

FLASH

NR68

May 1976



military aviation magazine

"Darling there's something terribly important. I... um... ..er..... Venom FB.mk.1"





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

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Dear reader,

During our visit to the 12th Tactical Weapons Meet at Twenthe AB, the editors noticed how many aviation enthusiasts there are. Spotters from Holland and abroad swarmed the base to get the nicest photos, which was possible thanks to the unparalleled initiative of Capt.P.Strijker of Twenthe's Public Relation Office. Next issue we will publish an account of this happening Also we will devote some attention to the fact that No.311Sqn was founded 25 years ago.

- The large amount of news forces us to postpone the publication of the first part on the Belgian Air Force for another month.
- Some of you may have noticed that the editors have started a publicity action, mainly with folders to be handed out at air shows and other occasions. Every member who wants to help us making the magazine more widely known can ask for these folders which will be sent to you free of charge.
- Because we expect some changes in the editorial team, we decided to train two new members in time, Coen van de Heuvel and Frank Swinkels, so that the readers will suffer no bad effects from these changes.

Peter van de Krommenacker

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- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
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- If you publish any information out of FLASH elsewhere please mention the source.
- At the moment only the following back-issues are available:
Nrs. 22(with photo-page of Nr.21), 50, 57, 59, 60-67. At DFL.2,- each.
- Sample-copies of FLASH are free obtainable at the editorial address.

NEWS ----- NEWS

With special thanks to: H.Berger, A.Booy, H.J.Breuren, B.Breur, J.Clewer, Herbie, J.P.v.Kempen, J.Lekkerkerker, R.Portengen, A.Prins, W.v/d.Rijt, C.Taylor, N.A.Wiltens, 00368, West Midlands Aviation Group, Brittany Air Spotter Group (France), BAR and SEAR.

HOLLAND

-- Movements at Leeuwarden included:

- Mar. 2: D-5801 TF-104G CAV; D-8145 RF-104G 306Sqn
217/V SP-2H Neptune MLD; C-8 F-27M 334Sqn
On this day TF-104G D-5702 and F-104G D-8104 were the first Starfighters of Leeuwarden to reach the 2000 flying-hour.
3: D-6684 F-104G (no badge); CR68-534 F-4E USAF 32TFS
4: CR69-264 F-4E USAF 32TFS
35-65 and 35-79 RF-4E WGAF AKG-52 (plus a F-4F)
9: K-3051 and K-4026 NF-5A/B 315Sqn
XN787/L and XN728/V Lightning F.2A RAFG 92Sqn
11: C-2 F-27M 334Sqn; D-5810 TF-104G CAV;
D-8268 F-104G 312Sqn
23: FC-01 TF-104G BAF 10Wing
24: 233 F-104G RNoAF 331Sqn; D-8326 F-104G 311Sqn
29: 239 F-104G RNoAF 331Sqn; D-6668 F-104G 312Sqn
R-349 and R-699 F-104G RDanAF (plus antoher one)
XS679/BP Wessex HC.2 RAFG 18Sqn
30: K-4024(316), 4005(313), 4009(314), 4017(314), 4019(314),
K-4021(314), all NF-5Bs; C-8 F-27M 334Sqn
D-5806 TF-104G VAV; D-8119 RF-104G 306Sqn
100 and 108 RF-5A RNoAF 717Sqn
165 (F-5A) and 909(F-5B) both RNoAF
31: K-4006(313), 4029(315), 4019(314), 4017(314), 4024(316),
K-3061(314), all NF-5A/Bs;
R-349 and R-699 F-104G RDanAF; D-8138 RF-104G 306Sqn
Apr. 1: D-6684 F-104G (no badge); FX-04 F-104G BAF 10Wing
K-4020(316), 4024(316), 4007(313?), 4012(313), 4009(314),
K-4017(314), 4006(313), 4029(315), 4019(314), 4021(314),
K-3025(313), 3055(315), all NF-5A/Bs
R-183 and R-186 Piper L-21B GPLV
13-SM and 13-SN Mirage 5F FAF 3/13 Esc Colmar
20-26/MM54261 TF-104G and 9-44/MM6826 F-104S both ItAF
5: 22-37 and 23-87 F-104G WGAF JABOG-31
211/V SP-2H Neptune 320Sqn
K-4027(315), 4017(314), 4019(314), 4020(316), all NF-5Bs
7: K-4002(313), 3014(315), 3032(315), all NF-5A/Bs
8: D-6683 F-104G 311/312Sqn; D-8091 F-104G (no badge)
B-47 Boelkow 105C GPLV
RT-655 and RT-667 CF-104D RDanAF 723Esk.
9: K-3012(no badge), 3050(no badge), 4023(316), all NF-5A/Bs
B-67 Boelkow 105C GPLV

-- Movements at Soesterberg included:

- Apr. 5: XX412 and XX413 Gazelle Royal Marines
X 211/20 Puma HC.1 RAF
6: 9600 UH-1H US.F
departure of CR68-275, 69-214 and 69-254
7: CR68-533 F-4E US.F 501F
8: 51-33/6727, -34/6784, -35/6785, -42/6847 F-104S ItAF
9: XX413 and XX380/M Gazelle Royal Marines;
20946 CH-47C USArmy 205thAv.Comp.; WV729 Pembroke RAF;
XV185 C-130K RAF
12: XW233/CP Puma RAF; ZR68-596 RF-4C USAF 26TRW
50022 NC-130A USAF of Aeronautical Systems Division, AFCS
from Wright Patterson AFB
13: departure of CR68-513

Soesterberg cont.

- Apr. 14: departure of CR69-253, 69-306 and 69-283
15: 21282 F-4F USAF on del. to West Germany to become 38-72
(till 20-4)
Delivery of 00660 and 00659 (see photo-page) F-4Es for the
32nd TFS. Complete reg.: 74-00660 and 74-00659
20: Delivery of 00656 F-4E for 32nd TFS
22: XV728/BR Wessex HC.2 RAFG 18Sqn; 16002 CH-47C 205Av. Comp.
23: 58-44 DO-28D WGAF JG-71; AR66-424 RF-4C USAF 10TRW
26: 01265 C-130E USAF 317TAW
27: 40549 C-130E 3SAF 314TAW; 24474 T-39A USAF;
62-WE/106 Noratlas FAF; 026 Transall Turk. AF
29: Delivery of 00663 and 00664 F-4E for 32TFS
All new Phantoms at Soesterberg are F-4Es and not EF-4Es as presumed
in FLASH Nr.67.

-- Next year the film "A Bridge too far" will go into circulation. The
film is after a book of Cornelius Ryan and is about a WWII battle,
the Market-Garden Operation. The real operation took place between
the Holland-Belgium border and Arnhem from September 17th till 26th,
1944. Nothing new so far.
But since thousands of a/c were used in the real operation, there is
a need for several a/c for the film. The producers of the film are
trying to get 6 C-47s of the Royal Morocco AF, 6 C-47s of the Royal
Danish AF and 6 civil DC-3s.
The fighting acts will be filmed with the aid of four Harvards of the
Gilze-Rijen Aero Club and will be converted to Messerschmidts, Junkers,
Spitfires, Thunderbolts, or whats soever is wanted.
All a/c will be based at Deelen (near Arnhem) and the filming of the
flying acts will take place from July till at least September.
By that time we will publish an article about the aviation scene of
the real operation and the one of the film.

-- Movements at Volkel included:

- Mar. 4: 31-78 and 32-24 Fiat G-91R3s WGAF LEKG-43
15: K-4011 NF-5B 316Sqn
Apr. 8: 35-51 RF-4E WGAF AKG-51; 256/V Atlantic 321Sqn
K-3067 and 3015 NF-5A 314Sqn
12: K-4019 NF-5B 314Sqn; 250/V Atlantic MLD
XX822 Jaguar GR.1 RAFG 14Sqn; C-4 F-27M 334Sqn
21: 204/V SP-2H Neptune 320Sqn; 258/V Atlantic 321Sqn
3-02 and 3-04 RF-104G ItAF 3rd Aerobrigata
K-4001, 4003, 4005 NF-5Bs (no badge)

-- Movements at Twenthe included:

- Jan. 12: 27-08 (also on 22-1) TF-104G WGAF WS-10; D-6670 F-104G (-)
21-65 and 20-42 F-104G WGAF JABOG-31
22-01 and 20-68 F-104 WGAF JABOG-33
BD-07 Mirage 5BD BAF; SP66-506 F-4D USAF 52TFW
27-03 and 28-33 TF-104G WGAF WS-10; D-8343 F-104G 312Sqn
13: 28-11 (also on 17-2), 27-15 (also on 14-1), 27-02 (also on
14-1, 25-2, 1-3), 28-01, 28-34 (also on 14-1 & 31-3),
27-05 (also on 17-2, 27-2, 16-3 & 25-3), 28-02 (also on 14-1),
28-16 (also on 14-1, 3-3, 23-3 & 25-3), all TF-104Gs of WS-10
14: 27-18 (also on 15-1), 27-94, 28-35 (also on 26-2 & 16-3);
27-98 (also on 26-2), all TF-104Gs WGAF of WS-10
D-8065 F-104G 306Sqn;
D-8105, 8109, 8090, 6653, all F-104Gs of 322/23Sqn
15: D-5804 and D-5805 (also on 18-2) TF-104Gs of CAVolkel
19: K-3001 NF-5A Testgroep (first flight since May 1975)
R-138 Piper Cub; 253/V Atlantic MLD
21: B-45 Boelkow 1050GLV; XV486 Phantom FGR.2 RAFG 31Sqn
22: D-8326(311), 8145(306), 8057(306), 83434(312), 6668(312),
D-8047(-), all R/F-104Gs
MT-21/278 CM-170R BAF "Red Devils"
D-5808 (also on 16-2) TF-104G CAV

Twenthe cont.

- Jan. 23: 27-29 TF-104G WGAF WS-10; D-8257 F-104G; C-4 F-27M
 26: 37-97 and 38-01 F-4F WGAF JABOG-36
 27: 58-92 DO-28D WGAF JABOG-36
 28: 37-17 F-4F WGAF JABOG-36
- Feb. 2: D-8049, 8053, 8293 and 6653 F-104G 322/323Sqn
 3: D-5813 TF-104G TCA and D-5812; 27-01 TF-104G WGAF WS-10
 D-8058, 8061 and 8304 F-104G 322/323Sqn
 27-03 (also on 5-3) TF-104G WGAF WS-10
 10: SP66-792 F-4D USAF 52TFW
 12: D-8098, 8105 F-104G 322/323Sqn; OT-ZAC/RM-3 Pembroke BAF
 16: 255/V Atlantic MLD; K-4017 NF-5B 314Sqn
 21-65 and 20-42 F-104G WGAF JABOG-31
 17: SP66-737 F-4D USAF; K-3073(316), K-4024(316), NF-5A/Bs
 XX844(T.2) and XX757/E (GR.1) Jaguars RAF
 19: D-5801 (also on 11-3&22-3) TF-104G CAV; 7563 Al. II Heer
 D-8341 and 8120 F-104G 322/323Sqn; K-4028 NF-5B 316Sqn
 23: BT69-242, 68-538 and 68-408 F-4E USAF 36TFW
 H-81 Alouette III SAR
 24: D-6667, 8115 and 6698 (also on 22-2) F-104G 322/323Sqn
 G-228 and G-773 F-100D RDenAF; B-46 Bo105C GPLV
 27: C-11 F-27M 334Sqn; XV415 Phantom FGR.2 RAFG 31Sqn;
 XX760/F Jaguar GR.1 14Sqn
- Mar. 1: D-5702 (also on 3-3&24-3) TF-104G TCA;
 D-5804 TF-104G CAV; K-4001 NF-5B (back from Ypenburg)
 CR68-404 F-4E USAF 32TFS
 3: CR68-528 F-4E USAF; D-8288 F-104G 322/323Sqn; 76-54 Al. II
 46-81 C-119J ItAF; XX836 Jaguar T.2 RAFG 14Sqn; Heer
 XV487 Phantom FGR.2 RAFG 31Sqn
 4: D-8114 F-104G (-); D-6653 F-104G 322/323Sqn; R-160 L-21B
 5: D-5812 (also on 8-3) TF-104G TCA; 71-35 UH-1D WGAF HTG-64
 ST-04 SF-260M BAF
 8: K-3016 and 3021 NF-5A 316Sqn; 27-20 TF-104G WGAF WS-10
 9: C-1 F-27M 334Sqn; B-38 Bo105C GPLV; K-3012 NF-5A 316Sqn
 116710 RCF-5A CAF (left Twenthe on March 11th)
 10: 254/V Atlantic MLD; D-5810 (also on 12-3&25-3) TF-104G CAV
 D-8119 and 8057 (also on 12-3) F-104G 306Sqn
 38-05 F-4F WGAF JB-36; BA-31 and BD-13 Mirage 5BD BAF
 11: SP66-797 F-4D USAF 52TFW; 246/TH AH-12A Wasp MLD
 27-18 (als on 31-3) and 27-97 TF-104G WGAF WS-10
 C-5 F-27M 334Sqn
 12: SP66-825, 66-756 and 66-711 F-4D USAF 52TFW
 15: B-44 Bo.105C GPLV; AR66-478 RF-4C USAF 1TRS/10TRW
 22-66, 20-50, 25-38 F-104G WGAF JABOG-31
 13-SD/44 Mirage 5F FAF 3/13Esc.;
 16524 (also on 23-3, 25-3 & 30-3) T-33A FAF 13Esc.
 16: 24-90 F-104G WGAF WS-10; 20-53 F-104G WGAF JABOG-31
 20-75, 22-60 and 20-72 F-104G WGAF JABOG-33
 BA-39 Mirage 5BA BAF; 27-23 TF-104G WGAF JABOG-33
 58-91 DO-28D WGAF JABOG-32; 104762 CF-104G CAF 439Sqn
 BD-07 Mirage 5BD BAF 80TU; SP63-467 F-4C USAF 52TFW
 13-TC/14284 (also on 18-3) T-33A FAF
 BT69-36 (official 236!) F-4E USAF 36TFW
 27-37 and 27-97 TF-104G WGAF WS-10
 17: 20-72 F-104G WGAF JABOG-33; 13-SE/41 Mirage 5F FAF 3/13Esc.
 18: 84-68 CH-53DG Heer
 19: 27-17 TF-104G WGAF WS-10; 31-26, 31-28 G-91R WGAF LKG-43
 22: 13-SF/27, 13-SK/37, 13-SD/44, 13-SN/15, 13-SR/38, all
 Mirage 5F FAF 3/13Esc (till March 26th)
 D-5806 TF-104G CAV; K-3013 NF-5A 314Sqn
 61-ZV/F-156 C-160F FAF
 23: K-3044, 3008 NF-5A 314Sqn
 24: D-6667, 8109, 8058, 8090, 6656, 6655 F-104G 322/323Sqn
 251/V (als on 31-3) Atlantic MLD

Twenthe cont.

Mar. 24: FX-53 and FX-25 (Slivers) F-104G BAF 1 Wing
25: FX-72 (als on 30-3) and FX-45 (also on 26-3) F-104G BAF 1 Wing
26: FC-05 TF-104G BAF 1 Wing; 61-ZO/F92 C-160E FAF
30: 13-SK/37 and 13-SM/6 Mirage 5F FAF 3/13Esc.
D-5814 TF-104G TCA

So far the Twenthe movements. Next month the April movements will be published including April 24th with no less than 26 visitors.

From 1 till 13 May the Tactical Weapons Meet was held at Twenthe and the attentive spotter already noticed several visitors at Twenthe in connection with this TWM, e.g. the Phantoms of 52TFW & 36TFW, F-104s of JB-31 and Mirage 5Fs of 3/13Esc.

Next month also an extensive report on the 12th TWM.

BELGIUM

-- New aircraft:

HS-748s: CS-01 c/n 1741, CS-02 c/n 1742 and CS-03 c/n 1743
Sea King: WA831, RS-2/WA832, WA833, WA834 and WA835
BN.2A Islander: c/n 466 f/f 22-9-75 G-BDJA, c/n 468 f/f 1-10-75
G-BDHG and c/n 476 f/f 8-11-75 G-BDJV
Merlin IIIA: first a/c is CF-01 del'd via Keflavik 26/3

-- Noted on the scrap-yard of the Air Force Barracks Evere in Brussel, the following wrecks (3/76):

BR-05 Mirage 5BR; BA-06, 12, 14, 19 Mirage 5BA; BD-16 Mirage 5BD
and one F-104G

-- Noted at Bierset another C-130H of the Morocco AF: 4551 (12/4).

-- Noted at Gosselies on April 15th:

XM489/00-YCC and XM518/00-YCD Brittannias (ex RAF)
BA-37, BA-40 Mirage 5BA; FT-17 T-33A; ST-36 Marchetti
And two unmarked Gloster Meteors parked on the field.

DENMARK

-- This year the Royal Danish Air Force has had a very unfortunate start with its F-100s, with no less than three write-offs:

Febr. 3: F-100F GT-982 was w/o near Skrydstrup
Febr. 25: F-100F GT-558 was w/o near Jevenstedt (Germany)
Mar. 16: F-100F GT-856 was w/o near Kolding

FRANCE

-- Some old but interesting movements of Le Bourget:

Sept. 20: 24129 VC-135B USAF; 76711 C-47A Aeronavale
22: 82-PV DC-6 FAF 65 Nord 262 Aeronavale
906 PA-31 Navajo Aeronavale
23: 10689/H C-130 Pakistan AF; 62-QI N-2501 FAF

-- The FAF has published a complete inventory of its aircraft. The report stated that on 1 January 1976 there were in service 44 Mirage 3Bs, 55 Mirage 3Cs, 139 Mirage 3Es, 41 Mirage 3Rs, 18 Mirage 3RDs, 48 Mirage 5Fs, 50 Mirage 4As, 52 Mirage F1s, 35 Vautours, 52 F-100 Super Sabres, 48 Super Mysteres, 105 Mystere 4As, 156 T-33As, 317 Magistere, 52 Flamants, 4 DC-8Fs, 48 Transalls, 11 C-135Fs and 172 Noratlasses. No number was given for the Jaguar, but the report did say that the last F-100s will not have been fully replaced by Jaguars before 1977 is over. The Super Mysteres should all be withdrawn this year. The already ancient Noratlas will not be replaced before 1985! Other replacement-programs include that of the Mystere 4As (from 1 July 1978) and the T-33As (from 1980) by Alpha Jets. The older Mirages (mainly 3Cs and 3Rs) will have to be replaced within a few years. The Vautours, Mirage 4As and C-135Fs will not be replaced (withdrawal from service is planned for resp. 1977, 1985 and probably 1985).

- On March 17th, a Super Frelon, No.147/J, of the Aeronavale of 32F exploded and crashed off the coast of Brittany while taking part in the operation of petrol stains spotting after the wreckage of oil tanker Olympic Bravery of the coast west of Brest. Sea Kings of the Royal Navy, Nimrods of the RAF, Atlantics of the Aeronavale (F-XCWC and F-XCXD), and a fellow Super Frelon (F-XCBK) took part in the search and rescue operations after the crash. Unfortunately, the crew of four were all dead.
- Movements at Landivisiau included:
- Nov. 21: 13-SJ/14 Mirage 5F; 13-PC/472 Mirage IIIE
10-KG/404 (c/s Viseur 115) Fouga Magister (also on 27-1)
No.113 Al.III (c/s Moloch 113) of 34F
No.040 Al.II (c/s Vega 20) of 2S
No.61 (c/s F-YDAO) and No.71 (c/s F-YDAB) both Nord 262 of
Dec. 17: No.27 (c/s Tenor 27) CM-175 SRL 2S
No.53 (c/s F-YDCM) Nord 262 of 3S
314-YQ/21050 (c/s Mickey 40) T-33AN
Jan. 5: No.53/LB MS-760 (c/s FMO585) of GAEL
No.45 and No.72 Nord 262 of 2S
No.161 Al.III (c/s Moloch 161) of 34F
27: No.997 Al.III TRME (c/s Vega 907) of 22S
No.279 Al.III (c/s Vega 279) of 22S; 23-20, 26-58 F-104G WGN
64-PI/43834 DC-6B of ET-64; CAR/151 (c/s F-RCAR) N-2501
28: No.45 Br.1150 (c/s F-XCXH) of 24F; 10-KH/104 CM-170R
64-PJ/44687 DC-6B; No.62(c/s F-YDCO), No.45(F-YDAO) N262
Febr. 2: 92-AN/621 Vautour IIB ?of 2S
152177/LN P-3B Orion USNavy VP-44S, n (this a/c is reported
to operate from Lann-Bihoue for evaluations)
10: 314-UF/21489 T-33A; No.838 Al.III (appr. only)
No.29 Etendard IV (c/s F-YFLE) on delivery flight to 11F
Mar. 8: Squadron-exchange of 11F with MFG-1 of the West German
Navy. The exchange lasted ten days:
23-12, 23-05, 23-07, 26-72, 26-75, 26-77 and 26-62
The latter had landing gear trouble after two days and has
probably been ferried back
10: 12-YO/53 S. Mystere B.2 (c/s Condor 42)
No.1 N-2504; No.40 Br.1150 (c/s F-XCWA) of 23F
16: 319-CO/244 MD-312 Flamant; No.19 CM-175
18: No.904 P-31 (c/s F-YDAB) of 2S
No.100 Al.II (c/s Moloch 100) of 34F
No.46 N-262A (c/s F-YEFP) of Le Bourget HQ.

GREECE

- Noted at Athens on Febr.21st:
26550, 26809, 26824, 26827, 26828, 26837, 26850, 26857, 26860, 26951,
27086, 27114, 37050, 37160, all F-84F; 58-0516/TR-516 T-33A;
Hangar area: 26611, 26622, 36692, 26703, 26721, 26729 and 27091 F-84Fs
Civil apron: DN-01/2210, DN-02/2220, DN-03/2221 and DN-04/2267, all
Alouette III of the Greek Navy
Scrap-area: 26581 F-84F; 14091, 14232 T-33A; 277,819,930,940 and
961 UH-19D and a U-6 Beaver.
- Noted at Elebrin on Febr.21st:
52121, 52132, 52135, 52141, 52144, 52154, 52161, 52166, 53210, all
Noratlasses; 10068, 10070, 15289, 17202, 17207 and 15783(?), all
HU-16B (ex Norwegian AF)
- The Greek AF is to have received several new N-2501s. All a/c are
ex Israel AF, since Israel is standardising its transport fleet on
the C-130 Hercules.

IRAN

-- On May 9th, a Boeing 747 of the Iran AF crashed near Madrid. The a/c was probably on delivery-flight to Iran. Seventeen crew-members were killed.

UNITED KINGDOM

-- The coming of the Wessex to the RAF SAR units involves some complicated changes: the SAR Flight at RAF Coltishall became "C"Flight of No.22Sqn on April 7th; the "C"Flight of No.202Sqn at RAF Leuchars became "B"Flight of No.22Sqn on April 9th; and the SAR Flight at RAF Manston will become "E"Flight of No.22Sqn in June. The object of these changes is to have one SAR Wessex squadron, with detached flights. This suggests that RAF's SAR Sea King squadron will become No.202Sqn currently flying Whirlwind HAR.10s in the same role.

-- Movements at Bruggen included:

Apr.24: 35-77 RP-4E WGAF AKG-52; X#550/L Buccaneer RAFG

May 5: XZ106/E Jaguar GR.1 RAFG 2Sqn

April 29th was the last day of a rotation with French Jaguars of the 7th Esc. from St.Dizier. Noted a/c:

7-IG/A43, -IJ/A27, -IG/A37, -IA/36, -IB/A46, -IE/A24, -IF/E24 and 7-IP/A41

All Jaguars at Bruggen will receive two code letters:

No.14Sqn AA and up; No.17Sqn BA and up; No.20Sqn CA and up; No.31Sqn DA and up. So far only two Jaguars have been noted with this sort of code: XX955/AF (14sqn) and XX844/DZ (31Sqn)

On June 8th a squadron-exchange will start at Bruggen with 8 CF-104s from Soellingen.

-- Due to replacements and defence cuts there have been quite a lot squadron-changes within the RAF:

No.6FTS. Varsity flight disbanded late March 1976

No.23Sqn. converted to Phantom FGR.2 at Coningsby by 12-75 and moved to Wattisham on 25-2-76

No.36Sqn. Hercules C.1s disbanded 3-11-75 at Lyneham

No.48Sqn. Hercules C.1s disbanded 7-1-76 at Lyneham

No.53Sqn. Belfast C.1s to disband late 76 at Brize Norton

No.56Sqn. Lightning F.3/F.6/T.5 at Wattisham to be replaced by Phantom FGR.2s in June July 1976

No.85Sqn. Canberra B.2/T.4/T.19 disbanded 19-12-75 at West Raynham to reform as a Bloodhound unit

No.100Sqn. Canberra B.2/T.4/T.19 moved to Marham 6-1-76 from West Raynham

No.115Sqn. Argosy E.1s to Brize Norton from Cottesmore mid 2-76

No.231Sqn. Canberra B.2/T.4 to Marham from Cottesmore mid 2-76

Battle of Britain Flt. Spitfires, Hurricanes and Lancaster to Coningsby from Coltishall 1-3-76.

-- Shortly before departing for Wattisham on 25-2-76 No.23Sqn were using the following Phantom FGR.2s:

XV396/A (ex 2280CU), XV421/B(ex 14Sqn), XV422/C (ex 31Sqn)

XV432/D (ex 2280CU), XV465/E, XV484/F (ex 14Sqn)

XV490/G (ex M/29Sqn), XV496/H(ex 41Sqn) XV434/J (ex 14Sqn)

XT912/- (ex K/111Sqn)

-- Movements at Northolt in April were:

Apr. 8: 46-15/IMG2001 C-130H ItAF; XR441 Sea Heron RNavy 781Sqn

9: 149677/20 P-3A Orion USNavy VQ-2Sqn

10: OT-CDB/KY-2 DC-6B BAF

12: 5829 and 5834 DO-28D WGAF LTG-61

23: CF-01 Merlin IIIA BAF 21Smaldeel

14: 50-99 and 51-08 C-160D WGAF LT 463 (5097 on 29-4)

LV/No.57 Paris FAF (AP/93 on 26-4 and AJ/86 on 28-4)

20: C-8 F-27M RNethAF (C-7 on 27-4); 64-BG/138 N-2501 FAF 159361/JM CT-39G USNavy 5JR-24 (also on 26- & 27-4)

Northolt cont.

- Apr.22: 22261 and 22262 C-12A USArmy HQ-USAREUR
- 24471 T-39A USAF 7101ABW (10677 on 23-4)
- 23: 40496 C-130E USAF 317TAV((40550 on 28-4, and 01259 on 30-4)
- 33303 C-118A USAF HQ.SHAPE; 84-73 CH-53G Heer
- 24: 31648 HH-53C USAF 67ARRS; 20954 CH-47C USArmy
- 25: WV701 Pembroke C.1 RAF 60Sqn (XL954 on 29-4)
- 26: K-688 C-47A RDanAF Esk.721; 10685 T-39A USAF 7005ABS
- 27: 59-00 and 59-03 DO-28D WGAF FBSS
- 141021 C-131F and 136753 C-1A USNavy both of Mildenhall NAF
- 28: 41-AN/92 Paris II FAF; OT-ZAD/RM-4 Pembroke BAF
- XV302 C-130K RAF LTW (XV185 on 29-4)
- 30: XS729/G and XS739/F Dominie T.1 RAF 6PTS
- 59-00 and 59-01 DO-28D WGAF FBSS

-- On March 5th, it was announced that the RAF will buy Panavia Tornado ADVs (the air defence version of the Tornado or MRCA), 155 Tornado ADVs will replace the Phantom FG.1s and Lightning F.3/F.6s currently in use for air defence during 1983-1984. The Tornado ADV is expected to be longer than the standard Tornado because of extra fuel tanks, and will have a new Marconi-Ferranti intercept radar system.

UNITED STATES of AMERICA

-- Movements at Ramstein included:

- Apr. 2: 37834 C-130E USAF; 38078, 38083 and 40626 C-141A USAF
- UH-68-010 and 68-038 F-111E USAF; C-3 F-27M RNethAF
- OT-ZAK Pembroke BAF; BA-11 Mirage 5BA BAF
- FC-11 TF-104G BAF; 133450 CT-33 CAF; 27-87 TF-104G WGAF;
- 34-55 G-91T WGAF; 58-61 DO-28D WGAF; 9-42 F-104S AMI
- 9: 90018 (436MAW) and 90026 C-5A USAF; 10881 C-9A USAF;
- 24129 VC-135; BT69-302 F-4E USAF 36TFW;
- WR65-638, 65-749, 65-759 F-4D USAF 81TFW;
- OT-ZAG, OT-ZAJ Pembroke BAF; 133542 CT-33AN CAF;
- 58-35 DO-28D WGAF JG-74; 22261 C-12A USArmy;
- 17661 and 22092 UH-1H USArmy
- 38083, 40620(438), 50220(437), 50248(62), 50265(438)
- 50267, 59399, 60140, all C-141As USAF
- 10: WR66-749 and 66-759 F-4D USAF 81TFW
- 60140, 60173, 38083, all C-141A of 438MAW
- 13: 00447 C-5A USAF; 10880, 10882 C-9A USAF;
- 21263 C-130E and 40551 C-130H(CT); 72589 KC-135A USAF;
- 40613, 40647, 60173, 67947 C-141A USAF;
- TJ64-915 F-4C USAF 401TFW; BT6,-281 F-4E USAF 36TFW;
- OT-ZAJ Pembroke BAF; BR-09 Mirage 5BR BAF;
- 104869 CF-104G CAF; 24-21 F-104G WGAF
- 58-51 DO-28D WGAF JB-31; 71-29 UH-1D WGAF
- K-4027 NF-5B RNethAF; 5-37, 5-41, 5-42 F-104S AMI
- 46-91 C-119G AMI 16617, 21805 UH-1H USArmy
- 136753 C-1A USNavy/Mildenhall
- 14: 00455 C-5A USAF; 13-TB/104 Broussard FAF
- 58-29 and 58-32 DO-28D GAF
- 16: 03463 U-8F USArmy (on delivery back to USA)

The first AH-1Q HueyCobras are delivered to the USArmy in Europe via Ramstein: 15049, 15029, 15067, 15144, 15973, 15965, 17044,(71)-20999
 On March 7th, three T-2E Buckeyes arrived from Prestwick on delivery to the Greek Air Force. Serials: 160065, 160066 and 160067.

-- Movements at Frankfurt Rhein/Main included:

- Mar. 3: 118-DN/No.1 Paris II FAF (on civil side)
- 38085 C-141A USAF 63MAW
- 6: 157310/LR-2 P-3C Orion USNavy VP-24Sqn
- 10: 157322/LR-8 P-3C Orion USNavy VP-24Sqn
- 12: 15891 U-21A USArmy (on delivery back to USA)
- 15: 157312/LR-4 P-3C Orion USNavy VP-24Sqn

Frankfurt cont.

- Mar. 15: 68-10928 CH-53C USAF (new delivery from USA - for 601TCW at Sembach AFB)
30280, 30283, 30348, 30310, 30278 KC-97L Missouri ANG
17: OT-CND/K-8 C-47A BAF
18: 152729/LD-9 P-3B Orion USNavy VP-10Sqn
31217 C-12A USAF (on delivery)
21: 51-04 C-160D Transall WGAF LTG-61
22: 31216 C-12A USAF (on delivery)
23: 00294 C-130B AFRES; 10876 C-9A (new a/c in Europe and without red cross on the tail)
25: 148148/JM C-2A USNavy VR-24Sqn (ex YC-2A)
26: 118-IT/66 Nord 262 FAF
28: 31218 C-12A USAF (on delivery)
29: 30325, 30357, 33816, 30276, 20879 KC-97L Pennsylvania ANG
31: 70-83 UH-1D WGAF Flugbereitschaft
Apr. 1: 50022 NC-13CA USAF ASD;
5: N64 Sabre 75 FAA (new in Europe - replacement for N85, which crashed into Atlantic 14-1-1976)
7: 60185 C-141A USAF 63MAW
9: 152741/LD-2 P-3B Orion USNavy VP-10Sqn; 60179 C-141A 63MAW
11: 30361, 30355, 30296, 22630 KC-97L Texas ANG
C-130E: 463TAW: 37833, 37778, 37884, 37826, 37867, 37853, 37834, 37764
317TAW: 40499, 40525, 40502, 01270, 01263, 01267, 01275, 01259, 01266
12: 149801/JM C-130F USNavy VR-24Sqn (also on 16.4)
14: 22080 UH-H USArmy 421 Med. Air. Amb. Comp.
157315/LR-6 P-3C Orion USNavy VP-24; 17106 CH-47C 205Av. Comp.
15: 31648 HH-53C USAF 67ARRS; OT-ZAD/RM-4 Pembroke BAF
18: 157314/LR-5 P-3C USNavy VP-24; 90001 C-5A USAF 60MAW
20: 18004 U-21A USArmy (camouflaged)
21: OT-CND/K-8 C-47A BAF

-- USAF Deployments:

On Jun. 30st, Fiscal year of 1976 will be over. In this fiscal year, not only the normal deployments to Europe (e.g. Phanroms of 49TFW) took place but also one air defence unit and no less than five Air National Guard Units. The ANG hadn't been in Europe since 1962 when based in England because of the Berlin crisis.

A run-down on all these deployments:

- July 11st till 25th: 18 F-4Es of 335TFS/4TFW at Spangdahlem (Fl. 60)
- Aug. 8th till at least 18th: 1 F-4Es of 58TFS/35TFW at Spangdahlem (see Flash Nr. 60)
- Early September: 18 F-4Es of 334TFS/4TFW at Spangdahlem (Flash 60)
- Early September: 7 F-106s of 5th PIS at Hahn (Flash Nr. 60)
- Late Oct.: 18 F-100s of Ohio ANG (112TFS & 162TFS) at Ramstein
- Nov. 1st till 25th: 18 F-100s of Michigan & Connecticut ANG at Ramstein (Flash Nr. 61)
- Mar. 5th till 19th: 4 F-111Fs of 430TFS/474TFW at Upper Heyford (Flash Nr. 66)
- Mar. 7th till 24th: 17 RF-4Cs of 62TRS/363TRW at Alconbury (Nr. 66)
Although the arrival counted 17 a/c, the departure was with 18 a/c. The additional RF-4C was 41075 (ex 10TRW)
- Mar. 19th till Apr. 1st: 18 RF-4Cs of Alabama ANG (106TRS & 160TRS) at Ramstein (see Flash Nr. 67)
- Apr. 22th till ?? : 17 F-100s of Indiana ANG of 163TFG & 113TFS at Lakenheath

Originally 18 a/c should arrive but one F-100F remained in the States with engine trouble.

Registrations:

122TFG/163TFS: (all yellow tip) 55-(2)863, 55-(2)917, 55-(2)949, 56-(2)959, 56-(3)024, 56-(3)028, 56-(3)303, all F-100Ds

56-(3)837 F-100F

181TFG/11TFS (all red/white/blue tip): (5)5-3552, (5)6-3110,
(5)6-3179, (5)6-3220, (5)6-3307, (5)6-3331, (5)63361, all F-100Ds
(5)63746, (5)6-3795 both F-100Fs

- Mid May: 18 F-100s of Iowa ANG at ????

So far only little information is known on this deployment. But let's see what we do know:

Originally the Iowa ANG was to go to Lakenheath from May 15th till May 29th. Two months ago the plan changed and they were to go to Aviano (Italy). But on May 6th Northern Italy was struck by an earthquake and making Aviano most likely non-operational.

On May 14th, over 10 F-100s were noted at Ramstein and according to their flying activities they had arrived (the day before).

Only one reg. known: 63462 F-100D

On May 18th all F-100s had disappeared from Ramstein.

-- On April 16th four EB-57Es of 17th DSES, 54240, 54242, 54253, 54295, passed through Upper Heyford for Spangdahlem. All a/c participated in a NATO Air Defence exercise. On April 28th, only three a/c 54240, 54242 and 54253 passed through Alconbury to go back to the States.

-- On April 28th, the first Mystere IVA, 8-NH/295, was handed over to the 7519th CSS at Sculthorpe.

-- Movements at Lakenheath included:

Mar. 19: TJ64-(0)765 (ex LA 10/75) F-4C USAF 401TFW (plus TJ64-(0)922)

24: FX-51 and FX-82 F-104G BAF

26: TJ63-(7)532 F-4C USAF 401TFW

30: Del. flight of a French F-100D, 11-BR/42269. This a/c will be repainted in full 48th TFW/colours and will be the future gate-guard at Lakenheath

64-BH/50 N-2501 FAF

Apr. 1: 104716 (CF-104G) and 104658 (CF-104D) CAF

6: 900 and 901 F-5A RNoAF

-- Movements at Mildenhall included:

Mar. 7: 50985 WC-130H USAF 53WRS; 149794/JM C-130F USN VR-24Sqn

8: 91448 KC-135A USAF 449BW (and 71471 of 19BW)

11: 38017 KC-135A USAF 22BW

15: 00376 VC-135A USAF

18: 50968 WC-130H USAF 53WRS

21: 24130 VC-135B; 00294 C-130B AFRES 439TAW

22: 10368 HH-53C 67ARRS; XM656 Vulcan RAF; 21858 C-130E AFMTC

24: 38872 KC-135A 916ARS; 40562 C-130H(CT) 7th SOS (on delivery)

All the Skyhook C-130s have been re-engined and becoming C-130H(CT).

29: 91523 KC-135A USAF 17BW; 4X-FBF/301 C-130 IDF/AF

30: 80074 KC-135A USAF 17BW; 4X-FBQ/420 C-130H IDF/AF

Apr. 3: 73-22258 C-12A US Army (on delivery)

159557 AV-8A Spanish Navy (on delivery)

9: 12669 VC-135B HQ USAF; 8672 VC-137B 89MAW;

WJ977 Canberra T.17 RAF 360Sqn

10: 4X-FBY KC-130H "522" c/n 4660 IDF/AF

61-08 Atlantic WGNavy MFG-3

14: 159348 EC-130Q US Navy VQ-4Sqn (code 48)

On April 20th, a SR-71 'Blackbird' turned up at Mildenhall. It was 17972 of the 1SRS/9SRW based at Beale AFB (this is the same a/c that was at Farnborough in 1974), and was expected to stay for about ten days.

Rumours say this a/c is an interim solution because it's the only aircraft that can intercept the MIG-25. Therefore it's said that three SR-71s will be based in Europe temporarily.

- Last month we reported a fuel- and money-saving scheme of the FAF in jet proficiency flying that was very radical. A less radical scheme has now been adopted by SAC, USAF. A group of 88 SAC pilots, normally maintaining their jet flying proficiency on their FB-111s and B-52s, are now involved in a test at Barksdale AFB that calls for flying missions in Cessna T-37s. The SAC wants to know if the pilots can maintain the same flying standards if they fly less in their operational aircraft and more in low-powered cheaper jets! If this scheme is generally adopted in SAC, this will also mean that the FB-111s and especially the old B-52s will be able to remain in service much longer.
- Northrop is still trying to sell landbased Cobras. First there was the P.530 Cobra, then the light-weight YF-17, and now they are offering a denavalized version of the F-18 now under development for USNavy and USMC, named the F-18L Cobra 2. Several countries are said to be interested in this new Northrop project.
- Noted at Athens on Febr, 21st:
Based a/c: 42814, 42818 VC-131D of 7206CSG; 15891 RU-21E USArmy, 22256 C-12A USArmy; 15821, 16154 UH-1H USArmy MAAG Athens
Visitors: 59412, 70006 C-141A 438MAW; 37784 C-130E 463TAW; 14844 RC-135U 55SRW (c/s CHOW-1); 24131 RC-135M 55SRW; 150505/24 EP-3E Orion USNavy VQ-2Sqn
Visitors on 22-2: 10880 and 10882 C-9A 55AAS; 37817 C-130E 463TAW 39817 C-130E 317TAW

WEST GERMANY

- Movements at Pferdsfeld included:
Mar. 2: 71-20 UH-1D HTG-64; 84-53 CH-53G Heer
30: 58-07 and 58-98 DO-28D AKG-52; 35-42 RF-4E AKG-52
Apr. 13: 72-38 UH-1D Heer
On these days the following F-4Fs were noted with JABOG-35 badge:
2.3: 37-46, 37-98 and 38-14
30.3: 37-34, 54, 58, 62, 66, 74, 38-02, 06, 14, 22, 38, 46, 58
13.4: 37-66, 80, 86, 38-06, 10, 26, 46, 50
DO-28D of JABOG-35: 58-75 and 58-94

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NEW ORDERS ----- NEW ORDERS

- BRAZIL: The FAB will receive 16 EMBRAER EMB-111 maritime patrol a/c, derived from the Bandeirante, in 1978, and has also ordered four RC-95 Bandeirante photographic survey aircraft.
- CHILE: The Fuerza Aerea de Chile will receive fifteen F-5Es and three F-5Fs from this month; they had been ordered during the summer of 1974. Other recent deliveries included six Sikorsky S.55Ts (H-19s re-engined with a Garrett turboshaft) to the FAC. The Chilean Navy is negotiating with Brazil for the delivery of 3 EMBRAER EMB-110 Bandeirante light transports as replacements of the Beech C-45s currently in service.
- JORDAN: will probably buy two Lockheed C-130Hs and is also interested in buying about 20 F-5Es and F-5Fs.
- ITALY: The 207 Gruppo della Scuola of the ItAF is replacing their Piaggio P-148s with SIAI-Marchetti SF-260Ms. Twenty of these are on order. Some of the P.148s will go to the ItAF's sailplane school at Vela.
- NEW ZEALAND: The RNZAF will probably buy ten ex RAF Andover C.1s at very cheap prices. The RAF is phasing out their Andovers, not because they are too old, but because of defence cuts.
- SWITZERLAND: The purchase of 66 F-5E and 6 F-5Fs for the Swiss AF has finally been approved of by the Swiss National Council.

WESTLAND SEA KING (part 2)

by Jac van Tuyn with special thanks
to Paul A. Jackson and Scottish Air News.

Individual histories of all Sea King HAS1s in service with the Royal Navy: c/n's are WA630 to 685 resp.

XV642 f/f 7-5-69, to A&AEE

XV643 A&AEE, to Westlands for mods, to NASU, to 270/H/814Sqn, to 055/R/824Sqn

XV644 582/CU/700SSqn, to 528/PO/737Sqn, to 664/PO/737Sqn

XV645 583/CU/700SSqn, to 529/PO/737Sqn, w/o 13-1-72 near Portland

XV646 584/CU/700SSqn, to 524/PO/737Sqn, to 660/PO/737Sqn

XV647 585/CU/700SSqn, to 525/PO/737Sqn, to 661/PO/737Sqn, to 144/TG/826Sqn, to 593/CU/706Sqn

XV648 586/CU/700SSqn, to 526/PO/737Sqn, to 591/CU/706Sqn

XV649 587/CU/700SSqn, to 527/PO/737Sqn, recoded 663/PO/737Sqn

XV650 592/CU/706Sqn,

XV651 A&AEE, to RRE coded 064, damaged on 6-7-71 but rebuilt

XV652 593/CU/706Sqn, to 051/R/824Sqn

XV653 594/CU/706Sqn

XV654 050/R/824Sqn, loaned to 820Sqn in 1973 and to 706Sqn in 1974

XV655 051/R/824Sqn, to 661/PO/737Sqn

XV656 052/R/824Sqn, to RLE and A&AEE, to 302/PW/819Sqn

XV657 053/R/824Sqn, to 6/CU/706Sqn

XV658 054/R/824Sqn,

XV659 055/R/824Sqn

XV660 595/CU/706Sqn

XV661 596/CU/706Sqn, to 305/PW/819Sqn, to 054/R/824Sqn

XV662 140/E/826Sqn, ditched 5 nm. south of Lizard and sank (on 10-4-72)

XV663 141/E/826Sqn, to NATIU, to 141/706Sqn, to 063/CU/NASU

XV664 142/E/826Sqn, recoded 142/EN/826Sqn, recoded 142/TG/826Sqn

XV665 143/E/826Sqn, recoded 143/TG/826Sqn

XV666 144/E/826Sqn, recoded 144/TG/826Sqn

XV667 145/E/826Sqn, recoded 145/TG/826Sqn, written off early Dec. 74

XV668 526/PO/737, recoded 662/PO, to RNAY, to 145/TG/826Sqn

XV669 597/CU/706Sqn, to 410/BL/820Sqn

XV670 301/CU/819Sqn, recoded 301/PW/819Sqn, again recoded 062/PW/819Sqn, to 067/PO/737Sqn

XV671 302/CU/819Sqn, to 050/R/824Sqn

XV672 300/CU/819Sqn, recoded 300/PW/819Sqn, to 271/H/814Sqn

XV673 303/CU/819Sqn, to 144/TG/826Sqn

XV674 304/CU/819Sqn, recoded 304/PW/819Sqn,

XV675 305/CU/819Sqn, to 529/PO/737Sqn, recoded 665/PO/737Sqn, ditched into sea 2-8-73 repaired

XV676 306/CU/819Sqn, recoded 306/PW/819Sqn

XV677 307/CU/819Sqn, to NATIU, to 410/BL/820Sqn, to 270/H/814Sqn

XV695 303/PW/819Sqn, w/o 17-11-75 ditched of HMS Hermes

XV696 411/BL/820Sqn

XV697 593/CU/706Sqn, to Prestwick

XV698 051/R/NASU, to 592/CU/706Sqn, +

XV699 051/R/824Sqn

XV700 052/R/824Sqn, to 272/H/814Sqn

XV701 053/R/824Sqn

XV702 054/R/824Sqn, w/o Lizard 21-3-74

XV703 055/R/824Sqn, recoded 050/R/824Sqn

XV704 Manufacturer's trails machine

XV705 051/R/824Sqn, recoded 056/R/824Sqn, to 056/EN for trails on RFA Engadine, back to 056/R/824Sqn, to 054/R/824Sqn

XV706 307/PW/819Sqn, crashed 7-74 but repaired

XV707 310/CU/819Sqn, recoded 310/PW/819Sqn

XV708 666/PO/737Sqn

XV709 597/CU/706Sqn

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- COVER PHOTOGRAPH: In better days there were two interceptor squadrons based at Soesterberg, represented here by a Hunter F.6 (325Sqn) and a F-102A (32FIS).
Photo via P.v/d.Krommenacker
- PHOTO 1: Seen at Casement Field on 6-11-75, is this "brandnew" (refurbished) ex FAF Magister of the Irish Air Corps. Six of these Magisters have been bought as replacement of six Vampire T.55s
Photo: P.v.Gemert/GCA
- PHOTO 2: On April 15th, this F-4E (74-)00660 was delivered to 32TFS at Soesterberg. Note the remarkable tube-like thing sticking out of the wing. It is a camera, although at first it was thought it had something to do with electronics, thus giving cause to the rumours that these new F-4Es were EF-4Es.
Photo: R.Portengen
- PHOTO 3: Having left French Air Force service, this T-6G Harvard was used for some sort of advertising campaign for a furniture company.
Photo: G.Hiltermann
- PHOTO 4: On 18-12-72, this NC-121K Super Constellation was part of the MASDC at Davis Monthan. It once belonged to the Naval Air Development Center at Patuxent River. (Reg. 131388)
Photo: P.Zastrow
- PHOTO 5: New equipment at aircraft carrier USS Kennedy is this Lockheed S-3A Viking 159401 of VS-21Sqn. This photo was taken on 18-8-75 while visiting a harbour somewhere in Italy.
Photo: P.v.Gemert/GCA
- PHOTO 6: The Italian State Police (the Carabinieri) are a.o. equipped with Agusta-Bell 47Js like CC-2/MM80412.
Photo: P.v.Gemert/GCA
- PHOTO 7: Compared with photo 6 you wouldn't say that this Australian Army helicopter is a Bell 47 too (it is a Bell 47G to be exact).
Photo: P.v.Gemert/GCA
- PHOTO 8: Seen at Gilze-Rijen in May 1973 is this Piper L-21B of the OLV (Opleiding Lichte Vliegtuigen). L-21Bs are now only used as glider-tugs in small numbers at several Dutch air bases.
Photo: G.v.Veen
- PHOTO 9: Norway's only interceptor sqn. is No.331Sqn at Bodø equipped with a mix of Lockheed-built (like 632) and ex RCAF (T)F-104Gs
Photo: P.v.Gemert/GCA
- PHOTO 10: The only first-line operational RAF Canberras left, are the PE-9s of No.39Sqn, like this one, XH175.
Photo: B.Hickmann
- PHOTO 11-13: An entire phot-page devoted to the Republic RF-84F Thunderflash. One reason is to recall certain nostalgic memories for the "old ones" among the readers, another is the reason that the magazine's name is derived from the name of the a/c.
Photo's: all Klu

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XV710 052/R/824Sq, to 052/EN for trails on RFA Engadine, back to
052/R/824Sq
XV711 301/PW/819Sqn, to 274/H/814Sqn
XV712 060/CU/NASU, to 273/H/814Sqn
XV713 410/BL/820Sqn, recoded 412/BL/820Sqn
XV714 413/BL/820Sqn

EXPORTS

Sea King Mk.41 (SAR) c/n's

The West German Navy, the Bundesmarine, was the first foreign force to order the Westland Sea King. The original order was for 22 a/c, but as one Sea King crashed before delivery actually 23 a/c have been built.

The Mk.41 is on paper described as an all-weather long-range search and rescue helicopter. The first one, 89-50, was handed over to the West German Navy on 14th March 1972, only eight days after its maiden flight. Compared with the Sea King HAS.1, the Mk.41 has additional fuel capacity, improved radio and navigation systems, and a re-arranged cabin layout to provide observation posts and seating for twenty-four passengers. Endurance is up to 6 hours.

In June 1973, the Federal German Navy Training Unit was formed at Culdorpe and operated with six Sea King (e.g. 89-52, 53, 54, 56). The unit was commanded and entirely maintained by Royal Navy personnel.

Regs.:

89-50	c/n WA744	f/f 6-3-72		
89-51	c/n WA745	f/f 26-6-72		
89-52	c/n WA756	f/f 7-6-73	del'd 25-10-74	
89-53	c/n WA757	f/f 13-6-73	del'd 29-11-74	
89-54	c/n WA758	f/f 5-7-73		
89-55	c/n WA759	f/f 3-8-73		17-10-75
89-56	c/n WA760	f/f 7-9-73	del'd 25-10-74	
89-57	c/n WA761	f/f 10-9-73	del'd 2-10-73	
89-58	c/n WA762	f/f 8-11-73	del'd 2-4-74	
89-59	c/n WA763	f/f 21-11-73	del'd 20-3-74	
89-60	c/n WA764		del'd 20-3-74	
89-61	c/n WA765	w/o 16-1-74		
	Replacement	WA830/G-17-19		
89-62	c/n WA836	f/f 24-1-74	del'd 27-3-74	exp.reg.G-17-19
89-63	c/n WA837	f/f 19-2-74	del'd 27-3-74	exp.reg.G-17-6
89-64	c/n WA838	f/f 13-3-74	del'd 19-4-74	exp.reg.G-17-7
89-65	c/n WA839	f/f 26-3-74		exp.reg.G-17-8
89-66	c/n WA770	f/f 5-6-74	del'd 11-3-75	exp.reg.G-17-9(later to G-17-11 in order to avoid complications with G-17-9 of the Australian Navy)
89-67	c/n WA771	f/f 25-6-74	del'd 9-8-74	exp.reg.G-17-10
89-68	c/n WA772	f/f 5-7-74	del'd 2-10-74	exp.reg.G-17-11
89-69	c/n WA773	f/f 19-7-74	del'd 13-9-74	exp.reg.G-17-12
89-70	c/n WA774	f/f 9-8-74	del'd 4-10-74	exp.reg.G-17-13
89-71	c/n WA775	f/f 21-8-74	del'd 9-10-74	exp.reg.G-17-14

All a/c are operated by MarineFliegGeschwader 5 at Kiel-Holtenau.

Sea King Mk.42 (ASW) c/n's WA733-738 and 776-781 resp.

End 1969 the Indian Navy 12 of these a/c for No.330Sqn aboard INS Vikrant or training missions from INS Garuda.

IN501	f/f 14-10-70	del'd 15-3-71	IN507	f/f 17-7-73
IN502	f/f 20-10-70	del'd 23-3-71	IN508	f/f 7-8-73
IN503	f/f 20-2-71	del'd 9-7-71	IN509	f/f 14-8-73
IN504	f/f 15-3-71	del'd 13-6-71	IN510	
IN505	f/f 14-6-71	del'd 9-7-71	IN511	
IN506	f/f 23-7-71	del'd 23-8-71	IN512	

to be continued

UNITED STATES AIR FORCE in EUROPE

part 17.

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

Additions to F-4D list of 10th TFS/50th TF^W:

65-0776, to HR, 81st TF^W/WR resp., w/c 9-7-1974

66-7585/HR (ex 7TFS/49TF^W/HB-HO resp.)

66-7676/HR after 50TF^W-period to 81TF^W/WR

66-8715/HR, no former history known

401st TACTICAL FIGHTER WING

The 401st TF^W, prime mission organization at Torrejon, traces its history the 401st Bombardment Group (heavy), which was activated at Ephrata Army Air Base, Washington, on April 1st 1943. Preparing for combat in the European Theater, the Group trained in B-17's at Geiger Field Washington, and Great Falls Army Air Base, Montana, and in November 1943, it moved to Deenetharpe, England, where it served in combat with the 8th Air Force until April 1945. The 401st operated chiefly against strategic targets, bombing industries, submarine facilities, shipyards, missile sites, marshalling yards and airfields.

Moving quickly into the Air Offensive, Europe, the Group was awarded Distinguished Unit Citations for striking telling blows against German aircraft production on January 11 and February 20, 1944. In addition to strategic missions, operations included attacks on transportations, airfields and fortifications prior to the Normandy invasion and on D-Day, June 1944, support for ground operations during the breakthrough at St.Lo in July, the siege of Brest in August and the airborne attack on Holland in September. The 401st participated also in the Battle of the Bulge during December 1944, and January 1945, by assaulting transportation targets and communications centers in the battle-area, and supported the airborne attack across the Rhine in March 1945.

The 401st was reactivated, after a short period of inactivation, on 26 June 1947, at Brooks Field, Texas, and redesignated the 401st Bombardment Group (medium) in June 1949. It was called to active service at Biggs AFB, Texas, on May 1st, 1951, and assigned to the Strategic Air Command but was again inactivated on June 25th, 1951. Redesignated the 401st Fighter Bomber Group and equipped with F-86 Sabres, the 401st came into being again at Alexandria AFB, Louisiana, on February 8th 1954 and was assigned to the Tactical Air Command.

Soon after its reactivation, the F-86's assigned to its 612th, 613th and 614th FBS's were replaced by F-84F Thunderstreaks. Remaining at Alexandria AFB, which was renamed England AFB in January 1955, the Group changed aircraft again in May 1957, when the 612th FBS received 23 F-100 Super Sabres. The unit earned the Air Force Outstanding-Unit Citation for its prompt and efficient response to Cuban Missile Crisis in 1963. The equipping with F-100's saw the Group upgraded to wing-status on September 25th, 1957; it gained its present designation as the 401st Tactical Fighter Wing on July 1st, 1958.

April 1966, saw the 401st TF^W move, together with the 613th TFS, to Torrejon AB, Spain. Here the 613th was joined by the 307th TFS, formerly assigned to the 31st TF^W at Homestead AFB, Florida and the 353rd TFS, that came from the 354th TF^W at Myrtle Beach AFB, South Carolina, to form once again an active but different 401st TF^W. The two former units of the 401st, the 612th and the 614th TFSs, were reassigned to the 37th TF^W at Phu Cat AFB, South Vietnam, and the 31st TF^W at Tuy Hoa AFB, South Vietnam respectively, still flying F-100s, and coded "HA" and "SU" respectively. Later (exact dates not known) but the 612th and the 614th TFSs were reassigned to the 35th TF^W at Phan Rang AFB, South Vietnam and recoded "VS" and "VP" resp.

With delivery of a new aircraft in July 1970, the 401st TF^W was completely converted from the F-100 to the F-4E Phantom II. As the was in

SE-Asia lessened, the wing's original two squadrons, the 612th and 614th TFSs, rejoined their parent unit at the end of 1971, and replaced the 307th and 353rd TFSs, which returned to their former home stations. The 307th TFS became part again of the 31st TFW, Homestead AFB, and was equipped with F-4Es, coded ZD; the 353rd TFS rejoined the 354th TFW, Myrtle Beach AFB, and equipped with A-7D Corsair IIs, coded "MR". In 1973, the 401st TFW changed aircraft again, when its F-4Es were replaced by F-4C Phantom IIs.

The 401st TFW's mission in support of USAFE, is to develop and maintain the capabilities for implementing war plans and alert orders; to develop techniques and tactics for air, close support and interdiction operations, to maintain support units and installations in readiness for support of wing combat operations; to insure the security of the forces and installations; and to develop mobility plans for quick deployment to support war plans and operations.

Tail code since 1970 is "TJ" (307th TFS, after early 1972: 612th TFS), "TK" (353rd TFS; after early 1972: 614th TFS), and "TL" (613th TFS). When a wing base code was introduced, in 1972, all 3 squadrons were coded "TJ".

Tailtip color is blue/white checks (612th), yellow/black(613th) and red with black diamonds (614th).

Special thanks to R.W.Nicholson, Captain USAF and Information Officer of the 401st TFW, Torrejon AB, Spain.

Aircraft used by the 401st TFW:

- 1943-1945 Boeing B-17 Fortress
- 1947-1951 unknown
- 1954-1955 North American F-86 Sabre
- 1955-1957 Republic F-84F Thunderstreak
- 1957-1970 North American F-100D/F Super Sabres
- 1970-1973 McDonnell-Douglas F-4E Phantom II
- 1973-present Mc.Donnell F-4C Phantom II

F-100D: 55-2784, 2004, 2805, 2825, 2851, 2870, 2887, 2888, 2900, 2910, 2916, 2934, 2940, 2941, 2946, 3586, 3596, 3617, 3635, 3651, 3668, 3678, 3700, 3711, 3718, 3721, 3727(ex 27TFW), 3731(ex 31TFW), 3750, 3756, 3760, 3761, 3764, 3798, 3812 and 55-2947

56-2919, 2941, 2946, 2951(613TFS), 2960, 2969, 2974, 3039, 3065, 3073, 3083, 3096, 3128, 3154, 3155, 3157, 3176, 3190, 3201, 3244(613TFS), 3248, 3273, 3279, 3283, 3309, 3312, 3338, 3355, 3365, 3367, 3371, 3376, 3383, 3384, 3390(613TFS), 3391, 3399, 3403, 3433, 3435, 3453, 3454, 3463(last F-100D built)

F-100F: 56-3790, 3842, 3847, 3864, 3916, 3930, 3946, 3951, 3952, 3970, 3974, 3980, 3982

F-100Ds 55-2784, 2910, 3617, 3700, 3718, 3761, 56-2919, 3355, 3399, 56-3454 and F-100Fs 56-3946 and 3970 are known to have gone to the Turkish Air Force

T-39A: 62-4470

F-4E: unfortunately there are some (or should I say many) uncertainties and vaguenesses in this list; I yet will give you the less-reliable information too, so, I expect some comments and additions and corrections from you readers!!!!

67-0225/TJ, to 36TFW/BT

0228/TJ, not 100% certain (ex 34TFS/388TFW/JJ) if correct, then to ??

0233/TK/TJ (ex 434TFS/479TFW/GD), to 36TFW/BT

0238/TJ, not 100% certain (ex 414FWS/57FWW/WD, 34TFS/388TFW/JJ) if correct then to ??

0266/TJ (ex 496TFS/50TFW/HS-HR resp.), to 36TFW/BT

68-0303/TL-TJ (ex 434TFS/479TFW/GD) after 401TFW/period to ???

0321/TJ (ex 479TFW/GD, 32TFS/CR resp.), to 36TFW/BT, 32TFS/CR, and again 36TFW/BT resp.

0336/TJ not 100% certain (ex 309TFS/31TFW/ZE, if correct then to ??

- 68-0353/TJ (ex 479TFW/GB-GA), after 401TFW-period history unknown
- 0357/TJ (ex 479TFW/GB-GC), after 401TFW-period to 35TFW/GA
- 0358/TJ (ex 479TFW/GB), after 401TFW-period history unknown
- 0370/TJ-TL-TJ resp., to 36TFW/BT, 32TFS/CR resp.
- 0372/TJ, TK-TJ resp., to 36TFW/BT
- 0374/TJ, to 58TFS/33TFW/ED
- 0375/TJ-TL-TK-TJ resp. (ex 479TFW/GA-GB resp.), to 36TFW/BT
- 0377/TJ-TK-TJ resp. (ex 479TFW/GA-GC resp.), to 496TFS/50TFW/HR, 36TFW/BT resp.
- 0378/TJ-TK-TJ resp., to 36TFW/BT
- 0379/TJ, to 36TFW/BT
- 0380/TJ, not 100% certain, further details and history unknown
- 0381/TJ (ex 479TFW/GB-GC), to 36TFW/BT
- 0382/TJ (ex 479TFW/GB), to 36TFW/BT
- 0384/TL-TJ resp. (ex Air Force Systems Command), to 496TFS/50TFW/HR, 32TFS/CR resp.
- 0386/TJ, to 36TFW/BT
- 0387/TJ (ex 479TFW/GB-GD), after 401TFW-period history unknown
- 0388/TJ (ex 479TFW/GB-GC), to 32TFS/CR, 36TFW/BT resp.
- 0389/TJ-TL-TJ resp. (ex 479TFW/GB-GC), to 35TFW/GA
- 0390/TJ (ex 479TFW/GA), to 35TFW/GA
- 0391/TL-TJ resp (ex 479TFW/GA-GB), to 496TFS/50TFW/HR, 36TFW/BT resp.
- 0392/TJ (ex 479TFW/GA-GD), to 36TFW/BT
- 0393/TL-TJ resp. to 496TFS/50TFW/HR, 36TFW/BT resp.
- 0394/TL-TK-TJ resp., to 496TFS/50TFW/HR, 36TFW/BT resp.
- 0402/TJ, not 100% certain (ex 45TFS/15TFW/FC, if correct then to ???)
- 0402/TJ (ex 479TFW/GA), to 526TFS/RS
- 0403/TJ (ex 479TFW/GA), to 526TFS/RS
- 0404/TJ (ex 479TFW/GA), to 35TFW/GA, 496TFS/50TFW/HR, 32TFS/CR resp.
(this order of succession is not so admissible concerning the 35TFW/GA, but this is according to my list)
- 0406/TJ, to 36TFW/BT, 526TFS/RS resp.
- 0477/TK (ex 1TFW/FE), after 401TFW-period to???? (not 100% certain
- 0495/TJ (ex 525TFS/36TFW/BU-BT), back to 36TFW/BT, then to 496TFS/HR
- 0527/TJ (ex 496TFS/50TFW/HS-HR), back to 496TFS/50TFW/HR, then to 36TFW/BT, 526TFS/RS resp.
- 0536/TK-TJ resp. to 36TFW/BT, 496TFS/50TFW/HR resp.
- 0537/TK-TJ resp. (ex 479TFW/GC), after 401TFW-period to ????
- 69-0236/TK-TJ resp., to 36TFW/BT
- 0238/TL-TJ resp., to 526TFS/RS
- 0240/TJ-TK-TJ resp., to 36TFW/BT
- 0242/TK-TJ resp., to 36TFW/BT
- 0243/TK-TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.
- 0244/TK-TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.
- 0245/TK-TJ resp., to 36TFW/BT
- 0246/TK-TJ resp., on loan to IIAF, 32TFS/CR, 496TFS/50TFW/HR resp.
- 0248/TK-TJ resp., 36TFW/BT, 496TFS/50TFW/HR resp.
- 0251/TK-TJ resp., to 36TFW/BT, 496TFW/50TFW/HR resp.
- 0254/TK-TJ resp., on loan to IIAF, 32TFS/CR, 36TFW/BT, back to 32TFS/CR
- 0256/TJ, to 36TFW/BT
- 0258/TK-TL-TJ resp., to 36TFW/BT, 32TFS/CR resp.
- 0259/TL-TK-TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.
- 0261/TL-TJ resp., to 36TFW/BT
- 0264/TL-TK-TJ resp., to 32TFS/CR, 36TFW/BT, back to 32TFS/CR
- 0268/TL-TJ resp., to 36TFW/BT
- 0269/TK-TJ resp., to 36TFW/BT
- 0270/TK-TJ resp., to 36TFW/BT
- 0271/TL-TK-TJ resp., to 36TFW/BT
- 0273/TK-TJ resp., to 36TFW/BT, 496TFS/50TFW/HR resp.
- 0274/TL-TJ resp., to 36TFW/BT
- 0275/TL-TJ resp., to 32TFS/CR via USA
- 0277/TL-TJ resp., to 36TFW/BT
- 0278/TL-TJ resp., to 36TFW/BT

SPOTTER'S VARIA

- This month only the spotter's diary:
- June 5th : "Naval Day" at Fleetlands (England)
 - June 12th : "Open Deuren Dag" at Goetsenhoven (certain source mentioned May 22th as date, but June 12th is correct. Rumours are saying that all dates of the Belgian "Open Deuren Dagen" (e.g. Kleine Borgel, Florennes) have been changed from Friday to Saturday)
 - June 13th : "Air Meeting" at Aachen-Merzbruck (Germany)
 - June 13th : "Porte Ouverte" at Landivisiau (France)
 - June 13th : "Meeting Nationaux de l'Air" at Reims (France)
 - June 13th : "Porte Ouverte" at Lyon-Mont-Verdun (France)
 - June 18th : "Open Deuren Dag" at Kleine-Brogel (Belgium)
 - June 19th : "Air Meeting" at Werhl (Germany)
 - June 19th : "Open Dag" at Soesterberg (Holland)
 - June 20th : "Open Day" at RAF Waddington (England)
 - June 20th : "Porte Ouverte" at Dyon-Longvic (France)
 - June 20th : "Porte Ouverte" at Saint-Dizier (France)
 - June 20th : "Porte Ouverte" at Romorantin (France)
 - June 20th : "Porte Ouverte" at Apt (France)
 - June 20th : "Meeting Nationaux de l'Air" at Caen-Carpignat (France)
 - June 20th : "Armed Forces Day" at Spangdahlem (Germany)
 - June 20th : "Imperial War Museum Open Day" at Duxford (England)
 - June 26th : "Air Meeting" at Butzweilerhof (Germany)
 - July 3rd : "Armed Forces Day" at Upper Heyford (England)
 - July 3rd : "Open Day" at Detmold (Germany)
 - July 4th : "Armed Force Day" at Rhein-Main (Germany) also on 4-7
 - July 4th : "Armed Forces Day" at Mildenhall (England)
 - July 4th : "Army Day" at Collmans Barracks (Germany)
 - July 4th : "Armed Forces Day" at Hahn (Germany)
 - July 4th : "Armed Forces Day" at Aviano (Germany)
 - July 14th : "Naval Day" at Prestwick (.U.K.)
 - July 17th : "Porte Ouverte" at Mont-de-Marsan (France)
 - July 21st : "Naval Day" at Culdrose (England)
 - July 24th : "Naval Day" at Portland (England) also on 25-7
 - July 31st : "Air Tattoo" at Greenham Common (England) also on 1-8
 - August 4th : "International Open Day" at St. Mawgan (England)
 - August 7th : "Armed Forces Day" at Bentwaters (England)
 - August 7th : "International Helicopter Meet" at Lee-on-Solent (England) from 1st till 7th August.
 - August 8th : Although not 100% certain, it seems that Open Day Ramstein has been cancelled
 - August 14th : "Open Deuren Dag" at Koksijde (this date is rather uncertain as there two other dates are known)
 - August 28th : "Open Day" at Malmslatt (Sweden)
 - September 4th : "Naval Day" at Yeovilton (England)
 - September 4th : "Battle of Britain Day" at a.o. St. Athans, Finningley
 - September 5th : "Tag der Offene Tur" at Neuhausen am Eck (Germany)
 - September 5th : "Tag der Offene Tur" at Bremgarten (Germany)
 - September 5th : "1976 SBAC Show" at Farnborough (England) till 12-9
 - September 10th : "Open Deuren Dag" at Florennes (Belgium)
 - September 12th : "Porte Ouverte" at Nimes (France)
 - September 18th : "Open Dag" at Gilze-Rijen (Holland)
 - September 18th : "Armed Forces Day" at Tempelhof (Germany)
 - September 19th : "Porte Ouverte" at Orleans (France)
 - September 19th : "Porte Ouverte" at Cognac (France)
 - September 26th : "Porte Ouverte" at Craill (France)
 - October 2nd : "Tag der Offene Tur" at Manching (Germany)
 - October 10th : "Porte Ouverte" at Toulouse (France)
 - First two weeks of October : "Big Click 1976" at Kerup (Denmark)
 - And..... ALWAYS CHECK BEFORE GOING!!!!!!!!!!!!

MOVEMENTS

With thanks to SGE, ITASW, R.Smidt and E.H.Roelofs.

Eindhoven:

- March 31: D-IDAK PA-23 Aztec
G-BCBO PA-31P Pressurized Navajo c/n 31P01096 Teura Ashtey
SE-DDN C.500 Citation
- April 6: OY-BCO Nord 262A c/n 33 Cimber Air
- April 12: D-EIDO Fuji 200-160
D-IANE C.500 Citation
PH-MBM Fuji 200-160 c/n 260 Martinair
- April 13: SE-DDF Mystere 10
- April 20: PH-TGO Cessna F.150H c/n 0370 Lelystad Aeroclub
- April 21: G-AZIM PA.31 Navajo Trader Airways Ltd.
PH-VWP Cessna F.177RG c/n 0109 Pon Beheer NV
- April 23: F-BLOY Herald 210 c/n 173 EAS
- April 27: OE-FMC Beech King Air 200
- May 5 : F-BXMM PA.31-350 Navajo Chieftain
G-AYKA Beech 95-B55A Baron Fenair

There were also several visits of Martinair F.28s PH-MAT and PH-MOL

Schiphol (Amsterdam):

- March 7: F-BHSC Boeing 707-328 c/n 17615 Air France
N155AS Mitsubishi u.2B
- March 8: JY-AET Learjet Alia
- March 19: N8602, N8606 both DC-8-21s c/ns resp. 45432, 45427 both
Eastern but in full Air Spain colours (N8606 also on 23/3)
- March 23: D-EGAC F.28-1000 c/n 11050 Germanair
D-CGSO Mystere 20
D-EGBX Cessna 182
D-GHFC PA.34 Seneca
D-ILHD Beech King Air 90 c/n LJ-545 Lufthansa
G-ARJV PA.23 Apache 160 Gordon King Aviation Ltd.
HB-LGA PA.31P Pressurized Navajo
N8557 PA.28R Cherokee Arrow
N912CL DC-8 Capitol
OY-FBA Cessna 421
OY-RYS PA.39 Twin Comanche
PH-AUK Cessna FR.177RG c/n 0079 van Haamstede BV
PH-SVO Fokker S.11-1 c/n 6281 H.G.W.Sloots

Zestienhoven (Rotterdam):

- March 16: OO-TEG Airbus A.300B4 c/n 17 TEA
SE-FTS Mitsubishi Mu.2
TF-OA Douglas DC-6B c/n 45060 Iscarco
- March 18: HB-LEL PA-34 Seneca
- March 20: EI-BAA Britannia 307F c/n 12921 Aer Turas
F-BXMZ MS.880 Rallye
N89560 DC-8-61CF Seaboard World Airlines
- March 21: D-EBVT GY.80 Horizon
- March 22: G-ASOF Beagle 206 Bassett Northern Air Taxis Ltd.
PH-RLA, RLL, RLR all Saab 91D Safirs c/ns resp. 91367, 91377
and 91382, all of RLS
- March 23: LN-KAY DH-82 Tiger Moth
- April 15: G-AVBP PA.28 Cherokee 140 Hydraulic Services Ltd.
N8198T Cessna 172
OO-KAA Beech 35 Bonanza

Eelde

April 21: D-IHWX PA.23 Aztec A c/n 27-49
OY-ANM Cessna 421 Air Marine
OY-DRW Beech Baron
OY-TRY PA.28R Cherokee Arrow
PH-ARK Fuji 200-160 c/n 174 REM Schichting
PH-ILB Beech 95-A55 Baron c/n TC-501 Philair
OO-RDG Bell 47G-2 c/n 1335
SE-GLD PA.28 Cherokee Warrior

Melsbroek/Zeventem (Brussels):

Febr. 20: G-BDCX L.1011-193U TriStar c/n 1133 Gulf Air
N780FT DC-8-63CF c/n 45990 Flying Tiger Line
N1544X Cessna 310
TF-FLB DC-8 Loftleidir

March 1 : D-IDAS Cessna 421
D-ILCI Beech 95-55 Baron
F-BVPP SN.601 Corvette Air France
F-BVPL SN.601 Corvette Air Languedoc
G-AZZL PA.23 Aztec 250E c/n 27-4720 Webster Aviation Ltd
G-BBST PA-23 Aztec 250D c/n 79-0429 Ryburn Air Ltd.
G-BCII C.500 Citation
EI-AVG Beech 95-55 Baron C.O.Neale
N4865T DC-8-63CF c/n 46073 TIA
N103TV DC-10-30CF c/n 46802 TIA
OO-DBH Cessna 310R
OO-YCA, YCB both Britannia 253s c/ns resp. 13397, 13456 both
of Young Cargo
OY-DVL C.500 Citation
PH-VMX Cessna 421B c/n 421B0951 Air Service Holland
TC-JAY DC-10-10 c/n 46907 THY
and the following e/c at Cessna-Europe sales centre at the
Melsbroek side of the field:
Cessna F.150: N31056
Cessna F.172: N31074
Cessna F.177RG: N31062, N94721
Cessna 180: N9967N
Cessna 185: LN-DAK
Cessna A-188B: N70082, N4912R
Cessna 206: N58466, N35210, N3583Q, N3588Q, N3595Q
Cessna 207: F-BXLX, N1716U
Cessna 210: D-ECCC, D-ELSY, N2077S, N2100S
Cessna 310R: N47407, N87343, N87353, N87393, N87455, N87476
Cessna 340: G-BAYK
Cessna 402B: N82872, N82931, N87116, N87176, N87396, N87443,
N98649, N98658, N98664 and N3964C
Cessna 421: N1251G

NEWS

Thanks to NAAM

Acquisitions.

- Air Algerie ordered its sixth Boeing Advanced 727-2D6 for delivery in November, and three additional Boeing Advanced 737-2D6s for delivery before May 1977. Ten of these are already in service.
- Air Anglia bought its sixth and seventh F.27 Friendships recently. Both are ex Bangladesh Biman aircraft (one is ex S2-ABK c/n 10309). This means that the leased Argosy and Herald will go back to their owners soon.
- Braniff International is negotiating for the purchase of one Airbus A.300B if traffic will keep growing as it is at present or faster. If Braniff would buy an A.300B, this would be the first sale of

the type on the Western hemisphere. There is already one Airbus in service there: F-BVGG of Air France, flying on the Martinique & Guadeloupe to New York routes. Airbus Industries can hope for more American sales, because at present there is no equivalent (150-250 passengers) new US-built airliner.

- British Airways lease two Viscounts from BMA as replacements of the ancient Viscount 701s G-AMOG and G-AMON on the Edinburgh-Aberdeen-Prestwick network. One of these BMA aircraft is Viscount 814 G-BAPG c/n 344. They are flown in full British airways colours.
- Centre Air Afrique has bought an ex RAF Britannia C.1, 9U-BAD c/n 13454 ex XL657.
- City Airways, a new British charter cargo company at Coventry, has bought, two Bristol Britannias.
- Cubana's second ex Air Canada DC-8-43 (ex CF-TJI c/n 45611) is now known to have the reggie CU-T-1201, and was delivered recently. CU-T-1200 entered service on 3 March. See also "accidents" column.
- Cyprus Airways is rapidly expanding. After the civil war and the Turkish invasion of the island in the summer of 1974 the company had been reduced to nothing, but soon after a sort of peace was restored operations started again on a much smaller scale than before the war. Last year DC-9s were added to the fleet for operations to a/c London. Now the fleet has been added to by an ex Iberia DC-8-52, leased from McDonnell-Douglas, as were the DC-9s, for longer flights to several European destinations and Viscount 812 N501TL c/n 353 leased from Alidair, for local flights. There are also reports that Cyprus Airways also leases a Viscount 812 from Field Aviation.
- Federal Express, who was refused permission by the CAB to buy five DC-9-15Fs has leased seven DC-3 Dakotas, not bought as reported last month, and four Learjets as interim equipment. They are said to be interested in buying seventeen EMBRAER EMB-110 Bandeirantes and eighteen Bandeirantes of the stretched freight version EMB-110K.
- Indonesian Air Transport, a subsidiary of Scheiner & Co., has ordered two Beech King Air 200s.
- Lufthansa ordered a fourth Airbus A.300B, probably to be registered D-AIAD.
- Olympic Airways ordered three additional Boeing Advanced 737-204s for delivery before December.
- Royal Air Maroc has ordered three Boeing Advanced 727-2B6s for delivery from December. The airline already operates four 727s.
- Saudia has ordered two L.1101-193B TriStars from TWA in addition to the four new TriStars bought straight from Lockheed. The ex-TWA a/c are ex N31032 (c/n 1124) and ex N31033 (c/n 1130).
- Swissair ordered its ninth DC-10-30 for delivery by the end of 1977.
- Young Cargo has now bought a total of six Bristol Britannia 253s (ex RAF C.1s and C.2s), five of which have already been delivered: OO-YCA (c/n 13397, ex XL653), OO-YCB (c/n 13456, ex XL659), OO-YCC (ex XM489), OO-YCD (c/n 13512, ex XM518 for spares), OO-YCE (c/n 13398 ex XL636).

Accidents

- Brazil. Lider Taxi Aero, a Brazilian air taxi company lost two of its aircraft in two months. On 1 February PT-JJA, a Cessna 402 crashed at an unknown location in Brazil and on 24 March PP-HFV, a Sikorsky S.58T, crashed into the sea off Maraca Island, near the Brazilian coast, killing six of the eleven occupants.
- Cuba. One of the ex Air Canada DC-8-43s of Cubana, probably CU-T-1201 and a Cubana Antonow An.24 collided while both aircraft were on approach to Jose Martin Apt. . . . The Antonow crashed killing all five occupants, but the DC-8 was able to land at the airport without serious injuries in spite of heavy damage to a wing and two engines. There were 29 people on board, 16 of whom crew. This suggests that the DC-8 was on delivery (it was on a flight from Montreal), and that means

that it is very likely that this a/c was indeed CU-T-1201 c/n 45611, which is the second DC-8 of Cubana. The first CU-T-1200, should be in service already. The accident occurred on March 19th.

- Japan. JA-3551, a Piper Cherokee, was written-off when a young film actor dressed in a WW2 uniform dived the aircraft onto the house of a Japanese businessman whose name has been mentioned in connection with the Lockheed bribery affair. The pilot was killed and there was extensive damage to the house. No-one else was killed or seriously injured.
- USA. On 22 February a Gulfstream 2, N397F c/n 72 of Faberge Inc. crashed after the pilots lost control after a hard landing at Burlington Apt. No-one was killed, but the aircraft is a write-off. On 25 March the ILS aerials at the end of one of the Chicago Midway Apt's runways were destroyed by an unidentified Lockheed Jetstar of International Air Service of California, which crashed on take-off. Three of the four occupants were killed. On 5 April N124, a Boeing 727-81 c/n 18821, of Alaskan Airlines, crashed while landing at Ketchikan Apt. The aircraft slid along and off the runway, breaking in three. One passenger was killed and several injured.

Miscellaneous.

- International. British airways and Air France have announced that they will inaugurate their Concorde Europe-Washington DC services on 24 May. Air France will fly to Dulles Apt. from Charles de Gaulle Apt. three times a week, while British airways will, for the time being, fly from Heathrow to Dulles once a week. By September they too will fly three times a week. Return flights will in each case be the next day. Meanwhile both airlines are trying to get a federal decision that the States of New York and New Jersey have no right to withhold Concorde landing rights for the New York City area. Both airlines need these landing rights badly to make the Concorde a cost-effective aircraft. They would like landing rights at Kennedy Apt. best, but if they could fly to Newark Apt. on the other side of the Hudson river, they would have at least something. A good compromise might be half the flights to Kennedy and half to Newark. However we expect that it will take quite quite a battle in court before the States of New York and New Jersey will grant landing rights. Another report concerning Concorde: prototype No.002 G-BSST, made its last (43,th) flight on March 2nd on delivery to the RNFAA Museum at RNAS Yeovilton. No.001, F-WTSS, has been stored at Le Bourget Apt. for a Musee de l'Air for some time now.
- South Africa. The world distance record for commercial aircraft was broken on 23 March by the first SAA/SAL Boeing 747SP (ZS-SPA) when it flew non-stop from Seattle to Kaapstad (Cape Town) on delivery, a distance of 16,546 kms (10,290 miles). Other deliveries include the first for PanAm on 5 March (this was, by the way, the 2800th Boeing jet airliner delivered; the 1st was a PanAm B.707-121) and the first for Iran Air, on 12 March. First service should have been on April 25th with a non-stop PanAm Los Angeles-Tokio flight.
- UK. It is now known that the British airways TriStars transferred to Overseas Division for services to India and the Middle East are G-BBAJ and G-BEAK, the two most recently delivered examples. They have instruments and interior decoration different from the European Division TriStars. British airways began a second Shuttle Service on 1 April from Heathrow to Edinburgh and v.v. (the first: Glasgow-London v.v.), and will provide an "Air Bridge" from Heathrow to Charles de Gaulle Apt. in co-operation with Air France. This Air Bridge will be a high-frequency, simplified check-in and boarding service mainly flown with Tristars and A.300Bs. It is expected that 1.6 million passengers will use this Air Bridge in one year, while at peak periods there will be

two flights per hour.

The British airways Trident Ones that are not needed as back-up aircraft for the Shuttle Services are stored and being scrapped at Prestwick Apt.

Alidair is reported to have founded a Scottish subsidiary for oil-rig operations in the North Sea, where more and more activity provides a demand for more aerial support. Like most similar companies they will operate from Aberdeen Apt.

Fairey-Britten-Norman has announced a water-bomber version of the successful BN.2A Islander. This aircraft with a capacity of 800 litres (176 Imp.gallons) is probably the smallest and cheapest water-bomber on the market.

- USA. Another development in the water-bomber business was reported from the US. The US Forestry Service, the federal department that is responsible for forest fire-fighting, is evaluating a military (USMC) Rockwell CV-10A Bronco as an airborne command and control post. Current airborne control is done from Cessna 172s etc. which apparently is no satisfactory.

One of the more recent casualties among airlines is the charter company Modern Air Transport, who operated some eight CV.990 Coronados from Miami and the company's European base at Tegel Apt. Berlin. Now that all operations have been stopped, one CV.990 (N5624) has been sold to the Detroit-based Nomads Travel Club, while the remaining aircraft are in storage at Kennedy Apt., New York, Chicago and Miami awaiting sale or scrapping.

FELLOWSHIP PRODUCTION LIST part 1

compiled by C.v/d.Heuvel

Each aircraft is recorded as follows:

c/n, airframe no., type (Mk.), first flight (if known), subsequent history.

- 11001 A1 Mk.1000. 9-5-67 PH-JHG (owned by NIV), 20-3-70 to Fokker, rebuilt to Mk.2000. 28-4-71 PH-JHG Fokker, '73 rebuilt to Mk.6000. 2-9-73 PH-JHG Fokker
- 11002 A2 Mk.1000. static airframe, registered "PH-WEV", '74 rebuilt to Mk.5000. scrapped at Woensdrecht April 1975
- 11003 A3 Mk.10000 20-10-67 PH-MOL Fokker, 16-4-69 on lease to Itavia, 19-12-69 on lease to Braathens as LN-SUM, 22-4-70 back to PH-MOL Fokker, 22-6-70 on lease to Braathens as LN-SUM, 3-8-70 back to PH-MOL Fokker, on lease to Martinair, 17-3-71 back to Fokker, 20-6-71 on lease to Alisarda, on lease to Air Gabon, '74 on lease to Ghana Airways, on lease to Nigerian Airways, April 1975 on lease to Air Gabon, January 1976 on lease to Martinair
- 11004 A4 Mk.1000. 22-5-68 PH-ZAA Fokker, 24-2-69 to D-ABAQ LTU, damaged in take-off accident at Hannover Apt. on 2-4-69, repaired at Fokker, May 1973 to I-TIBU Itavia.
- 11005 A5 Mk.1000. Shipped to Fairchild, see 11991
- 11006 A6 Mk.1000. 19-3-69 PH-ZAB Fokker, 9-4-69 to D-ABAX LTU, May 1973 to I-TIBB Itavia
- 11007 A7 Mk.1000. shipped to Fairchild, see c/n 11992
- 11008 A8 Mk.1000. Aug.1969 PH-ZAC Fokker, 4-8-69 to PH-MAT Martinair (first on lease, later bought)
- 11009 A9 Mk.1000. 16-1-69 PH-ZAD Fokker, 3-3-69 to Braathens as LN-SUC "Olav Kyrke"
- 11010 A10 Mk.1000. March 1969 PH-ZAE Fokker, 2-5-69 to LN-SUX "Harald Hardrade" of Braathens

to be continued

DUTCH REGISTER part seven

compiled by C.v/d.Heuvel

- PH-DTH. McDonnell-Douglas DC-10-30, c/n 46557, del'd to a leasing company (holder KLM) on 15-4-75.
- PH-DTI. McDonnell-Douglas DC-10-30, c/n 46933, del'd to KLM on 27-6-74 on lease to PAL on 11-7-74.
- PH-DTK. McDonnell-Douglas DC-10-30, c/n 46914, del'd to a leasing company (holder KLM) on 27-3-75, leased to PAL on the same date.
- PH-DTL. McDonnell-Douglas DC-10-30, c/n 46952, del'd to KLM on 26-2-75, 30-3-75 on lease to Garuda Airways.
- PH-DVW. Cessna FR.172H, c/n 0342, del'd to Meij.M.de Haas on 29-9-72.
- PH-DZE. Piper PA-24-250 Comanche, c/n 24-1877, ex N6745P, D-EIEI, del'd to N.V. Z.de Zeeuw Golfkartonfabriek on 34-5-68.
- PH-EAC. Grumman American AA-5, c/n AA5-013, del'd to Schreiner & Co on 29-8-74, on 12-9-74 to Eindhoven Aero Club.
- PH-EDH. Piper PA-24-250, c/n 24-3361, ex N8111P, del'd to Vroom's Technische Handelsonderneming on 23-4-65.
- PH-BEG. Cessna U-206C, c/n U206-1040, ex N29056, ZS-FFS, del'd to Dutch Air Sprayers on 24-4-73, on 1-7-74 to Air Service Holland BV, on 12-8-74 to HELAF BV, on 23-3-76 to Air Service Holland.
- PH-BHD. Cessna F.150L, c/n 0683, del'd on 10-9-71 to J.G.Dijkstra, 15-10-71 to Stichting Vliegmat.Budel, 2-6-75 to Air Service Holland BV.
- PH-BHE. Grumman American AA-1A Yankee, c/n AA1A-0319, del'd on 30-3-72 to NLS, 31-5-72 to Eindhoven Aero Club, 12-8-74 to Schreiner & Co., 18-12-75 to P.de Wit.
- PH-BHF. Cessna F.150K, c/n 0635, ex F-BRXZ, del'd on 12-4-72 to W.M. Fransen, 2-6-75 to Air Service Holland.
- PH-BHH. Cessna F.172L, c/n 0882, del'd 12-10-72 to W.M.Fransen, 20-8-75 to de Kempen BV.
- PH-ELF. Cessna F.150G, c/n 0150, del'd on 7-3-67 to General Aviation, 20-1-72 to Air Service Holland, 12-6-74 to R.Krens, 2-6-75 to Airborne Air Service BV.
- PH-EVS. Sud-Aviation SA.330G Puma, del'd on 10-2-76 to Schreiner Airways.
- PH-FCX. Fokker F.27-100 Friendship, c/n 10183, ex PH-FCX, TC-TEK (THY), del'd 16-1-75 to Kokker.
- PH-FSW. Bell 206A Jet Ranger, c/n 8056, del'd on 9-2-69 to Vlieg syndicaat Welschap, 9-5-75 to Philips Vliegbedrijf.
- PH-GAA. Cessna F.150L, c/n 1136, del'd on 10-10-74 to Airborne BV, 11-11-75 to Air Service Holland BV.
- PH-GAB. Cessna FRA.150L, c/n 0234, ex D-EIQU, del'd on 4-2-75 to H.Praak, 25-9-75 to Nott Air BV.
- PH-GAC. Cessna F.150L, c/n 0981, ex D-EGKF, del'd on 5-4-74 to J.Kranenburg Agency, 1975 to Mavic NV, 6-11-75 to A.W.Endstra.
- PH-GAD. Piper PA-39 Twin Comanche, c/n 39-067, del'd to Financieringsinstituut Mundus NV, 24-4-75 to R.Krens.
- PH-GAI. Piper PA-18-135 Super Cub, c/ns 18-1657 & 18-574, ex 51-15657 USArmy, R-204 Klu, del'd on 20-5-69 to Stichting Vliegsport Gilze-Rijen, 8-10-71 to General Air Adv., 24-4-75 to Air Promotion Holland BV.
- PH-GAL. Piper PA-19(L-81C) Super Cub, c/n 18-2073, ex 52-2473 USArmy, R-61 Klu, del'd to J.Thuring & H.Nimberg on 3-6-66, on 31-5-72 to Stichting Vliegsport Gilze-Rijen.
- PH-GAR. Piper PA-18-150 (L-21B) Super Cub, c/ns 18-3851 & 18-24355, rebuilt from R-161, R-151 and R-206 (all Klu), del'd to Stichting Vliegsport Gilze-Rijen on 7-8-74.
- PH-GAS. Piper PA-30 Twin Comanche, c/n 30-1389, del'd on 25-11-66 to Stichting Vliegsport Gilze-Rijen, 1-9-67 to Vliegclub Schiphol, 20-5-68 to Galvanitas NV.
- PH-GAV. Piper PA-18-125 Super Cub, c/ns 18-559 & 18-1673, ex 51-15673 USArmy, R-208 Klu, del'd on 16-9-70 to Stichting Vliegsport Gilze-Rijen.

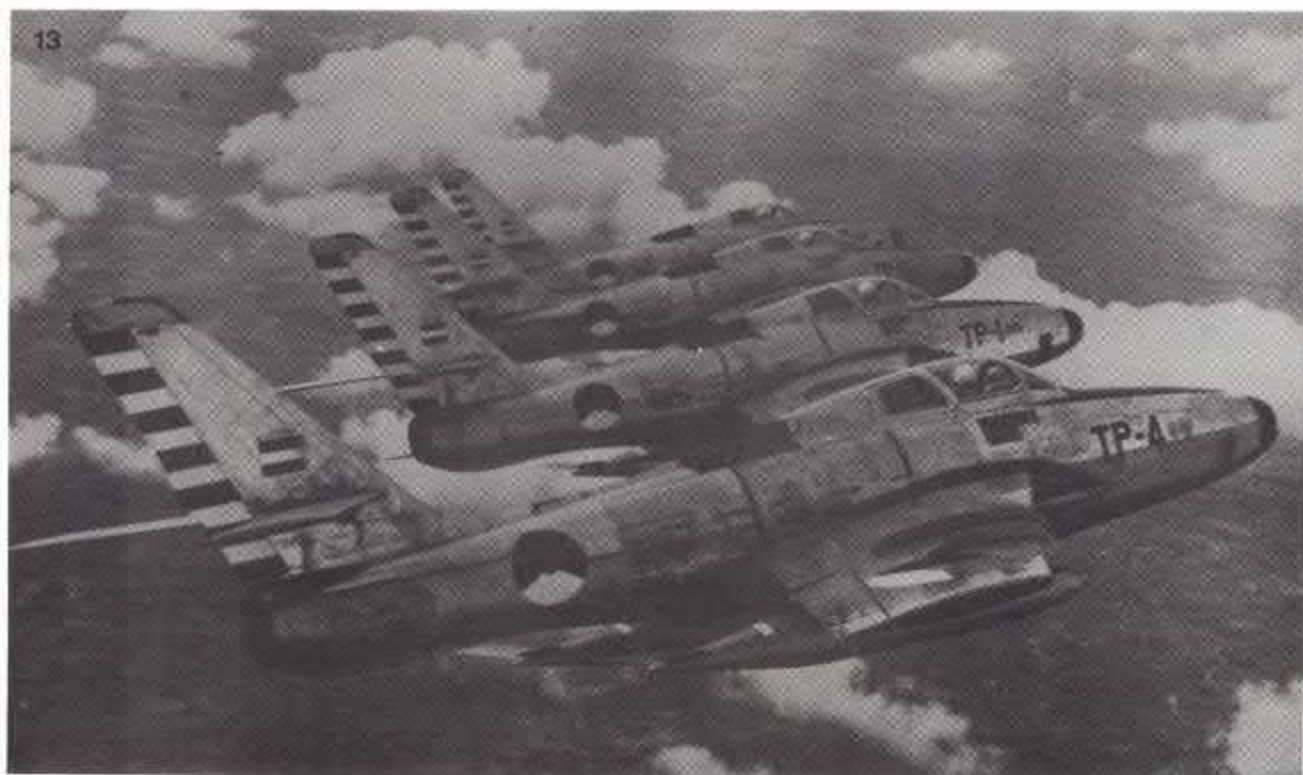
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SLIDES:

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| S1. RAF F-4M XV-501 14Sqn. | S11. USAF F-100D O-63053 Ohio ANG |
| S2. WGAF F-104G 2160 JaBo G-31 | S12. FAF N-2501 62-WZ/128 |
| S3. FAF S.Mystère B.2 12-YM/48 1/12Esc | S13. SwissAF Vampire T.55 U-1215 |
| S4. CAF Ch-113 11304 | S14. Klu NF-5A K-3034 314Sqn. |
| S5. BAF F-84F FU-117 2Wing | S15. USAF F-106A 90110 318 FIS |
| S6. HEER UH-1D 7254 | S16. FAF Mirage IVA AY |
| S7. Klu Bo-105C B-37 | S17. SwissAF Hunter Mk.58 J-4053 |
| S8. USN P-3C 156518 VP-56/LQ | S18. USArmy UH-1H 21682 |
| S9. WGAF G-91R 3197 WS-50 | S19. USAF F-100D 55-567 107TFS Mich.ANG |
| S10. RAF Jet Provost T.5 XW-375 | S20. SwissAF Mirage 111S J-2330 Staf.17 |

PRINTS:

- | | |
|--|-----------------------------------|
| 1. FAF Mystère IVA 7-AH/177 1/7 Esc. | 36. SwissAF Twin Bonanza A-712 |
| 2. WGAF F-104G 2057 JaBo G-31 | 37. FAF N-2501 64-IL/63 1/64Esc. |
| 3. CAF CC-109 109159 | 38. WGAF F-4F 3736 JG74 |
| 4. SwissAF Venom Fb.50 J-1794 | 39. CAF Tutor 114122 Snowbirds |
| 5. RAAF Mirage IIIIO A3-11 | 40. BAF CM-170 MT-35 |
| 6. Span.AF C-130H T.10-2 301-2 | 41. IAF C-45 RB-16/MM61708 |
| 7. RNorwAF F-5A AH-F/10577 Skv. 332 | 42. USAF F-100A O-25761 Conn.ANG |
| 8. FAF Mirage 111R 33-NK/322 2/33Esc. | 43. Klu Hunter F.6 N-274 325 Sqn. |
| 9. SwissAF Vampire FB.6 J-1082 | 44. FAF Alpha Jet 02 |
| 10. IIAA CH-47C 5-4064 | 45. USAF RF-4C 65-879 AFTC |
| 11. Phill.AF SF-260WF I-FILI | 46. Klu F-104G D-8311 322/323Sqn. |
| 12. WGAF G-91R 3295 WS-50 | 47. WGAF F-149D 9204 |
| 13. WGAF G-91R 3296 LeKG 43 | 48. SwissAF Mirage 111BS U-2004 |
| 14. WGAF G-91R 3297 LeKG 42 | 49. ALAT Gazelle AEH/1105 |
| 15. SwissAF Hunter Mk.58 J-4001 | 50. WGAF TF-104G 2720 JaBo G-36 |
| 16. FAF T-33A 314-WG/16834 GE-314 | 51. USAF F-4D 67623 |
| 17. BAF F-84F FU-164 | 52. Klu S-11 E-22 |
| 18. IAF F-104S 36-35/MM6840 | 53. Klu NF-5B K-4014 |
| 19. USAF F-4D HR 65-684 10TFS | 54. USMC F-8K 146990 VMF-511 |
| 20. WGAF F-104G 2168 JaBo G-36 | 55. FAF Flamant XA/191 |
| 21. SwissAF Vampire T.55 U-1233 | 56. WGNavy F-104G 2683 MFG-1 |
| 22. FAB C-41 Paris 2922 | 57. SwissAF Vampire FB-6 J-1196 |
| 23. RDanAF Hunter T.53 ET-273 | 58. Klu T-33A M-42 |
| 24. IAAC Chimpunk Mk22A 199 | 59. USAF C-130A O-60544 |
| 25. BAF Alouette 11 OL-A54 | 60. Klu Alouette III A-515 |
| 26. Heer H-21C 8319 HFB300 | 61. WGAF Do-27 BD-928 WS-50 |
| 27. USAF C-121C O-40181 ANG Bureau | 62. USArmy U-8F O-76066 |
| 28. NASA A-7 NASA810 | 63. SwissAF Hunter Mk.58 J-4089 |
| 29. USArmy OH-58A 21207 | 64. USN A-7A 153195 VA-303 |
| 30. FAF T-6G RA/534592 (wreck) | 65. FAF Mirage IVA AK/12 |
| 31. FAF T-6G KN/14707 (wreck) | 66. BAF F-104G FX-43 1 Wing |
| 32. FAF T-6G "13"/14811 (wreck) | 67. IArmy AB-205 EI-327 |
| 33. RAAF UH-1H A2-485 | 68. USAF HH-43F 24559 |
| 34. BAF Mirage VBA BA-30 | 69. Klu F-84F P-201 314Sqn. |
| 35. USAF F-105G GA 62-434 561TFS/35TFW | 70. WGAF C-160D 5072 |