, 701, 718,
7724, 751, 742, 745, 765, 464, 470, 471, 529, 544, 577, 640,
7685, 687, 699, 739, 772, 467, 489, 626, 638, 693, 705, 706,
7722, 725, 746, 753, 755, 749
H066-8808, 700, 701
Furthermore six 35th TFW a/c: 40945, 40956, 40976, 40979, 50719 and 60244. These a/c differed from 49TFW in that, though all a/c were coded HO, the codes were not underlined in white, the 49TFW ones were underlined.
All 93 a/c participated with the exercise "Crested Cap 1975" and were based at Bitburg and Hahn in September and October of last year.

- The first prototype of the USAF's EB-66 replacement, being the General Dynamics EF-111A, made its maiden flight. Its one of the two prototypes converted by Grumman Aircraft Corp. from former F-111As. A production order has not yet been placed. The aircraft have special counter electronic measurement equipment common to the EA-6B Prowler.
- On October 29th, 1975, an F-14 Tomcat crashed shortly after taking off from Miramar NAS, California; the crew ejected safely.
- The only photo reconnaissance unit of the US Marine Corps, Marine Composite Reconnaissance Squadron VMCR-3 at El Toro, is now called Marine Tactical Reconnaissance Squadron. It's equipped with RF-4B Phantoms, having transferred all its EA-6As to VMAQ-2 (the former VMCR-2) at Cherry Point.
- Stateside's movements logged during September/October 1975. For those who follow the article about the United States Air Force in Europe, we can say that amongst following registrations, there are some additions to the various F-4-lists which appeared in this article.
RF-4C 160th TRS, 187th TRGp, Alabama Air National Guard:
63-7741, 7746, 7747, 7750, 7752, 7753, 7754, 7756, 7757, 7758, -7759, 64-0997 and 1082. 65-0822, 0831, 0832, 0833 and 65-0931
Note: 65-0831 is ex 38TRS/26TRW, 10TRW/AR resp.
- RF-4C, 106th TRS, 117th TRGp, Alabama Air National Guard
63-7745. 65-0843, 0854, 0866, 0884
64-1036, 1038, 1041, 1044, 1046, 1049, 1051, 1053, 1056, 1058 and 64-1065
Note: 65-0843 is ex 38TR3/26TRW/RR; 0854 is ex 26TRW ; 65-0866 is ex 22TRS/26TRW
- RF-4C 173rd TRS, 155th TRGp, Nebraska Air National Guard
64-0998, 0999, 1039, 1002. 65-0828, 0838, 0840, 0853, 0859, 65-0868, 0878, 0908, 0911, 0917, 0920, 0925 and 0932
Note: 65-0838 is ex 26TRW; 0853 is ex 22TRS/26TRW; 65-0859 and 0868 are also ex 22TRS/26TRW; 65-0908 is ex 22TRS/67TRW/KC, 363TRW/JO, 10TRW/AR resp.
- F-4E coded MC, and noted at rework at Hill AFB on 15-10-1975
66-0312, 0346, 0350, 0361, 0374. 67-0304, 0384, 0392.
68-0311, 0324, 0348, 0373, 0429, 0439, 0448
While 67-0231/MC was noted at Grissom AFB on 19-10-1975
URGENTLY WANTED: someone who knows the squadron/wing and home-base belonging to this code "MC" !!!!!!!!!!!!!!!
- RF-4C, Air Force Flight Test Center, Edwards AFB, 8-10-1975
64-1001, 1002, 1024, 1026. 65-0850, 0879, 0941. 66-0384
67-0464, 0465
Note: 64-1001 is ex 30TRS/10TEW, 32TRS/10TRW/AT-AR resp. -1002 is ex 30TRS/10TRW/AS-AR; 64-1024 is ex 1TRS/10TRW/AR; 1026 is ex 1TRS/10TRW/AR; 65-0879 is ex 38TRS/26TRW/ZR
- RF-4C, 190th TRS, 124th TRGp, Idaho Air National Guard
65-0845, 0869, 0892, 0896, 0904, 0912
Note 65-0845 is ex 22TRS/26TRW
- RF-4C, 179th TRS, 184 TRGp, Minnesota Air National Guard
65-0900
- C-130E, 158th TAS, 165th TAGp, Georgia Air National Guard
62-1812, 1829, 1837, 1856 and 1864
- F-4's Flight Test, Hill Air Force Base:
63-7424. (F-4C), 66-7455 (F-4D), 65-0905 (RF-4C)
- U-2C, NASA, Moffet Naval Air Station
56-6681/N708NA and 56-6682/N709NA
- A-4S Skyhawks of Singapore Defense Force, seen at Leemore NAS on 12-10-1975 (between brackets, USNavy serial):
600 (142850), 601 (142832), 602(142771), 603(142908),

Leemore cont.

604(142131), 605(144874), 606(144980), 607(145013)

-- Noted Phantoms in September/October 1975 in connection to our USAF article:

F-4C: 35th TFW/GA at George AFB: 63-7515, 7565, 64-0928, 63-7688
58th TFW/LA at Luke AFB: 64-0765

RF-4C: 363rd TRW/JO at Shaw AFB: 65-0924, 66-0467, 68-0562, 68-0569, 0578 and 0582

-- Two crash-reports:

RF-4C 65-0856 crashed on 11-3-1972 while with 173rdTRS/155th TRGp

RF-4C 64-1052 crashed in June 1975, while with 160th TRS, 187th TRGp

WEST GERMANY

-- Negotiations between the West German Army (Heer) and Avio Fokker Ypenburg are taking place concerning the maintenance of all CH-53DGs of the Heer.

-- UH-1D-73-17 of the Heer is a test-bed for instrument-flying. The a/c has been equipped with a special t.v.-camera in the nose. The tests are being executed by the DVFLG group.

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

ARGENTINA: 30 A-58 Pucaras are currently under production for the Fuerza Aerea Argentina, which will operate two squadrons of this twin turboprop attack aircraft, designed and built in Argentina. A second order for 40 more may be placed in the near future.

21 Rockwell Turbo-Commander 690As are under licence production in Argentina. Five of these will go to the Comando de Aviacion Ejercito (Army Aviation) where they will be used as personnel and VIP transports.

AUSTRALIA: The RAAF is studying several solutions to the problem of the replacement of its Mirage IIIOs. One possibility is a straightforward one: the purchase of a number of F-15 Eagles. However, a recent change in RAAF policy has shifted emphasis to ground attack capability, so that the chances of the F-15 being chosen as the (only) Mirage replacement have diminished. The RAAF is now considering the purchase of two different types, one for ground attack (e.g. the Fairchild A-10) and one for air-superiority or interception (e.g. the F-5E Tiger II or the more potent F-15 Eagle).

A third possibility has been suggested by Dassault-Breguet (who, by the way, are probably still hoping to sell Mirage F.1Es to the RAAF): refurbishing and re-engining of the Mirage IIIOs, enabling the RAAF to keep the present Mirages in service till well into the 90-ies.

BOLIVIA: The Bolivian Air Force has taken delivery of a Learjet 25B, which will be used for VIP duties and aerial photography. Serial is FAB-008.

PORTUGAL: The Portugese AF will receive 6 Fiat G-91Ts from West Germany which are in surplus with the latter one.

TURKEY: The Turk Hava Kuvvetleri will receive 20 F-104Gs from the Aeronautica Militaire Italiana. The a/c will be diverted from the 6th Stormo and 3rd Aerobrigata. The latter two squadrons receiving the F-104S as a replacement.

SWEDEN: The cause for the three Viggen crashes last year has proved to be cracks in the main wing spars. All Viggens must be repaired before they can fly again. Repair of the first 30 will be at SAAP's Linkoping plant and of the others at their home-bases Satenas (F.7) and Soderhamm (F.15).

THE BAC JAGUAR IN RAF SERVICE

compiled by C. van Aggelen

Registration-blocks: XW560 and 563 Jaguar GR.1s

XX108 to 122 Jaguar GR.1s	XX828 to 847 Jaguar T.2s
XX136 to 150 Jaguar T.2s	XX915 to 916 Jaguar T.2s
XX719 to 768 Jaguar GR.1s	XX955 to 967 Jaguar GR.1s
XX817 to 827 Jaguar GR.1s	

XW560	XX745 15/2260CU	XX817 to 823 all 17Sqn
563	746 16/2260CU	824 17Sqn, A/14Sqn
566 A&AEE, BAC	747 17/2260CU	825
XX108 A&AEE, BAC, A&AEE	748 20/2260CU	826 B/14Sqn
109 A&AEE, BAC	749 21/2260CU	827 C/14Sqn
110 BAC, A&AEE, BAC,	750 22/2260CU	828 P/2260CU
10/A&AEE	751 14/2260CU, X/14sq	829 54Sqn
111 01/2260CU	752 54Sqn	830 R/2260CU
112 A&AEE	753 6Sqn	831 W/2260CU crashed
113 13/A&AEE, 54Sqn	754 23/2260CU	30-4-'75
114 02/2260CU	755 14Sqn, A/14Sqn,	832 S/2260CU
115 03/2260CU	08/2Sqn/2260CU	833 T/2260CU
116 04/2260CU	756 14Sqn, B/14Sqn,	834 U/2260CU
117 05/2260CU	07/2Sqn/2260CU	835 V/2260CU
118 06/2260CU	757 14Sqn, E/14Sqn,	836 54Sqn, 14Sqn
119 07/2260CU, 54Sqn	12/1Sqn/2260CU	837 Z/2260CU
120 08/2260CU	758 14Sqn, C/14Sqn,	838 X/2260CU
121 09/2260CU, 54Sqn	18/2260CU	839 Y/2260CU
122 10/2260CU	759 14Sqn., I/14Sqn,	840 17Sqn
XX719 11/2260CU, 54Sqn	19/13qn/2260CU	841 K/2260CU
720 20/A&AEE	760 F/14Sqn, 26/	842 W/2260CU, 54Sqn
721 12/2260CU, 54Sqn	2Sqn/2260CU	843 W/2260CU
722 13/2260CU, 54Sqn	761 14Sqn, G/14Sqn	844 14Sqn
723 14/2260CU, 54Sqn	762 14Sqn, H/14Sqn	845 17Sqn
(as 14)	763 24/2260CU	846
724 15/2260CU, 54Sqn	764 J/14Sqn, 2Sqn/	847 Q/2Sqn/2260CU
725 16/2260CU, 54Sqn	2260CU	XX915 ETPS not yet del.
726 6Sqn	XX136 BAC crashed	916
727 6Sqn, 54Sqn	22-11-'74	955
728 18/2260CU	137 A/2260CU	956 17Sqn
729 19/2260CU, 6Sqn	138 B/2260CU	957
730 6Sqn	139 C/2260CU	958 14Sqn
731 54Sqn	140 D/2260CU, 54Sqn,	959 14Sqn
732 54Sqn	D/2260CU	960
733 6Sqn	141 E/2260CU	961 17Sqn
734 6Sqn	142 G/2260CU	962 17Sqn
735 6Sqn	143 F/2260CU	963 till 979 fates
736 11/2260CU	144 K/2260CU	unknown
737 09/2260CU	145 H/2260CU	
738 6Sqn	146 J/2260CU	
739 12/2260CU, 6Sqn	147 I/2260CU	
740 6Sqn	148 M/2260CU	
741 13/2260CU, 54Sqn	149 N/2260CU	
(with 226-marks!)	150 6Sqn	
742 14/2260CU	XX765 14Sqn, 17Sqn	
743 6Sqn	766 17Sqn	
744 A&AEE	767 14Sqn, 25/2260CU	
	768 14Sqn, 17Sqn	

Squadron using the Jaguars:

A&AEE Aircraft and Armament Experimental Establishment at Boscombe
Down, Wilts

BAC British Aircraft Corporation at Warton, Lancs.

2260CU Operational Conversion Unit at Lossiemouth

6 & 54Sqn at Coltishall 14, 17 Squadrons at Bruggen (Germany)

THE TRIPLE-ONE FIGHTER/SWING-WING IN PRACTICE

by P.v/d.Krommenacker

This story handles the origin and practical operations of one of the most versatile weapon-systems in the western world, the General Dynamics F-111, whose flying characteristics are enhanced by the variable sweep of wings.

Studies of adapting wing-spread to the different circumstances of flying, goes back until the time of Michelangelo, the famous artist who noticed the various behaviours of birds, and found that wing spread was different to high speed in dive or slow speed diving. His drawings were in fact unique and led to many tries in manned flying, but it lasted until the second W.W. for some airworthy design like the Messerschmidt P-1101V-1 what would be the so unique features of swing-wing or variogometric as it is professionally called.

Adopting the wing to various speeds provides a stable, efficient performance throughout the speed spectrum, from slow approach like a transporter to the speed of a fighter.

Early models of such a plane were the Bell X-5 and Grumman XF-10F-1 Jaguar. The Bell X-5 was a research aircraft for only measuring the airflow in different wing positions, and the wing could sweep only for some degrees.

For the first practical use of variable sweep, the Grumman Jaguar was ordered for the US Navy, for an interceptor role aboard carriers. The initial order of 32 aircraft was cancelled and only two aircraft were built being BuAer.124435 and 124436.

The first prototype made its first flight on August 19th, 1953 and the sweep was adjustable in the range between 20 and 40 degrees. Although some good results were made during the test flights, the stability during flight caused some troubles which seemed to be unsolved in this concept. Due to this the second prototype didn't even make a flight. Both aircraft ended unfortunately very quiet; the first being destroyed in a barrier test, while the second was used for army firing practices.

The unstable flying characteristics were caused, as a study of NASA showed in 1959, by the one piston turning point, resulting in a reducing wing-square while sweeping the wings. The solution was a double turning panel system, and wind tunnel test gave good results at various speeds and wing-span.

With all know-how and fast going technology the basis were laid for a new generation of aircraft.

Late in 1961 the US Department of Defence visited industry to submit proposals for a multi-purpose USAF/US Navy to meet the requirement of the T.F.X. (Tactical Fighter Experimental) specification. The requirement contained a fighter-bomber or strike aircraft, with air-to-air fighting capabilities for the USAF and for the Navy. The primary role would be air-to-air fighting, in order to defend the fleet. Take-off conditions would be for land based versions less than 30,000 ft. even operational from unpaved strips, while carrier operations must be possible for fleet versions. Speed requirement was Mach 2,5 at high altitude and super sonic at sea level, with a maximal range of 4,000 mls, or flight endurance of 4 - 6 hours for fleet operations.

The combinations of requirements for both Navy and Air Force could exceed the saving of \$1,000 million, according to the State of Defence. In close competition, finally the General Dynamics F-111 was chosen as the winner of the TFX contest. Both General Dynamics and Grumman as associate and sub-contractor were given an initial order for 18 a/c, of which 5 should be naval conversions. Both versions would employ more than 80 percent common parts and their designations were F-111A for the USAF and F-111B for the USNavy.

The advantages of the F-111 were:

- Operating at altitudes in excess of 60,000 feet.
- Flying transoceanic distances on internal fuel only and some thousands of miles further with external fuel tanks or on flight refuelling.
- Take-off and landing in less than 3,000 feet. Even from unpaved strips, and to be launched from carriers.
- Supersonic in low level flight.
- Mach 2,5 at high altitude.
- Flying tactical, nuclear or conventional bombing missions, air-to-air fighting at any time in any weather, with a payload much higher than known to that time.

First prototype 63-9766 made its first flight on December 21st 1964 in which the wings stayed fixed in one position. On the second flight the wings were swept through their full range from 16 degrees to 72½ degrees backwards.

First Navy machine to fly was a/c No.4 serialled 151970 and made its maiden trip on the 18th of May 1965. By that time eight machines of the first batch of 28 were completed.

Total orders by the end of 1965 were 18 aircraft for the Air Force (serialled 63-9766 to 63-9783) and 5 machines for the Navy being 151970- to 151974, and plans for a further production of 407 F-111As for USAF, 24 F-111Bs for the Navy and a possible delivery of 24 F-111Cs for the RAAF.

At the same time a special development was made for the Strategic Air Command the FB-111A, and the last a/c of the development series was built as a prototype bomber.

The United Kingdom had the intention to buy some 50 Anglican versions of the F-111, being the F-111K. This machine based on the F-111A with English avionics and electrical equipment, was meant for tactical bombing to replace the Vulcan and Valiant machines. Meanwhile the English Government gave a go-ahead for the development of the TSR-2.

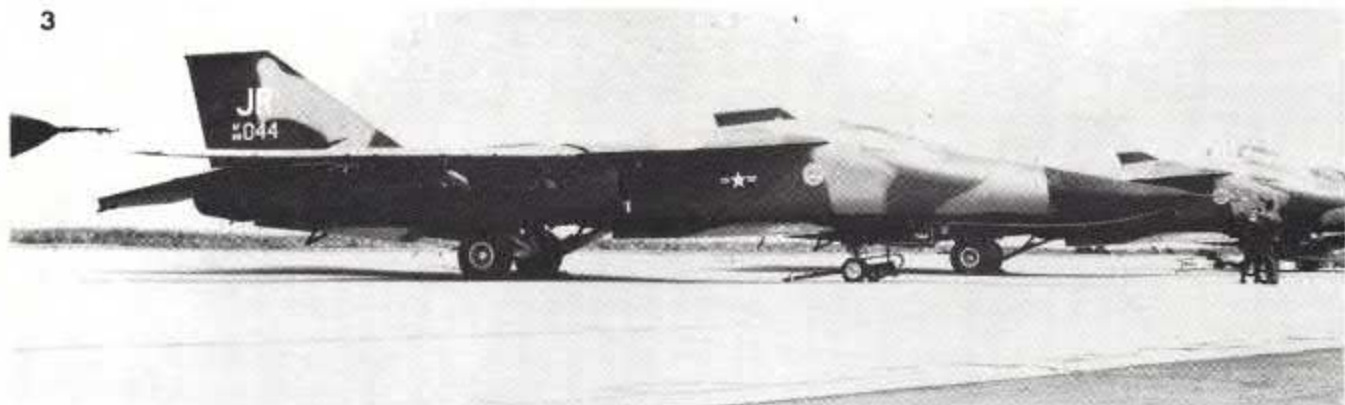
Two prototypes for the F-111K were built, but by that time the order for 50 machines were cancelled. The prototypes were rebuilt as RF-111As, a special reconnaissance version for the USAF.

By that time the USNavy had objections to the gross weight of the navalised version. Problem with thrust, weight and further equipment, made the USNavy decide to cancel the total order and development was stopped in favour of the F-4 Phantom.

The seven prototypes built for naval service at that time were used as general test machines and ended in storage or as a total write-off.

to be continued.

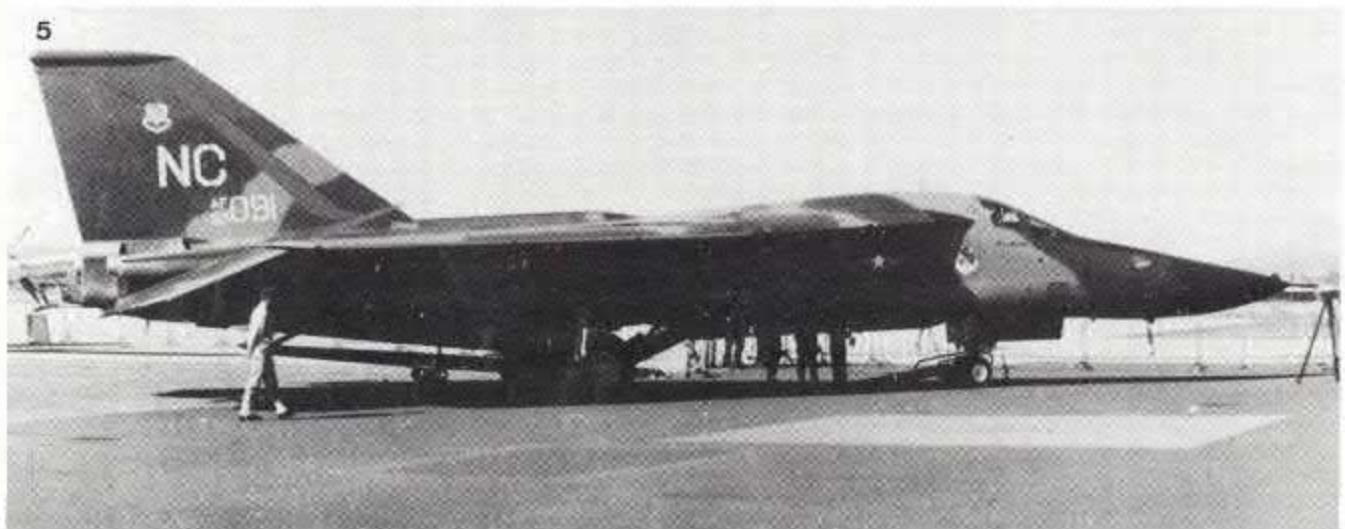
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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: A warming-up for those readers who are intending to pay a visit to this year's Air Tattoo at Greenham Common (England). A Crusader of the Aeronavale (French Navy) landing at Greenham Common during the Air Tattoo 1974.

Photo: Jac van Tuyn

MISCELLANEOUS

PHOTO 1: The star of this month's portrait gallery is T-bird M-1; photographed at Soesterberg while taxiing a well-known track.

Photo: Gees Termolen

PHOTO 2: A Mirège IIIE (13-PS) of the French Air Force still in metal colour scheme; the picture was taken at Luxeuil in 1974, although the registrations refers to Colmer.

Photo: Frank Klaassen

TRIPPLE-ONE

PHOTO 3: In contrast to England, the F-111Es of the 20th TFW are very rare seen on the Continent. One of these F-111Es is this JR68-044 of the 79 (Tiger, TFS from Upper Heyford.

Photo: Pieter van Gemert/GCA

PHOTO 4: Although the "swin-wing" is still fully operational the first one is already dumped. The illustrated a/c is the first prototype, 39766 c/n 1.

Photo: Pieter van Gemert/GCA

PHOTO 5: Since the USAF-codes nearly all containing letters of their home-base it isn't hard to guess this bird's comes from. This F-111A NC67-091 operates/operated (cross-out whatever is necessary) with 474TFW at Nellis AFB by the way.

Photo: Pieter van Gemert/GCA

PHOTO 6: The latest developed version of the F-111, is the F-111F. Illustrated here is MO(7)10892 of the 366TFW from Mountain Home AFB.

Photo: Pieter van Gemert/GCA

LIGHT AVIATION

PHOTO 7: Beaver S-3 making a low pass over the 300 Squadron area at Deelen. Note the device under the fuselage, which was to simulate gas-attacks.

Photo: Frank Klaassen

PHOTO 8: The what you might call French version of the Beaver, the Max Holst MH-1521M Broussard; a number of these aircraft remain in service with the station-flights of most FAF bases.

Photo: Pieter van Gemert/GCA

PHOTO 9: A pair of OV-10A Broncos (155407 nearest camera) of the US Marines, returning from a mission. This picture was taken at Abugi in 1974.

Photo: Peter Zastrow

ACTION-SHOTS

PHOTO 10: Mirage BA-59 of the Belgian Air Force coming in at Guetersloh after being part of the Air Show on July 6th. Since the official stuntteam of the BelgianAF "the Slivers" has been disbanded one shall have to do with Mirages instead.

PHOTO 11: Just before landing at its second home-base Hahn, this Phantom F-4D HO66-725 of the 49th TFW from Holloman AFB. The a/c participated in the yearly exercise "Crested Cap".

PHOTO 12: A very artistic shot of two Starfighters overshooting Volkel, expressing the iron-nerves real spotters must have in order to achieve something. All photo's by Rob Portengen.

THE MEANING OF SQUADRONNUMBERS IN RAF AND FAA

by Paul Kamps

Where do the RNethAF squadronnumbers originate? Most Nos consists of three digits and the one thing they don't signify is the strength of aircraft on inventory. So we have to go back in time to 1878.

In that year the Royal Engineers in England received their first balloons. This balloon unit was called in 1911 No.1 Airship company. Shortly afterwards they had their first aeroplane and changed to No.1 Squadron RFC.

Six more squadrons were formed during the period until 1914, while during WWI another 50 squadrons came into existence.

The Royal Navy started with its own air service, No.1 Squadron RNAS on October 16th 1914. So there was a duplication in numbers.

On the first of April 1918 both the RFC and RNAS ceased to exist and the RAF came into being.

Following this the numbering had to be changed. The former RFC squadrons retained their old numbers while the former navy squadrons added 200 to their old numbers. So Naval Eight became No.208 Squadron RAF for example.

At that time there were also a number of antisubmarine flights which had numbers from 500 and up. About 240 squadrons were formed until November 1918. After the armistice many squadrons disbanded and there were even ideas put forwards to disband the RAF. Lord Trenchard however kept the RAF an independent force. In the postwar years the Navy received aircraftcarriers which had a partial complement of RAF personnel. These RAF men were gathered in flights which were numbered from 400 and up. There are some indications that these flights already existed in WWI.

In the late 20's the special reserve was formed consisting of 5 sqdns. These squadrons were allocated the Nos 500 to 504.

Some ten years later the Auxiliary Air Force was formed. Manned by civilians who became military personnel in their spare time, the Aux. Air Force made great contribution to the saving of Britain in 1940. The RAuxAF used the numbers 600 to 616.

The late thirties were very important for the RAF. The RAF was, in the light of Germany's rearmament, expanding. Many of the old squadrons reformed again, equipping with their old aircraft. The Navy eventually regained control over the aircraft on the carriers and the FAA came into being. The old flights combined two squadrons with numbers from 800 and up. Training squadrons used the numbers in the 700 range.

World War II started on the 3rd of September 1939 and that very night the first bombing attack on Germany was launched. Until May 10th, 1940 there was not so much fighting, even with the advanced air component, as the French feared German and later Italian reprisals because of the fact that many RAF types could only fly from France. (In the interwar years the Air Staff considered that in a future war the enemy should be France).

In the first months of the war many refugees from Eastern Europe came to England and France. In both countries air units were formed. In the RAF Polish pilots were gathered in squadrons with numbers from 300 to 309 and 315 to 318 while in July 1940 the numbers 310 to 313 were allocated to Czechoslovakian refugees. Some of these units fought in the Battle of Britain. Since the May days of '40 many dutch pilots and some aircraft escaped to England. The navy component was trained and in some way well equipped. So on June first two navy escadilles were formed and received the RAF numbers 320 and 321. The last one disbanded by the next year due to a shortage of men, only to be reformed in 1942 in Ceylon.

In 1943 number 322 Squadron RAF was formed from number 167 Squadron RAF (this was in fact the last squadron formed in 1918). Other countries, like Norway, Belgium and France shared in the fight against Germany. All their units received numbers in the 300 series. This is why Norway still has its 333 Squadron and the Belgian AF flies with a 349 Squadron.

Although most numbers in this series were units with foreigners, some were used by English squadrons that were formed in Asia. The RAF was also strengthened by Commonwealth pilots as many Canadians and Australians came to Europe. So number 1 Squadron RCAF became No 401 Squadron RAF. Altogether 74 dominion supplied squadrons came into being, with one exception, Number 75 (New Zealand) Squadron RAF.

The Canadians even had their own group in Bomber Command, which is forever allocated to them. They still use the old WW 2 RAF numbers. Meanwhile the English contribution to the war grew day by day and as all old numbers were given out, new numbers were used, like 258 to 299. Also the series of 500 and 600 were gradually filled up, although 505 to 509 never existed. Number 617 Squadron for instance was only formed for the occasion of bombing the Ruhr dams but it was never disbanded afterwards. On the other hand blocks of numbers were given to specialist units like ASR glider-towing and reconnaissance. So were all ACP squadrons numbered from 650 up.

The RAF also had squadrons with balloons which were numbered in the 900 series, there might have been more but this is a not very wellknown part of the RAF, just like the RAF Regiment which had squadron numbers high up in 2500 series. The highest numbers known by the author are in the 3500 and 3600 series as so called servicing units and RAuxAF units and so called Servicing Echelons that are numbered in 6000 range. The highest numbered flying squadrons of the RAF was number 1435 Squadron in Malta which used the number of a former air defense flight and was in some way illegally using this number.

Besides the operational squadrons there were many second-line units numbered with 4 figures. So were in the 1300 series a number of Transport Conversion Units and transport flights. For the Dutch was number 1316 Flight important. The unit was equipped with KLM DC-3 aircraft in civil disguise. This was the ancestor of 334 squadron of the RNeth AF.

In the 1400 to 1500 range numbers were used for duties like bomber defence training and blind approach training. There are no specific blocs in these series except for Heavy Bomber Conversion Units in the 1600 series.

As you see the RAF expanded greatly. So did the FAA too. With the multitude of tasks the allocated 200 numbers were at a certain point not enough. Some seaplane and fighter squadrons received numbers in 1700 series, while at the same time the squadrons formed in the States with US equipment were given numbers in the range of 1830 to 1853. In the FAA were also Commonwealth squadrons manned by Australians and Canadians which used numbers as 827 and 870.

The RNethNavy was also present in the FAA. They used the numbers 860 and 861. Their aircraft were at first Fairey Swordfishes which were flown from two converted oil tankers (Macoma and Gadila from Shell and made in Holland). Number 860 Squadron flew for a very short time the Barracuda and both squadrons returned to the Netherlands with Fire-flies. Number 861 Squadron faded away from existence and possible became the "Gevechtsvliegopleiding" and later number 1 Squadron MLD (information always welcome).

In the post war years all Dutch squadrons returned to Dutch control:

- 320 as a bomber squadron
- 321 as a maritime recce squadron
- 322 as an air defence squadron
- 860 and 861 as fighter squadrons

Now a slight side step aside, to Australia. In the RAAF were three Dutch squadrons numbered:

- 18 as a bomber squadron
- 19 and 120 as fighter squadrons

Their history is carried today with the squadrons of the former first Group Guided Weapons.

In the same time many RAF squadrons were disbanded. They started with the youngest except some. So the RAF was brought back to about its pre-war size.

The Auxiliaries were disbanded but reformed in 1947. The RAuxAF and its FAA counterpart retained their old numbers and were also given some new. So was 622 used by a transport squadron and the numbers 661 to 664 were used by AOP units. The flights of these squadrons used numbers in the 4900 series. The FAA used for its auxiliaries the numbers in the 1800 series.

The auxiliaries disbanded in 1959. First for economical reasons, second (staff idea) aircraft were becoming too complicated for auxiliaries. Not to forget that air defence in the US rests on the ANG.

In 1957 the Army Air Corps was raised and were allocated numbers 650 and up and in 1966 an ECM squadron, 360, was formed with a never used number.

Today the RAF is reduced to its oldest squadrons with some WW 2 exceptions while the FAA has nearly all its squadrons devoted to helicopter flying with number 849 Squadron as a fixed wing exception.

A detailed list of squadron numbers in RAF, FAA and AAC

- 1 to 167 Squadrons of the great war RFC
- 177 to 200 Squadrons of WW 2
- 201 to 274 Squadrons of WW 1 RNAS
- 275 to 299 Squadrons of WW 2
- 300 to 309 Polish Squadrons
- 310 to 313 Czechoslovakian Squadrons
- 315 to 318 Polish Squadrons
- 320 to 322 Dutch Squadrons
- 326 to 329 French Squadrons
- 330 to 334 Norwegian Squadrons
- 335 to 336 Greek Squadrons
- 340 to 347 French Squadron
- 349 to 350 Belgian Squadrons
- 351 to 352 Yugo-slav Squadrons
- 353 to 358 Squadrons formed in South East Asia
- 360 Youngest squadron in RAF formed in 1966
- 400 to 449 Canadian squadrons
- 450 to 475 Australian Squadrons
- 485 to 490 New Zealander Squadrons
- 500 to 504 Special Reserve later Auxiliary Squadrons
- 510 to 598 Squadrons of WW 2
- 600 to 616 Auxiliary Squadrons
- 617 to 649 Squadrons of WW 2
- 650 to 695 Squadrons of WW 2 later AAC
- 622 Auxiliary transport Squadron
- 661 to 664 Auxiliary AOP Squadrons
- 700 to 799 FAA second line Squadrons
- 800 to 857 FAA first line Squadrons
- 860 and 861 Dutch squadrons in FAA
- 870 to 871 Canadian Squadrons in FAA
- 877 to 899 FAA first line squadrons of WW 2
- 1435 Highest numbered squadron in RAF
- 1700 to 1704 FAA seaplane squadrons
- 1770 to 1772 FAA fighter squadron (English equipment)
- 1790 to 1792 FAA fighter squadrons (English equipment)
- 1820 to FAA dive bombersquadron (US equipment)
- 1830 to 1835 FAA fighter squadrons (US equipment) and in the post war years auxiliary

UNITED STATES AIR FORCE in EUROPE (part 14)

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

A correction to USAFE part 13. Due to a typing-error, the last paragraph of the history about the 52nd TFW, became a little mixed-up. If you are interested here comes the correct version:

On January 1st 1972, the 52nd Tactical Fighter Wing was reactivated once more at Spangdahlem AB and was composed of the 23rd TFS, flying F-4D Phantoms II and the 39th TFS flying EB-66C/Es, two former 36th TFW units. By the end of 1972, the 39th TFS had been called back to the USA and in January 1973 the 81st TFS was assigned to the 52nd TFW and renumbered 5th TFS. This 81st TFS formerly was part of the 50th TFW at Hahn AFB but at the end of 1969, this squadron was reassigned to the 86th TFW at Zweibruecken AB. This situation remained till the 81st TFS moved to the 52nd TFW. So at present the 52nd TFW is composed of the 5th TFS (F-4Cs) and the 23rd TFS (F-4Ds) and the home-base still is Spangdahlem AB.

Registrations of the 49th TFW added to the history of the wing dealt with in part 13:

F-100D: 56-3024, 3208 (additions are 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; and 5375
61-0041; 0042; 0043; 0044; 0046; 0047; 0049; 0050; 0052; 0053;
-0054; 0056; 0058; 0059; 0060; 0061; 0063; 0064; 0066; 0067;
-0068; 0069; 0070; 0071; 0072; 0073; 0074; 0075; 0076; 0077;
-0079; 0082; 0083; 0084; 0086; 0088; 0090; 0092; 0093; 0094;
-0095; 0096; 0097; 0099; 0100; 0103; 0104; 0106; 0107; 0108;
-0109; 0110; 0111; 0114; 0115; 0116; 0117; 0118; 0119; 0121;
-0122; 0123; 0129; 0130; 0131; 0132; 0134; 0135; 0138; 0139;
-0140; 0141; 0142; 0143; 0144; 0145; 0146; 0149; 0150; 0151;
-0152; 0153; 0154; 0159; 0160; 0161; 0166; 0170; ; 0176
-0177

F-105F: 62-4424; 4431; 4432; 4434
63-8292; 8300; 8303; 8305; 8306; 8307; 8310; 8311; 8313; 8314;
-8316; 8318; 8322; 8325; 8326; 8360

After service in Europe, following ex 49th TFW F-105's were noted with the following units:

- 127 TFS, 184 TFG, Kansas ANG, McConnell AFB: 60-0514; 61-0070, 0071, 61-0103, 0106, 0154, 0176; 63-8325, 8318 (all in 1972)
- 121 TFS, 113 TFG, D.C. ANG, Andrews AFB: 60-0438, 0472, 0519, 0526; 61-0041, 0056, 0318, 0176 (all in 1972)
- 465 TFS, 507 TFS USAF Reserve, Tinker AFB (coded UC): 61-0061, 0069, 61-0084, 0088, 0099, 0108, 0146, 0152, 0115 (all in 1973).
- 457 TFS, 506 TFG, USAF Reserve, Carswell AFB (coded TH): 60-0513, 60-0517; 61-0044, 0047, 0075 (all F-105D Thunderstick-2s)
- 57 TFW, Nellis AFB (coded TA); 61-0073 in 1973
- 34 TFS, 388 TFW, Korat RTAFB: 60-5376 (in late sixties) and 61-0152/JJ
- 354 TFS, 355 TFW, Takhli AFB: 61-0159 (in late sixties)
- 44 TFS, 355 TFW, Takhli AFB: (all coded RE): 61-0076, 0086, 0161
- 560 TFS, 23 TFW, McConnell AFB: 61-0116 and 0121 (in late sixties)
- 561 TFS, 23 TFW, McConnell AFB (all coded MD): 60-0526 (later ME)
61-0047 (later to MG); 0129 (in 1969); 63-8303 (F-105G later to GA); 8305
- 562 TFS, 23 TFW, McConnell AFB (coded ME): 60-0526 (in 1972, to D.C. ANG); 60-0535; 61-0069 (to UC)
- 563 TFS, 23 TFW, McConnell AFB (coded MF): 60-0533; 61-0047 (to TH); 61-0063 (all F-105D T.Stick-2).

- 419TFTS, 23TFW, McConnell AFB, (coded MG): 61-0047 (F-105D-T.Stick 2) to MF), 0110, 0115 (to UC)
- 561TFS, 35TFW, George AFB (coded GA): 62-4434; 63-8303, 8307 (in 1972), all F-105Gs.

T-39A: 62-4477

T-33A: 52-9857; 53-4959, 5053, 5062; 55-4362; 57-0539, all withdrawn in 1964/65

C-47D: 43-49295

F-4D: assigned to the Wing in its Spangdahlem-period:

- 66-7479, to 50TFW/HR, 81TFW/WR resp.; 7501; 7502 (ex 417TFS/50TFW), to 36TFW/BT, 52TFW/23TFS/SP, 48TFW/LN resp.; 7507, to 50TFW, 22TFS/36TFW/BR-BT, 81TFW/WR resp.; 7509, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.; 7511, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.; 7514, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.; 7516, to 36TFW, to ???; 7521, no further details known; 7522, to 22TFS/36TFW/BR-BT, to ???; 7524, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7537, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7539, to 22TFS/36TFW/BR-BT, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7542, to 22TFS/36TFW/BR-BT, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7545, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7547, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7549, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7550, after 49TFW period, to 523TFS/405TFW/PN
- 7551, to 22TFS/36TFW/BR-BT, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7552, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7553, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7555, to 435TFS/8TFW/FO, USA, 10TFS/50TFW/HR resp.;
- 7556, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7558, to 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO, 10TFS/50TFW/HR, 81TFW/WR resp.;
- 7559, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7560, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7561, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7562, no further details known;
- 7563, to USA, in 1972 with 48TFW/LK-LN, later to 10TFS/50TFW/HR;
- 7566, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7568, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA, resp.;
- 7570, to 22TFS/36TFW/BR-BT, 81TFW/WR, to USA resp.;
- 7572, to 22TFS/36TFW/BR, 23TFS/52TFW/SP resp.;
- 7578, to 22TFS/36TFW/BR-BT, 81TFW/WR resp.;
- 7584, to 10TFS/50TFW, 23TFS/36TFW/BS, to 49TFW/HO resp.;
- 7588, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7592, no further details known; 7594, no further details known
- 7595, to 22TFS/36TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.;
- 7599, no further details known; 7601, no further details known
- 7602, to 23TFS/36TFW, to ??
- 7605, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7607, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7610, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7611, to 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.;
- 7612, no further details known
- 7615, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7619, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7620, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7622, to 36TFW, no further details known
- 7623, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR, reps.
- 7629, to 23TFS/36TFW/BS, 49TFW/HO, 22TFS/36TFW/BT, 81TFW/WR resp.;
- 7632, to 23TFS/36TFW, no further details known
- 7633, to 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.;
- 7634, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 22TFS/36TFW/BT, 81TFW/WR, to USA resp.;

- 66-7642, to 334TFS/4TFW/SA, no further details known
- 7644, to 23TFS/36TFW/BS, 36TFW/BT, 23TFS/52TFW/SP, 22TFS/36TFW/
BT, 81TFW/WR resp.;
- 7645, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 22TFS/36TFW/BT, 81TFW/WR;
- 7651, to 23TFS/36TFW/BS, w/o 4-3-1972
- 7652, to 53TFS/36TFW/BT, 7TFS/49TFW/HB-HO resp.;
- 7653, to 23TFS/36TFW/BS, no further details known
- 7656, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 81TFW/WR resp.;
- 7657, to 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.;
- 7659, no further details known
- 7661, to 36TFW, no further details known
- 7662, to 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.;
- 7663, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7664, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7667, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7668, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7669, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR resp.;
- 7675, to 53TFS/36TFW/BT, no further details known
- 7676, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7677, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR, to USA resp.;
- 7683, to 523TFS/405TFW/PN
- 7684, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR, to USA resp.;
- 7685, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR, 49TFW/HO resp.;
- 7689, to 23TFS/36TFW/BS, 53TFS/36TFW/BT, 81TFW/WR resp.;
- 7692, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7695, no further details known
- 7698, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR, to USA resp.;
- 7699, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7702, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7704, to 36TFW, 555TFS/432TFW/OY resp.;
- 7705, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7706, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7708, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR resp.;
- 7709, to 36TFW, no further details known
- 7712, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7713, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7714, to 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.;
- 7718, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 49TFW/HO resp.;
- 7751, to 53TFS/36TFW/BT, 10TFS/50TFW/HR, 81TFW/WR resp.;

When the 49th TFW returned to the States in 1968, most of above F-4Ds were assigned to the 36th TFW at Bitburg AB (as one easily can see in above list).

With its move to the US, the 49th TFW took the following older fiscal-year Phantoms of the 36TFW away to Holloman AB.

- 64-0936 (ex 36TFW), to 9TFS/49TFW/HD
- 0942 (ex 36TFW), to 7TFS/49TFW/HB
- 0945 (ex 36TFW), to 7TFS/49TFW/HB-HO, 35TFW/GA, 49TFW/HO resp.;
- 0953 (ex 36TFW), to 9TFS/49TFW/HD-HO resp.;
- 0953 (ex 36TFW), to 8TFS/49TFW/HC-HO resp.;
- 0956 (ex 36TFW), to 49TFW/HO, 35TFW/GA, 49TFW/HO resp.;
- 0960 (ex 22TFS/36TFW), to 8TFS/49TFW/HC, 9TFS/49TFW/HD-HO resp.;
- 0963 (ex 22TFS/36TFW), to 9TFS/49TFW/HD-HO resp.;
- 0966 (ex 36TFW), to 9TFS/49TFW/HD;
- 0968 (ex 36TFW), to 9TFS/49TFW/HD;
- 0969 (ex 36TFW), to 9TFS/49TFW/HD;
- 0970 (ex 53TFS/36TFW), to 8TFS/49TFW/HC;
- 0972 (ex 23TFS/36TFW), to 8TFS/49TFW/HC-HO resp.;
- 0973 (ex 36TFW), to 49TFW, 48TFW/LK-LN resp.;
- 0974 (ex 23TFS/36TFW), to 8TFS/49TFW/HC
- 0975 (ex 36TFW), 8TFS/49TFW/HC;
- 0976 (ex 36TFW), to 8TFS/49TFW/HC-HO, 35TFW/GA, 49TFW/HO resp.;

SPOTTER'S VARIA

by Jac van Tuyn

This, already, the third, edition of Spotter's Varia starts with some messages of internal kind:

- In contradiction to the first edition which contained "some Funny(?)" items, the second edition was composed of mainly very serious items. I would like to clear this up as it seems that people are in doubt whether to believe or disbelieve the messages in Spotter's Varia. Therefore the introduction of a rule which goes for this column: "all news & messages are meant seriously, although sometimes written in a "strange" way.
- In the five years of the existence of FLASH all kinds of questions have reached the editorial address. Sometimes the answers to these questions were published in one way or another. But often these questions remained unanswered simply because the editors have enough on their minds editing an issue every month. In order to prevent great disappointments we will publish such questions and if not too much time-consumingly they will also be answered. Otherwise, when they are too complicated we just publish the question and leave it up to the other readers to answer. So the introduction of a Question-Answer column (Q&A).

OPEN DAYS AND MEETINGS

Getting towards March more and more dates of Open Days and Meetings are becoming known. Like every year a list of these events will be published but from now on not on a separated column but in the Spotter's Varia column.

So let's start this year's first edition:

- May 1st till 19th: "Deutsche Luftfahrtschau" at Hannover (Germany)
- May 3rd till 13th: "Tactical Wespons Meet" at Twenthe (Holland)
- May 23rd: Open Day at Ljungbyhed (Sweden)
- June (exact date still unknown): "Tiger Meet" at Soellingen (Germany)
- June 6th: Open Day at Frosen (Sweden)
- June 19th: Open Day at Soesterberg (Holland)
- July 31st and August 1st: "Air Tattoo" at Greenham Common (England)
- August 28th and 29th: Open Day at Malmslatt (Sweden)
- September 18th: Open Day at Gilze-Rijen (Holland)

The usual footnotes:

- In order to prevent great misery and disappointments:
 - .. "Always check before going".
- If dates change or Open Days are cancelled, as far as you know about, let your fellow-spotter know by means of FLASH.

SPOTTERS MEETING

The second national spotters meeting will be organized by three "Twenthe Spotters". The meeting starts at 11.00 a.m. on Saturday March 13th and contains three high-lights:

- Colour-slides of military a/c of the Finnish, Turkish, Greek and US Air Forces.
- Films from the Dutch air force's stocks.
- Discussion with NF-5 pilots e.g., about the high-flight of NF-5s from Canada to Holland.

For more info please contact J.Nijhuis, Postbus 393, Enschede

BOOK-REVIEW

In FLASH Nr.58, an advertisement was published of a booklet on the French military aviation by Paul A.Jackson. For everyone who is interested in French military aviation whether you just like it or are crazy about it, the only suitable advice is: buy it.

The booklet, although of very small size, contains 120 pages and over 30 photographs. It is split up into four sections (Ala, Aeron. and ALAT and other Services) each divided in the following columns: Present organization, aircraft review (with reg-lists), unit organization and callsigns.

The booklet costs £ 1.50 (post-free in Europe) from M.C.P.K.
17 Woodstock Close, Burbage, Hinkley, Leics LE10 2EG, England.

Edited by S.Jaskolkowski and J.Struben

Before we start this month's civil sections there are three remarks that need be remarked:

- Due to lack of space we will not be able to publish part one of the Fellowship Story this month. However we hope to do so next month.
- Connection with this is the following request: would anyone who has first flight dates of F.28s please send them to FLASH P.O.Box 855 Eindhoven. These dates are necessary for finishing the preparation of the production list. We have only five such dates ourselves and Fokker doesn't want to give them, so we appeal to you.
- Finally we would again request anyone who has civil movements to send them in. Last month the movements column was a **very** sad affair, and this month all we've got is Amsterdam and Sion, for which we thank 1st TASW.
It's a bit sad that there is only one source who sends us movements regularly. So, if you see a civil crate, write it down and send it in. There are people who are interested in civil registration, however strange this may sound to you.

MOVEMENTS

Thanks to 1st TASW.

Schiphol (Amsterdam):

- Nov.21: N9232R L.382G Hercules Alaska Int.Air
D-IOLG BN.2A Islander C/n 643 OLT
- Nov.22: D-EHGA AA.5B Tiger
EC-CGR DC-9-32 c/n 47644 Aviaco
- Nov.25: N48200 DC-9 Cyprus Airways
- Dec. 3: G-APFB Boeing 707-436 c/n 17703 ex Ba on Delivery to SAA/SAL
- Dec. 5: F-BVRD Beech King Air 200
HB-VAG HS.125-1 c/n 25006 Chertag
OO-AMI DC-8-32 c/n 45376 (ex PH-DCA Martinair)
- Dec. 6: N22AW "SKbuilt Antonow 2TD flying after long storage at Schiphol-East
YR-BMI Antonow 24 TAROM
- DEC. 7: N54648 DC-9 Cyprus Airways
- Dec. 8: G-AOGO DH.114 Heron 2
- Dec. 9: D-IMME Mitsubishi Mu-2
N804WA DC-8-63CF c/n 46137 Air Algerie (leased from World)
- Dec.10: OY-SBB Boeing 727-2J4 Sterling Airways
- Dec.13: D-EGSI Cessna 210
D-EMMI Fuji Fa-200 Aerosubaru
D-ILKU Beech 65-B80 Queen Air c/n LD-418 Hapag-Lloyd
EC-CQM DC-8 Aviaco
EI-AYK Cessna P.172M Irish Tank and Pipeline Co. Ltd.
HB-VDD Mystere 10
I-FKET Mystere 20E c/n 279 Fiat
SX-DBI Boeing 720-0512 c/n 18355 Olympic Airways
- Dec.14: G-BDEA Boeing 707-338C c/n 19296 British Caledonian Air Lines
N6162A DC-8-63CF c/n 46061 Airlift International
- Dec.15: G-ASGF VC.10 1151 c/n 856 Ba/Overseas Division
N788FT, N793FT, N797FT all DC-8-63s (resp.AF,CF,CF) c/ns resp.
46008, 46047, 46140 Flying Tigers Line
- Dec.16: PH-BUI Boeing 747-206B(SCD) c/n 21111 KLM delivery
- Dec.17: F-BRPK Mystere 20 c/n 188 Europe Falcon Service
F-BVET Beech King Air 200
N911CL, N912CL both DC-8-63CFs Capitol International Airlines
- Dec.19: HB-VEI Learjet 36
HB-LAL PA-30 Twin Comanche

- Dec.20: CS-TJC B.747-282B c/n 20928 TAP
N788FT, N790FT both DC-8-63AFs c/ns resp 46008, 46044 Flying
Tiger Lines
D-CDHS Learjet 36
- Dec.21: I-DYNO DC-10-30 c/n 47864 Alitalia
LN-SUG B.737-205 c/n 20412 Braathens SAFE
- Dec.22: N79MD FH.227 Friendship c/n 57 MacDermott
OO-FHD Siai 205-20R
OO-VGL DC-6B c/n 45496 Delta Air Transport
- Dec.23: G-BDKE B.707-338C c/n 19623 BCAL
HL-7412 B.707-373C c/n 19712 Korean Airlines
N720G G.1159 Gulfstream I c/n 143 ITT
5A-DBF F.27 Oasis Oil
- Dec.27: HA-LCG Tu.154B Malev
N795FT, N797FT both DC-8-63CFs c/ns resp. 46103, 46140 Flying
Tiger Lines
PH-FPL F.27 Oasis Oil

Sion (Canton Valais, Switzerland):

- Jan. 1: D-COLL Mystere 20 c/n 234 Travelair AG
D-IBWO Cessna 310R
HB-FCT PC-6/A1-H2Porter c/n 637 SATA on skies
HB-ICK Caravelle 10R c/n 200 SATA
SE-FNK Beech 95-55 Twin Bonanza
and the following light a/c: HB-OPD, OQE, OQY, OVP, PAM, all
PA-28 Cherokees: HB-ELS Siai 205; HB-EXD HR-200-120;
HB-FSG Ryan Navion B (wfu); HB-VCI Learjet 24D; HB-CEC
Cessna 182P; HB-DVM Mooney 20E and the following a/c of Air
Glaciers: HB-CBM Cessna U.206; HB-FFY PC-6/B1-H2 on skies;
HB-XDA Se.3160 Alouette III on skies; HB-XDG SA.315B Lama

NEWS

ACQUISITIONS

- Air Afrique leases TIA's DC-8-63CF N4868T c/n 46091
- Air Alsace ordered three VFW-Fokker 614s for delivery early next year.
- Air Malta may lease a Ba TriStar for the summer season for services between Luqa and London.
- Avensa, a Venezuelan company, has bought ALM's DC-9-15 PJ-DNB (ex KLM PH-DNF) c/n 45723, now registered YV-65C.
- British airways. More Boeing 737's seem likely to join the British register in the colours of British airtours, the Gatwick based IT-subsubsidiary of British Airways. The company has decided that the B.737 should be their next aircraft and may acquire second-hands machines.
- Dan-Air London has bought BCAL's 1-11 509EW G-AMWX c/n 184 and leases Viscount 708 G-ARIR c/n 36 from Alidair (this a/c was recently sold to Alidair by Air Inter, ex F-BLHI, and Viscount 808 G-BBDK c/n 291 from Air Bridge Carriers.
- Minerva, a new French company, bought Sterling's Caravelle 6R OY-SBY c/n 94, this a/c (now F-BUZO) forming the entire fleet.
- Nationwide Air Services. The first production GAF Nomad was delivered to this Australian third-level carrier recently. Her registration is VH-EPG and c/n N22-3.
- PIA is to acquire two of TAP's B.747-282Bs on lease with an option to buy.
- Rolls Royce (1971) Ltd. operates a G.1159 Gulfstream 2, G-BDMF c/n 103, as executive transport and for demonstration purposes.
- SAA/SAL purchased a B.707-436 from Ba/Overseas Division, G-APFB c/n 17703.
- SATA bought Swisair's DC-8-53 HB-IDW c/n 45417.

- SATA bought Swissair's DC-8-53 HB-ID^m c/n 45417.
- TAT ordered eight VFW-614s for delivery by the end of this year.
- Transavia will probably buy the two B.737-222s (PH-TVH c/n 19955 and PH-TVI c/n 19940) they are now leasing from United Airlines.

CRASHES

- Brazil. An unidentified Sabreliner of the FAI crashed into the sea off Recife on 14 January.
- Colombia. DC-4 HK-172 c/n 10280 of Taxi Aereo El Venado crashed after take-off from Eldorado Apt. on 15 January. The a/c first hit a mountain in bad visibility and then fell into a canyon, whereupon she exploded, killing all 13 people aboard.
- Ecuador. TAME's HS.748 HC-AUF c/n 1683 crashed on take-off from Loja Apt. on 20 January. Of the 41 people aboard 33 were said to be killed.
- Germany (West). Two helicopters crashed recently: D-HILF, a Bo.105 and D-HIFA, an Alouette 2 of the police.
- Italy. TWA's Boeing 707-331B, N18701 c/n 18978, inadvertently landed in the grass alongside Milano-Malpensa Apt. after an instrument approach in bad visibility on 22 December 1975. The undercarriage broke off and in coming to a halt the a/c broke in two. No-one was killed, although 26 people were said to be injured.
- Netherlands. On 25 January Cessna F.150L PH-VSI c/n 1125 of St. Vlnet Hoeven crashed after take-off from Hoeven airstrip, killing the two occupants.
- Saudi-Arabia. The MEA Boeing 720-023B which disintegrated at 33,000 ft. on 1 January was OD-AFT c/n 18020. The plane was on a scheduled flight from Beirut to Dubai. There was no distress call from the crew and all aboard were killed. The weather at the time was reported to be normal. The investigations concluded that a bomb explosion must have destroyed the aircraft.
- Spain. A remarkable crash occurred on 14 December 1975. MS.893A Relye EC-CGB of an aerial advertising company made an emergency landing in a street of the town of Bilbao and severely damaged itself and a parked car.
- Turkey. ONA lost the other half of what once was its DC-10 fleet when N1031F c/n 46825 crashed at Istanbul Apt. on 2 January. The accident looked a lot like the crash of N1032F on 12 November last year, although N1031F's engine caught fire on landing, not on take-off (as happened with N1032F). N1031F also ended up in the grass alongside the runway, causing extensive damage to the aircraft. All crew members and 360 passengers escaped safely and the fire was put out before more damage could be done. It is however very likely that N1031F is a write-off. It is not known what caused the fire (N1032F was hit by a flock of birds).
- UK. One of the oldest Tridents (Trident 1 G-ARPC c/n 2103 of BA/ European Division) may have to be written off after a cabin fire at Heathrow on 28 December 1975.
- USA. On 4 January a Learjet, N651LJ of Winship Air Service, crashed on instrument approach to Anchorage Apt. into a ravine. Eight of the ten occupants were killed.
On 8 February Mercer Airlines' DC-6 N901MA c/n 36326, the very first DC-6 ever built, crashed at Chico, California. Three of the six people aboard were killed.
N901MA was built as an XC-112A for the USAF as 45-873. First flight was on 15 February 1946, to a week exactly 30 years before her crash. After the military test programme she was sold to Conner Air Lines as N6166G. An interesting civil career followed, the a/c serving in the USA, Ecuador, Spain and Canada. In 1968 she was sold to Mercer Air Lines, who operated till her sad end. The first of a line of more than one thousand beautiful airliners is no more

NEWS - FLASH

On 11 February 1976 SABENA's Boeing 707-329C OO-SJM c/n 20198 was delivered to Holland's second charter company Transavia, who lease her as PH-TVK. At present Transavia owns a B.707-123, PH-TVK c/n 17647

DUTCH REGISTER part four

compiled by Coen van de Heuvel

- PH-CET. Cessna F.150L, c/n 0823, del'd to Rijksluchtvaartschool (state Aviation School) on 7-9-'72.
- PH-CEU. Cessna F.150L, c/n 0824, del'd to Rijksluchtvaartschool on 7-9-'72.
- PH-CEV. Cessna F.150L, c/n 0825, del'd to Rijksluchtvaartschool on 7-9-'72.
- PH-CEW. Cessna F.150L, c/n 0826, del'd to Rijksluchtvaartschool on 13-9-'72.
- PH-CEX. Cessna F.150L, c/n 0827, del'd to Rijksluchtvaartschool on 13-9-'72.
- PH-CEY. Cessna F.150L, c/n 0828, del'd to Rijksluchtvaartschool on 13-9-'72.
- PH-CEZ. Cessna F.150L, c/n 0829, del'd to Rijksluchtvaartschool on 13-9-'72.
- PH-CFY. Cessna 182P, c/n 18262713, ex N52615, del'd to Ruiter & Co on 15-3-'74.
- PH-CLM. Piper PA-25-235 Pawnee, c/n 25-4920, ex N8505L, del'd to Mastboom Vliegbedrijf BV on 23-6-'69
- PH-COX. Cessna FR.172G, c/n 0209, del'd to Eerste Nederlandse Parachutisten Club on 18-1-'71.
- PH-COZ. Cessna F.172M c/n 1256, del'd to Coz-Lir BV on 10-12-'75.
- PH-CSL. De Havilland DH.82A Tiger Moth (mixe up of PG-712(RAF), A-2 (Klu), R5063(RAF), A-43(Klu), OO-DJU and PH-CSR, del'd to Gelderse Luchtvaartmij BV. on 2-8-'74.
- PH-CTA. Cessna 500 Citation, c/n 500-0088, ex N588CC, del'd to Rijksluchtvaartschool on 31-8-'73.
- PH-CTB. Cessna 500 Citation, c/n 500-0093, ex N593CC, del'd to Rijksluchtvaartschool on 28-9-'73.
- PH-CTC. Cessna 500 Citation, c/n 500-0098, ex N598CC, del'd to Rijksluchtvaartschool on 26-10-'73.
- PH-CTD. Cessna 500 Citation, c/n 500-0157, ex N557CC, del'd to Rijksluchtvaartschool on 30-4-'74.
- PH-CTE. Cessna 500 Citation, c/n 500-0167, del'd to Rijksluchtvaartschool on 26-6-'74.
- PH-CTF. Cessna 500 Citation, exn 500-0177, del'd to Rijksluchtvaartschool on 15-8-'74.
- PH-CTG. Cessna 500 Citation, c/n 500-0234, del'd to Rijksluchtvaartschool on 26-3-'75.
- PH-CVL. Cessna FR.172J, c/n 0529, del'd to A.J.van Lent on 19-2-'75.
- PH-CWA. Piper PA-19 Super Cub, c/n 18-2065, ex 52-2465 (USAF), R-79 (Klu), del'd to Nationale Luchtvaartschool Transavia Vliegclub, to W.van Duin on 8-10-'75.
- PH-DCK. Douglas DC-8-55, c/n 45614, ex N9605Z, del'd to KLM as "Admiraal Richard E.Byrd" on 1-5-'61.
- PH-DCS. Douglas DC-8F-55, c/n 45683, del'd to KLM as "Alfred Nobel" on 24-7-'64.
- PH-DCT. Douglas DC-8F-55, c/n 45691, del'd to KLM as "pierre de Coubertin" on 14-8-'64.
- PH-DCU. Douglas DC-8F-55, c/n 45859, del'd to KLM as "Winston Churchill" on 26-2-'66.
- PH-DCW. Douglas DC-8F-55, c/n 45762, ex PI-C-802, del'd to KLM as "Gerard Mercator" on 3-1-'68.
- PH-DCZ. Douglas DC-8F-55, c/n 45864, ex OY-KTC (SAS), del'd to KLM as "Hans Christian Anders" on 29-4-'70.

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