

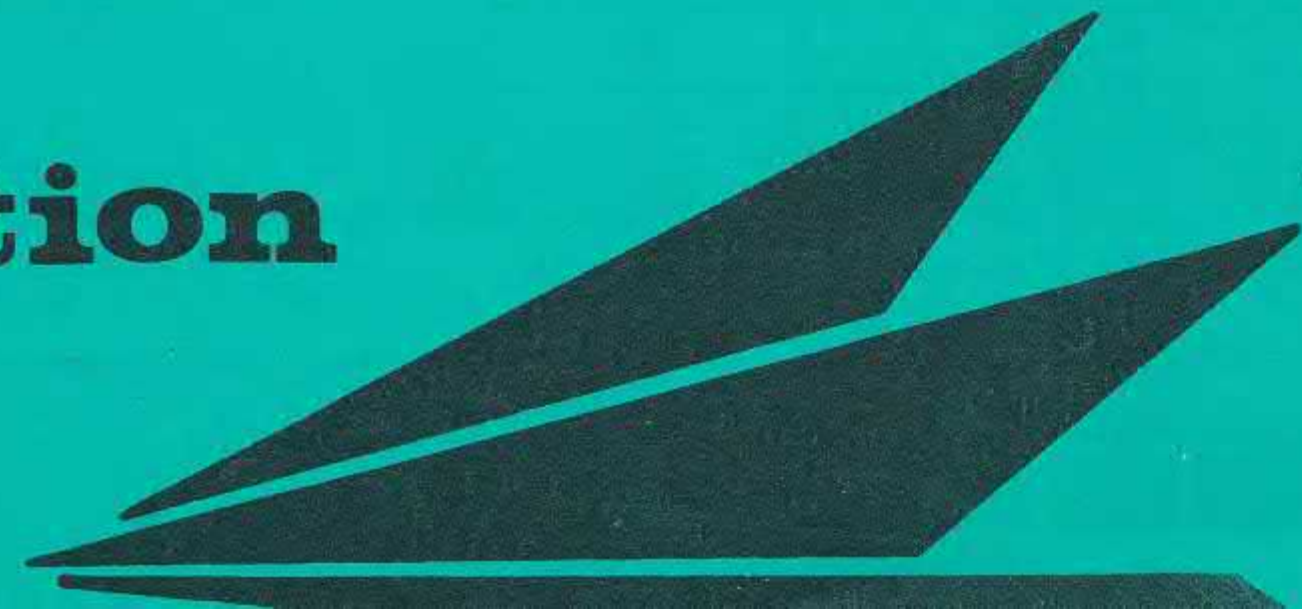
FLY

January 1978



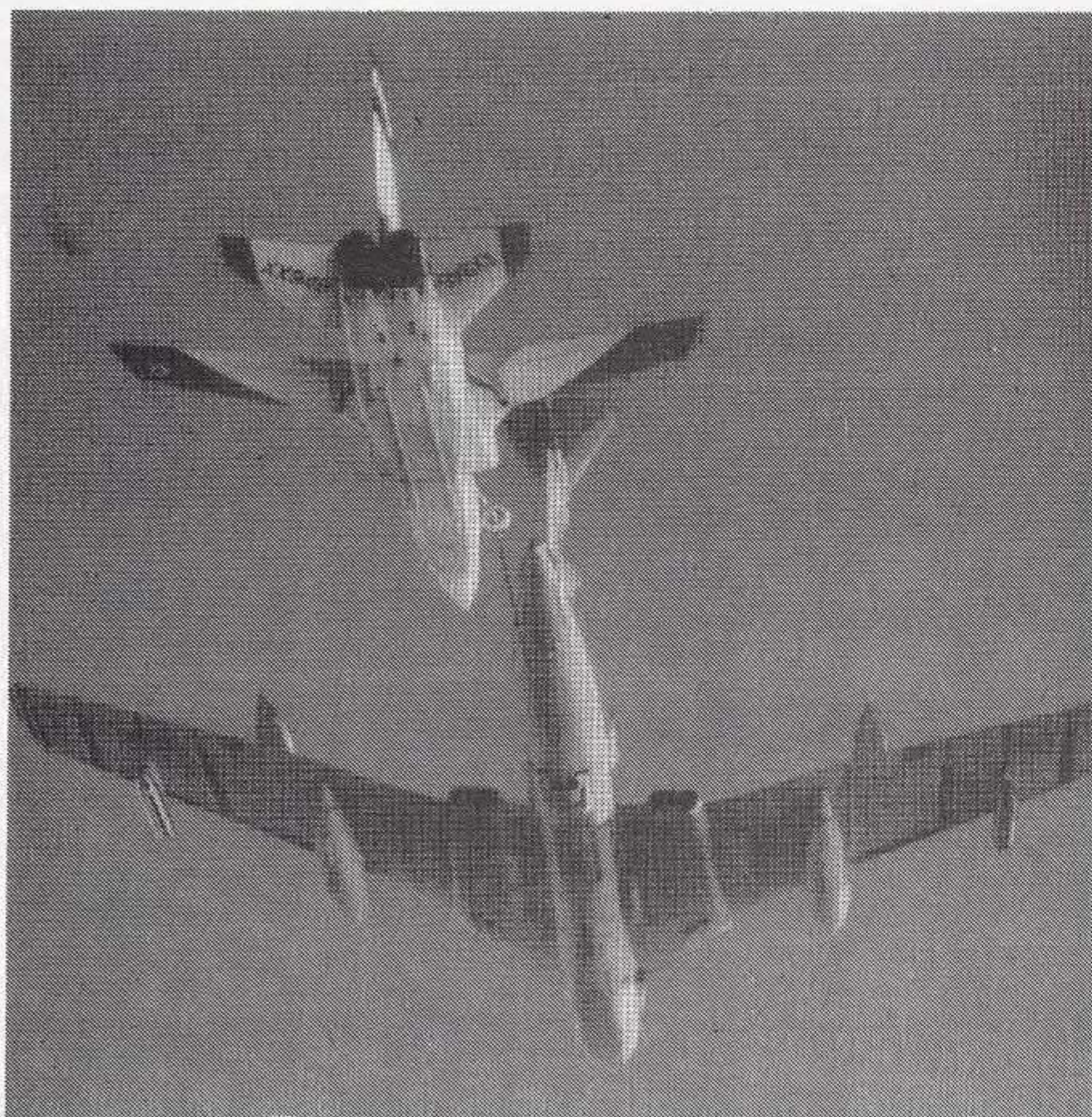
aviation

magazine

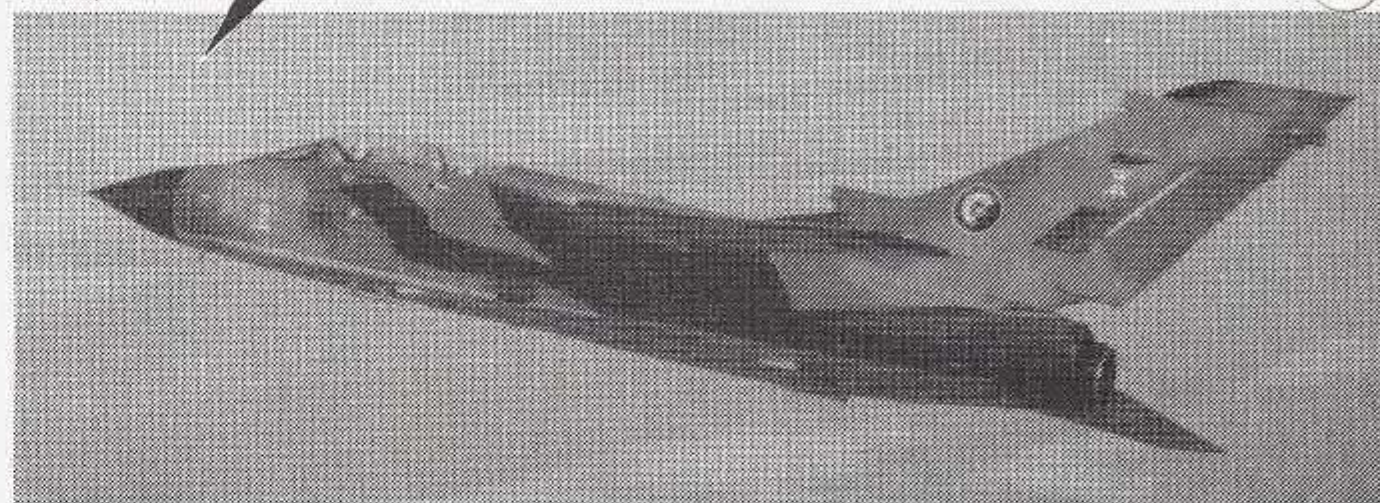




PANAVIA **TORNADO**



On page 17-19 an article is published that takes a closer look at various events expecting to happen in this year. Mentioned in the Italian, English and German-sections is the MRCA Tornado. This new developed aircraft is a joint product of BAC MBB and Aeritalia. Beyond any doubt this a/c is a mile-stone in European aviation. For the first time a European developed fighter is to play a significant rôle in the future of NATO's air



forces. Despite the high production costs the Tornado managed to reach the stage of pre-production where many other attempts failed already as a design.

This year the test-programme of the Tornado at BAC Warton, Manching and Caselle will be completed but it will last until next year before the actual deliveries take place. Orders so far call for Interdictor Strike Versions (IDS) for service with German AF (212), German Navy (112), Italian AF (100) & RAF (220) and the Air Defence Variant for service with RAF (165).

Production so far:

01	D-9591	f/f 14.08.74	transferred to WGAF and rereg'd to 98-04
02	XX946	f/f 30.10.74	BAC/Warton
03	XX947	f/f 05.08.75	BAC/Warton
04	D-9592	f/f 02.09.75	transferred to WGAF and rereg'd to 98-05
05	X-586	f/f 05.12.75	Aeritalia/Caselle
06	XX948	f/f 20.12.75	BAC/Warton
07	98-06	f/f 30.03.76	WGAF/Manching
08	XX950	f/f 15.07.76	BAC/Warton
09	X-587	f/f 05.02.77	Aeritalia/Caselle on detachment at Decimomannu mid '77
10	airframe	for tests on metal fatigue	
11	98-01	f/f 05.02.77	WGAF/Manching on detachment at Schleswig mid '77
12	XZ630		15 XZ631
13	98-02		16 98-03
14	X-588		

UITVERKOOP! Sets van 10 Kodachrome vliegtuigdia's (orginele dia's). Prijs per set f.6,- (keus civil of militair). Verzendkosten f.1,25 ongeacht aantal sets. Betaling naar giro 2082832 t.n.v. F.Roos, Snelliusstraat 16, Nijmegen. Verkooplijst foto-sets, restanten boeken en tijdschriften op aanvraag.

WANTED: Correspondence in Denmark, Italy, Spain and USA to exchange b&w negs of military a/c. Write to: Paul van Oers, P.O.Box 757, Eindhoven 5600, Holland

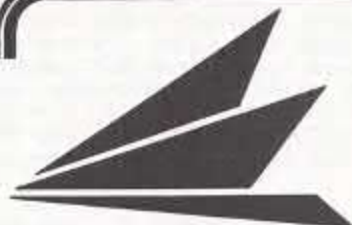
FLASH

AVIATION
MAGAZINE

P.O. BOX 855

EINDHOVEN

HOLLAND



EDITOR:

P.v/d.Krommenacker

ASSISTANT EDITOR

J.v.Tuyn

CIVIL SECTION

C.v/d.Heuvel

PHOTOGRAPHIC SECTION

F.Swinkels

GENERAL SECTION

F.Klaassen

J.P.v.Kempen

AGENCIES:

U.K. B.Hickman
27 Hitchman Road
Leamington Spa
Warwickshire

Italy F.Smith
Viale della Pace 164
36100 Vicenza

SUBSCRIPTION RATES:

Benelux.....DFL.26,-/year
Europe.....DFL.30,-/year
Overseas.....on request
Single copies.....DFL.3.00

PAYMENTS:

All payments must be addressed to P.v/d.Krommenacker;

1. Giroaccount Nr.3126138,
P.v/d.Krommenacker, v.
Ostadepad 9, Best, Holland
2. Bankacc. Nr.44.46.20.370
Amrobank, Eindhoven,
Holland
3. International Money Order
to editorial address.

British and Italian subscribers can also pay direct to their agent.

FLASH is a monthly appearing, non-professional magazine.

If you publish any information out of FLASH elsewhere please mention the source.

Sample-copies are free obtainable on request.

NUMBER 88

January 1978

VOLUME 8

Dear reader,

It just ain't like me at all to bore you with those editorials. Besides this, writing one is a strain when one uses all his inspiration on something else (last night's party was quite nice).

So, nothing about new aircraft, hi-jacking or other sorts of scrap but a nice shot (or two) of an aircraft.

FrankS

Note: Finally I'm catching up with my photo-service work. So, if you haven't received your photo today, they may arrive tomorrow.



PHOTOS ABOVE: Jaguar Gr.1, XZ367/H, on the runway of its home-base Laarbruch, (RAFG)

COVER PHOTO: Although this photo gives no prove of it, the Swiss made C-3605 really is able to fly. Photo at 'Gebirgsflugplatz' Sion in October 1976. (S.Kunz)

BACK PAGE: This cartoon by Paul Weehuizen was presented to Kapt. Hans van der Werf on occasion of the International Air Tattoo

The editorial staff wishes to thank all those who, in one way or another, co-operated in this issue:

F.Bellilli

P.Foramiti

G.Weinmann

H.Berger

V.Greco

J.A.White

S.Blarasin

D.O'Mahony

N.A. Wiltens

A.Booy

M.Schneider

S.G.Ypenburg

C.Carretta

R.Tamburini

2TASW

R.Del Bianco

C.D.Taylor

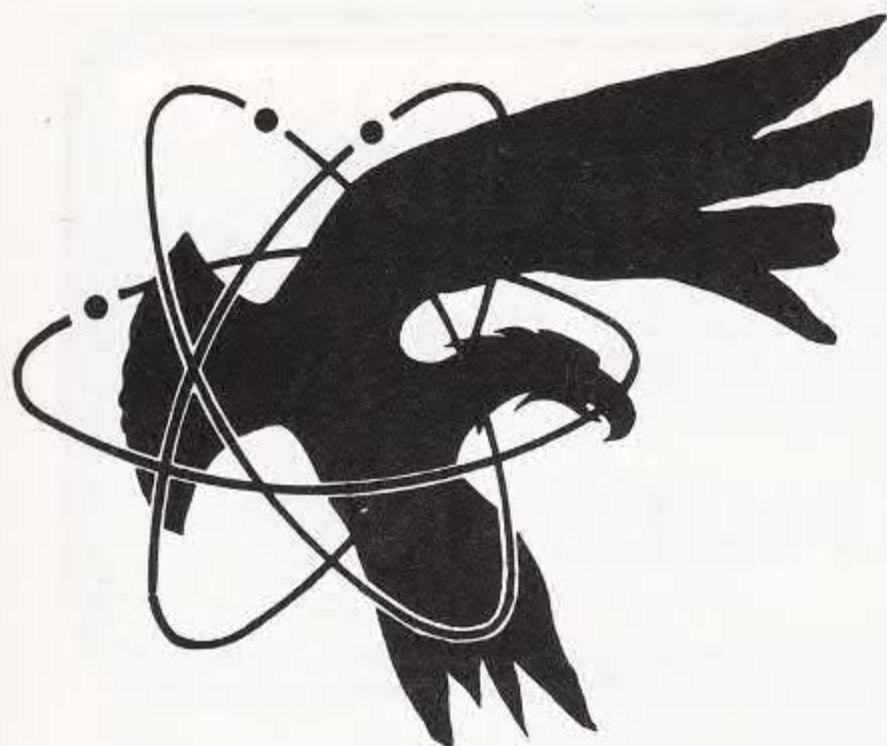
WestMidlands

P.Farina

H.Walbert

Av.Group

Credits: Belgische Luchtmacht, Fokker-VFW, BAR, SEAR, Flight Vliegende Hollander, Air Nieuws Rotterdam



MILITARY NEWS

Holland

- On July 1st of this year, the Koninklijke Luchtmacht is to celebrate its 65th anniversary. To celebrate this mile-stone, the Klu will organize an 'open day' at Deelen. This open day will last four days, being 14, 15, 16 & 17 June. A special organization committee has been created. Although no specific results are at hand, the committee is known to have invited all famous aerobatic teams in Europe.

- Within two years the Air Force museum, presently located in a hangar at Soesterberg, will move to 'Kamp Zeist' in Zeist.

For some time it has been feared the museum had to be closed for ever. Several problems loomed up as the hangar needed reparation; expansion was impossible and the ever existing problem of civilians strolling around on an operational air base.

Fortunately wise people take wise decisions. The museum is to move to two buildings in Zeist that will become available within some time. Since 1 December the museum is closed and will not be opened for a few months to come.

- Movements at Ypenburg included:

Sep. 7: D-8258 F-104G 311/312Sqn (testflight)
20: WV746 Pembroke C.1 RAFG 60Sqn

Oct. 19: a formation of 6 Al.IIIIs and 4 Bo.105Cs including: A-307, 453, 488, 319, 374, 535 & B-76

20: D-8013, 8127 RF-104G 306Sqn (on delivery for overhaul)

26: 24461 T-39A USAFE 7086Op.Sqn

27: D-8343 F-104G 311/312Sqn (for overhaul)

Nov. 8: 31-12 DC-9.32 It.AF

11: D-8059 F-104G 322/323Sqn (for overhaul)

D-8257 F-104G 311/312Sqn (for overhaul)

15: 0-10653 T-39A USAFE 7086Op.Sqn

16: 264 UH-14A Lynx MLD 7Sqn

Dec. 7: 10382 F.27 Philippine AF

- In the defence-budget of 1979 money has been earmarked for the purchase of some aircraft as replacement for the Neptunes. Almost for certain this replacement will be the Lockheed Orion.

Many times the P-3C version has been mentioned. However, refurbished ex USNavy P-3Bs or a new (Dutch) version seems more likely. In the latter case Dutch companies like Signal Holland or Oude Delft could supply the submarine-search equipment.

Original figures call for 13 a/c but due to the costs of the Orions, this number is expected to be 8.

- On Schiphol-Oost an area of 5,000m² has been flattened by bull-dozer recently. In July a large hall must have been built on these grounds. Inside this hall assemble is to take place of all F-16s for RNoAF (72) & the RNetAF (102). Within half a year the first F-16 is to roll out. The average production rate will be three aircraft per month.

Belgium

- Of the C-119G Packets stored at Koksijde, 10 are reported to have been sold to an ex BAF Colonel Bonnevla. A/c involved are: CP-10, 12, 13, 15, 16, 17, 18, 41, 42, & 44. What the ex-colonel intends to do with these a/c is not known.

- No 18 November T-33A FT-05 crashed near Mückebornberg (W Germany). The aircraft made a routine low-level navigation flight to and from Ramstein. On its way back it hit the mountain 'Teufelskopf' just southeast of Trier. Both pilots were killed. One of them was Paul van Essche, which was the leader of the Red Devils from 1966-1970.

- Recently the Air Force staff decided to disband the Red Devils for a period of 1½ years. Due to the conversion of the 'Vervolmakingscentrum' to the Alpha Jet, all pilots are needed to accomplish this process as quickly and satisfactorily as possible. At the International Vliegmeeting at Florennes in 1979, the Red Devils are to return but this time with brandnew Alpha Jets.

This F.27, 10328, of the AF of the Philippines was seen at Ypenburg on 2nd September 1977. Note that 10382 (above) is no typing-error! (L.Schrama)



Eire

- Movements at Shannon Int. Airport included:
Nov. 1: 1601 C-130H R.Saudia AF (1601 on 7/11 & 463 on 22/11, 461 on 25/11)
130314 C-130E CAF
2: 112 (c/n 4737) VC-130H R.Saudia AF (on delivery from Marietta to Jeddah)
3: 86972 VC-137B USAF 89MAW
10: F-RAEA Mystere XX PAF GLAM.1/60
12: 130306 C-130E CAF (130331 on 16/11 and 130308 on 17/11)
- Nov. 13: 109156 CC.109 CAF 51-06 C-160D WGAF
19: 117503 Falcon XX CAF
21: CM-02 Mystere XX BAF 15Wing
25: 01 VC-11A Gulfstream II USCoast Guard
The T-34 passing through Shannon on 4 November proved to be an T-34C Turbomomentor after all. This made our theory go up in smoke as it was definitely on an European demonstration tour to various armed forces. From Shannon it flew to Paris while it is also known to have been in Germany and Austria.
Shannon extra: On 31.12 two T-34Cs passed through on delivery to Morocco: CN-ATF/06 (c/n GM-7) & CN-ATG/07 (c/n GM-8)

France

- Recently Dassault gave more detailed information about their latest Mirage version. A mock-up was shown of the Super Mirage 4000. As a whole it resembles the Mirage 2000 but has two engines, a tear-drop canopy (like the Eagle) and canards (small wings on the in-take, like the Israeli Kfir). The Mirage 4000 is to be somewhere between the F-14 Tomcat and F-18 Hornet and Dassault wants us to believe its performances will be better than that of any existing American or Russian fighter!
- The organization of the Aviation Légère de l'Armée de Terre (ALAT) can roughly be divided in four categories:
- Groupe d'Aviation Légère de Corps d'Armée
These units are detached to ground units
- Groupe d'ALAT
Liaison units for the seven regional army headquarters
- Miscellaneous units e.g. mountain warfare specialist unit, technical training school helicopter pilot school
- Groupe d'Aviation Légère de Division
This group consisting of six self-operating army divisions:
GALDIV. 1 at Trier (W.Germany)
GALDIV. 2 at Freiburg (W.Germany)
GALDIV. 4 at Verdun
GALDIV. 7 at Mulhouse
GALDIV. 8 at Compiegne
GALDIV. 11 at Pau and Dinan
The arrival of the SA.342 Gazelles made re-organization of the latter six units inevitable. The acquisition of some 150 SA.342s extends ALAT's part in the anti-tank rôle. Each division contained one platoon with attack helicopters. These were Alouette IIIs which could be mounted with rocket launchers. The SA.342, however, are equipped with HOT missiles specially for anti-armour tasks. The planned re-organization, which has already started, should be completed in 1980. The divisions will be called Régiments d'Helicopteres and comprise 72 helicopters each:
- 2 pelotons d'Helicopteres Légères with 10 SA.341F Gazelles
3 pelotons d'Helicopteres d'Attaque with 10 SA.342 Gazelles
2 pelotons d'Helicopteres d'Manoeuvre with 11 SA.330 Pumas
- Noted at Dijon-Longvic on 28 November:
35-59 RF-4E WGAF AKG-51
M173 Mirage VM Zaire AF
- On 25 November, an N-2501 of ET.64 exploded and crashed near Toulon. The Noratlas transported 29 pupils of the French Navy School at St. Mandier returning from a football-match at Mont-de-Marsan. All 29 pupils and four crew-members were killed.

Movements at Lann-Bihoué included:

- Nov. 4: No.51 Br.1150 Atlantic 24F (new a/c)
319-KJ/266 MD.312 Flamant GE.319
147569 P2V-7 Neptune CEAM
7: 314-YH/16872, 314-UM/21330 T-33A GE.314
64-IF/149 N.2501 Noratlas ET.1/64
11: C-1, C-5 & C-11 F.27Ms RNethAF 334Sqn
15: 3-JG/478 Mirage IIIE FAF EC.2/3
CB/38471, CE/38474 C-135F FAS
17: XV196 C-130K Hercules LynehamTW
18: 61-MI/F14 Transall C-160F ET.1/61
No.69 Rallye SVS
22: 701/77101 & 71/92647 C-47D 56S
23: 3-KE/165 CM-170R ELSVS Esc.3
118-IT/66 Nord 262D ETL.26/118
35/30684 C-47D 56S
XS794 Andover C.2 RAF 32Sqn
30: 2-EH/462 Mirage IIIE EC.1/2
10/32810 C-47D 56S
Dec. 5: arrival of 3 Royal Navy Gannet AEW.3s
XL449, XL494 and XL502 of 849Sqn for a deployment till December 12th.
6: XZ282/82 Nimrod Mr.1 RN Kinloss Wing
7: XV701/R052, XV664/R056 Sea King HAS.1
Royal Navy 824Sqn
8: 92-AN/621 Vautour IIB EB.1/92
7-JB/19036 T-33A ELSVS Esc.7
61-15 Atlantic WGNavy MFG-3 (till 11.12)
10: 64-II/162 N.2501 Noratlas ET.1/64
No.15 and 35 F.8E(FN) Crusaders (no sqn markings except CEAN badge in tail and both equipped with 2 Matra R550 Magic rockets)
11: 62-KT/206 N.2501 ET.2/62 (camouflaged)
92-AX/637 Vautour IIB ET.1/92
12: 485/48485, 725/76725, 709/76709 all C-47Ds of 56S
070-MM/195 N.2501 Noratlas EAA.601
61-ZI/F91 Transall C-160F ET.2/61
XV294 C-130K Hercules RAF LynehamTW
13: 319-DI/246 MD.312 Flamant GE.319
14: 315-XQ/413 & 315-XY/421 CM-170R GE.315
15: 61-ME/F5 & 61-MI/F17 C-160Fs ET.1/61
23: C-4 F.27M RNethAF 334Sqn
27: FA/45820 DC-8F GLAM

Italy

Movements at Rimini included:

- Nov. 4: 8-21 & 8-52 G-91Y 101Gruppo/85Stormo
7: 46-05/MM61991 C-130H 50Gruppo/46AB
8: 20-21/MM54256 & 20-22/MM54257 TF-104Gs
4-2, 4-12 and 4-21 F-104S 9Gr./4Stormo
10: VV-35/MM61935, VV-79/MM61979, VV-80/MM61980, VV-84/MM61984, VV-85/MM61985
VV-86/MM61986 all S.208/Ms of SMVV (Sezione Militare Volo a Vela). Based here for some days connected with Course of Aeronautical Culture. This course gives students of 14-20 years an opportunity to get more familiar with aviation.
11: 40, 36, 73, 02 all MB.326s of SVBIA
RM-98/MM80221 AB.47J 300Gruppo/1RVR
12: XR723/D, XR725/J Lightning F.3 RAF 55Sqn (till 16.11; see UK-news)
14: 51-02 & 51-06 F-104S 22Gruppo/51Stormo
20-9/MM54231 & 20-20/MM54254 TF-104Gs
RM-22 T-6H.4M 300Gruppo/1RVR
GF-63/MM80965 & GF-68/MM80970 NH.500Ms based here and operated by a local flight of Guardi di Finanza.

At Rimini on 14 November S.208/M VV-84/MM61984 normally based at Guidonia. (R.Tamburini)





Silver coloured RM-115/MM80332, an AB204B of the 300Gruppo/1RVR, takes care of liaison duties between the bases of the 1st AB and Regional Headquarter. (Aviaphotos)

- 15: SA-86/MM6436 G.91T/1 SBVAA
52/MM61825 C-47(ECM) 71Gruppo/14Stormo
8-01, 8-06, 8-11 & 8-63 G-91Ys 8Stormo
and a rare bird in this area was Victor
K.2 XL231 RAF 57Sqn
- 16: XV185 C-130K Hercules RAF LTW
-/MM62016 PD.808RM 8Gruppo/14Stormo
RM-38/MM61944 S.208/M 300Gruppo/1RVR
- 17: RM-71/MM61890 P.166/M 300Gruppo/1RVR
- 18: 6-06 F-104G 154Gruppo/6Stormo
- 21: 8-27 G-91Y 101Gruppo/8Stormo
- 22: 36-05, 36-09 F-104S 12Gruppo/36Stormo
3-03, 3-04, 3-07, 3-23 R/F-104G 3Stormo
- 23: 46-35/MM53-8146 EC-119G 71Gr./14Stormo
- 24: 5-831/MM51-8831 T-33A 605SC/5Stormo
- 28: 31-12/MM62012 DC-9.32 31Stormo

On 27.10 two new F-104S were delivered to 23rd Gruppo: 5-36/MM6922 and 5-33. Both a/c were bomber versions although the 23Gruppo operates in the fighter-rôle.

- Movements at Villafranca included:

- Sept.1: WJ825 Canberra PR.7 RAF 13Sqn
31-57/MM61957 PD.808TA 31Stormo
31-8/MM61928 C-118A 31Stormo
RM-77/MM61928 P.166/M 300Gruppo/1RVR
- 29: WT519, WT530, WT532, WH779 Canberra PR.7
RAF 13Sqn (all involved in exercise
'Display Determination')
31-54/MM61954 PD.808TA 31Stormo
overshoot of 9 F-104Gs: six of 6Stormo
and three of 311/312Sqn RNethAF
- Oct.13: WH773 Canberra PR.7 RAF 13Sqn
21291 C-130H USAF 314TAW
- 18: mass-scrabble of RF-104Gs of 28Gruppo:
3-19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 31 & 32
20-3/MM54228 TF-104G 20Gruppo

Some R/F-104Gs noted on these days:

3-08/MM6533, 3-10/MM6588, 3-20/MM6544, 3-49/
6603(on 1.9) and MM6595(on 3.11), 3-51/MM6524.

- On 6 November, all Italian air bases were open to the public. This was done in relation with the national 'Armed Forces Day'. The open days are not exactly big ones but at least it gives the Italian spotter a good chance to note the hardly readable MM serials. Taking photographs by the way, is strictly forbidden and therefore no photos are available to illustrate these events. Four 'Armed Forces Days' revealed the following:

Villafranca (3rd Stormo)

3-04/MM6517, 3-05/MM6589, 3-07/MM6598, 3-10/
MM6588, 3-14/MM6504, 3-20/MM6544, 3-49/MM6595
and 3-51/MM6524 all F-104Gs
3-26/MM6651 RF-104G 28Gruppo
3-330/MM51-9030 T-33A 603S.C.
3-18/52-7474 RF-84F Thunderflash (gate-guard)

Orio al Serio (1RVR)

RM-1/MM54142 T-6(H.2)	RM-77/MM61928 P.166/M
RM-2/MM53802 T-6(H.4M)	RM-80/MM61888 P.166/M
RM-22/MM53846 T-6(H.4M)	RM-93/MM80224 AB.47J
RM-33/MM61978 S.208/M	RM-113/MM80326 AB204B
RM-76/MM61886 P.166/M	(silver)

all of 300Gruppo/1RVR

Rimini (5Stormo)

5-06/MM6912, 5-20/MM6916 F-104S both 102Gruppo
5-40/MM6820, 5-41/MM6879 F-104S both 23Gruppo
477/MM51-17477 T-33A 605S.C.

RM-98/MM80221 AB.47J 300Gruppo/1RVR

Pisa (46Aerobrigata)

RS-34 G.222 311Gruppo/RSV

CC-52/MM80930 AB.206B Carabinieri

EI-352/MM80723 AB.205 Esercito

GF-68/MM80970 NH.500M Guardi di Finanza

plus many C-130Hs and C-119Gs

- On 29 November an F-104S of 4 Stormo crashed on a mountain near Spelete

Spain

- Recently three F.27 Maritime were ordered for service with the Spanish SAR service (Servicio de Búsqueda Salvamento). These a/c will be based at Sevilla, Palma de Mallorca and on the Canaries. Here they are to replace the ancient HU-16 Albatross. The F.27 Maritime is equipped with all kinds of instruments adapt to the SAR rôle: a search-radar especially developed for little objects on rough sea. An automatic pilot enables the a/c to fly accurate search-patterns & -flights. For more details see the civil-section which always contains the latest Fokker-VFW news (including military).

United Kingdom

- For ten days the famous Salisbury Plain was turned into a battle field of British troops against troops of the Allied Mobile Force. This confrontation had been arranged in the scenario of exercise 'Avon Express'. The AMF is a part of the NATO organization and trained to report rapidly where ever needed. This implies the units of this force must be extremely flexible. To train these units, a precarious situation had been created in the Salisbury Plain. On 9 November the various components of AMF were alerted as a fictional war was to break out. On 15 November the exercise actually started with the transportation of troops and materials via Fairford to the Plain. Meanwhile

aircraft of various air arms started to arrive at some nearby airfields. Immediately after arrival on 21 November, the actual battle started. The enemy was played by the British army supported by Jaguars, Canberras, Wessex and Hercules. No need to say AMF won the battle Aircraft detached to AMF were:

- 3-27/MM6633, 3-29/MM6647, 3-31/MM6635, 33-34/MM6645, 3-41/MM6593, 3-45/MM6522 all F-104G ItAF based at Yeovilton from 15-26 November
- 13553, 13556, 14639, 14652, 14666 all OV-10A Broncos USAFE based at Yeovilton from 16-26 November
- 72-31, 72-32, 72-44, 72-45, 73-20, 73-24, 73-51, 73-59 all UH-1Ds WGAmy LeHFTr-30 based at Keevil from 18 till 28 November
- Also based at Keevil were several other choppers that had been airfreighted into Fairford: 66-1097, 66-16498 and 73-22079 UH-1Hs USArmy of 71st Av. Comp.; 77-54, 77-55 Al.II WGAmy HFSt.5; EI-527/MM80592, EI-616/MM80884 AB.206A ItArmy
- The existing runway at Gütersloh will be broken up and be replaced by a completely new one. This operation will take one year and the air base will be closed to all normal aircraft. Due to the VTOL capabilities of the Harrier, the based units will keep on operating from Gütersloh.

- Movements at Northolt included:

- Jul. 1: WV746 Pembroke C.1 RAFG 60Sqn
- 4: AP/93 Nord 262D GAEL
- 7: XS637 Andover C.1 RAF Hq AFNE
- 13: XL953 Pembroke C.1 RAFG 60Sqn
- 15: 71-10 UH-1D WGAmy HTG-64
- 27: 31648 HH53C USAF 67ARRS (31647 on 12.8) XT487, XT770 Wessex HU.5 RNavy 781Sqn
- 29: XZ234/VL745 Lynx HAS.2 RNavy 700L Sqn
- Aug. 3: 84-05 CH-53G WGAmy HFWS
- 4: XS676/BV Wessex HC.2 2400CU
- Sep. 2: 74-22262 UH-1H USArmy Hq. SHAPE
- Oct. 19: XM296 SeaHeron C.2 RN Hq. FONAC
- 28: 17-03 VFW-614 WGAmy FBSS
- Nov. 1: C-1, C-10 F.27M RNethAF 334Sqn
- 76-22557 C.12A USArmy Hq. USAREUR
- 2: No.60 Nord 262 French Navy 2S
- 76-22550 C-12A USArmy Hq. USEC
- 12489 VC-140B Jetstar USAF 89MAW/OLA
- 3: 159363/JM CT-39G USNavy VR-24Sqn
- C-7 F.27M RNethAF 334Sqn
- XK884 Pembroke C.1 RAFG 60Sqn
- 4: XS640 Andover E.3 RAF 115Sqn
- WV701 and WV746 Pembroke C.1 RAFG 60Sqn

- 7: XT779/322 Wasp HAS1 829Sqn/ActiveFlight CH-03 C-130H BAF 20Sqn
- 8: 70-15906 U-21G USArmy Hq. USAREUR
- 10: G-01 SA.330 Puma Belgian Police
- 50-59 C-160D WGAmy LTG-61
- Nov. 10: XX450/F Gazelle AH.1 ARWF
- 11: 22549 C-12A USArmy Hq. USEC
- XW910/K Gazelle HT.3 RAF CFS
- 12: No.63 DC-6AC French Navy SLD
- XS793 Andover CC.2 RAF Queens Flight
- 14: 131608/JS C-118B USNavy VR-52Sqn
- XV719/AA Wessex HC.2 RAF 72Sqn
- 17: 10876 C-9A USAFE 7111Op.Sqn
- 150494/25 EP-3E Orion USNavy VQ-2Sqn
- 18: 141023 C-131F USNavy NAFMildenhall
- XX367 Britannia C.2 A&AEE
- XS770 Basset CC.1 A&AEE
- 19: XP825 Beaver AH.1 Br.Army 14Flt.
- 21: 956 C-130H RNofAF Skv.335
- 22: 66-18030 U-21A USArmy Hq. USAREUR
- 69-15608 UH-1H USArmy Hq. SHAPE
- 23: 167/L Mystere XX FAF GAEL
- 25: 61-04 Atlantic WGAmy MFG-3
- 268/B Mystere XX FAF GAEL
- 28: 61097, 16498, 22079 UH-1H USArmy 71Av. Comp. (overflying Northolt on their way from Odiham to Manston)
- 29: 18033 U-21A USArmy Hq. USAREUR
- 11-03 C-140B Jetstar WGAmy FBSS
- CH-10 C-130H BAF 20Sqn/15Wing
- C-11 F.27M RNethAF 334Sqn
- Dec. 2: 150496 VP-3A Orion USNavy Hq. USN

- Early June a new NATO competition will take place at RAF Wildenrath. It is named Tactical Air Meet and is a combination of the Royal Flush and TWM.

- International Air Tattoo 1979 was been fixed on 23 and 24 June. The main item of that IAT will be the Lockheed Hercules. At the same time of the Tattoo at Greenham Common, there will be a Hercules symposium at RAF Lyneham. As the organization-committee of the IAT didn't got permission for a Tattoo this year, they tried their luck at the 91st Bomb Group USAAF re-union at Bassingbourne. This Anglo-American Air Festival will have NATO participation plus a flying Conference AF P-47. The event will also include the 40th anniversary of the Harvard. Some 30 airworthy Harvards are expected. This all taking place on 27 & 28 May.

Recently RAF Wildenrath became fully operational in the air defence rôle. It houses two sqn: No.19 and 92. Shown is XV501/W of 92Sqn. (RAFG)





FB-111H

United States of America

- F-111 news-flashes

-As a probably replacement for the B.1 project, General Dynamics are hoping to market their FB-111H. The FB-111H is a very much updated A version with increased length, wingspan (when swept), all-up-weight, fuel and armament. Offensive avionics are almost entirely taken from the B.1 project. Go-ahead has been given to GD to take two operational FB-111As from the SAC fleet and rebuild them to the FB-111H prototypes.

If the tests prove to be satisfactory, the FB-111H is to reinforce the SAC then operating 90 B-52Hs for carrying SRAM missiles and 50 B-52Gs for launching stand-off cruise missiles. Plans call for 65 FB-111As to be modified to FB-111H and/or some 100 new ones.

-In an advanced stage of being tested is the EF-111A. This version is to replace the EB-66C Destroyers. Striking, however, there are Destroyers left to be replaced. In 1973 they were withdrawn and their task was taken over by jamming pods carried on F-4s and F-111s. For some reason the need remained for a tactical jamming aircraft.

Two F-111As have been converted to EF-111A. One fully representative aerodynamic prototype made its first flight on 15 December 1975.

The second EF-111A, 67-049, was loaded with some three tonnes of sophisticated electronics. The installation is almost similar to that of the EA-6B Prowler. 67-049 made its first flight mid 1977.

The USAF plans to acquire 40 EF-111As of which five will be based in Europe.

-Recently the first F-111Fs of 48TFW/Lakenheath returned to the States for overhaul. Negotiations between USAF and British Aerospace Cooperation are nearing completion for overhaul of the F-111Fs in the United Kingdom.

- Movements at Frankfurt/Rhein-Main included:

Dec. 1: 61-ZQ/F99 Transall C-160F FAF ET.3/61
6: 152728/LE-2 P-3B Orion USNavy VP-11Sqn
10: 22558 C-12A USArmy
00458 and 00462 C-5A Galaxy 60MAW
16: YU-AIC/73311 An.12 Yugoslav AF
17: TC-68 C-130H Argentine AF
71-63 UH-1D WGAF SAR
18: 80226 C-5A 60MAW
19: 50-77 Transall C-160D WGAF LTG-61
K-684 C-47A Dakota RDanAF Esk.721

Noted C-141As in December: 50239/60MAW, 60189/63MAW, 60191/60MAW, 70164/62MAW, 50254/60MAW, 40652/63MAW, 50268/60MAW, 67944/60MAW, 50227/62MAW, 50237/62MAW, 50254/60MAW
Since October a new C-130E-I Skyhook is based here: 40567 ex 8SOS/834TCW

- Movements at Lakenheath included:

Sep. 27: 24-72 F-104G WGAF JABOG-32
30: HO66-7471, 66-7687 F-4D 49TFW
Oct. 2: 21451 F-111F (on delivery to 48TFW)
4: 28-33 and 28-35 TF-104G WGAF WS-10
232 and 626 F-104G RNOAF Skv.331
21450 F-111F (on delivery to 48TFW)
26: 02368 F-111F (on delivery to 48TFW)
Nov. 3: FX-29, FX-85 F-104G BAF 10Wing

4: 21-49 and 22-56 F-104G WGAF JABOG-31
SP66-8813 and SP66-7595 F-4D 52TFW
RS74-1645 F-4E 86TFW

5: SP66-7552 and SP66-8759 F-4D 52TFW

9: 35-69 and 35-77 RF-4E WGAF AKG-52

37-89 and 38-37 F-4F WGAF JABOG-36

10: 26-66 and 26-75 F-104G WGNavy MFG-2

27-15 and 27-16 TF-104G WGAF WS-10

5-34/MM6822 and 5-36/MM6922 F-104S ItAF

12: HR68-0503, 69-0277, 74-1626 F-4E 50TFW

140997 C-131F USNavy NAF Rota

30707 F-111F (on delivery to 48TFW)

15: 153452/LL-15 P-3B Orion USNavy VP-30Sqn

37-49 and 37-57 F-4F WGAF JABOG-36

5-35/MM6873 and 5-36/MM6922 F-104S ItAF

17: D-6670, 6697 F-104G RNethAF 311/312Sqn

22: 23-08 and 26-61 F-104G WGNavy MFG-2

37-45 and 37-53 F-4F WGAF JABOG-36

26: RS68-0393 and RS68-0403 F-4E 86TFW

29: 26-04 and 27-40 T/F-104G WGAF JABOG-32

37-95 and 38-11 F-4E WGAF JG-71

30: BT76-0013 F-15A 36TFW

Dec. 1: 27-15 and 27-80 TF-104G WGAF WS-10

On 4 October an F-111F crashed near Landau

(W.Germany). A second F-111F, LN70-380, crashed

near Newmarket on 15 December. After making runs

at Lakenheath with full emergency equipment

standing by, the latter overflew Mildenhall

and disappeared. On approach to Mildenhall at

the time was a VC-137 carrying Secretary of

State Vance... The captain of this aircraft was

rather upset at the F-111 cutting across his

approach and witnessed the aircraft crash, re-

porting that the crew had got out o.k. A Wessex

from Coltishall flew down and picked up the

crew returning them to Lakenheath.

- Just after take off from RAF Akrotiri (Cyprus)

a U-2R veered to one side and stalled. It crashed

on the operations buildings killing the pilot

as well as five civilians.

The U-2R was part of a permanent detachment

at Akrotiri. The U-2 assists the United Nations

in guarding the Israeli-Egyptian disengagement

zone in Sinai.

The a/c is mentioned to have been 68-10330.

- Operating from Aviano (Italy) as part of exer-

cise 'Display Determination' were:

UH68-062, 68-051 F-111E USAF 20TFW

SP64-741, 63-467, 63-512, 63-596 F-4C USAF 52TFW

SP66-768, 66-765, 66-789, 66-710 66-748 all

F-4Ds USAF 52TFW

83831, 83797, 83814, 83799, 14701 OV-10A USAF

Also known to have participated in this exercise

is the Portuguese AF and for the first time since

the Cyprus war, Greece and Turkey joined a same

exercise. Time heals all!

- Movements at Aviano included:

Sep. 29: HR74-620, 74-634, 68-370 F-4E 50TFW

CR74-054, 74-664 F-4E 32TFW

TJ63-420 and TJ64-829 F-4C 401TFW

70020, 60170, 40642, 38076 C-141A 438MAW

42070, 41680, 42069, 41677, 42072 and 41687

all C-130H 463TAW

18030, 18020 U-21A USArmy

FC-02 TF-104G BAF 10Wing

30:RS68-403, 68-412, 68-438, 68-447,68-497
68-452, 74-641, 74-649 all F-4E 86TFW
90021 C-5A 436MAW
42061(463TAW) & 21296(314TAW) C-130H
Oct. 3: 141020 VC-131F USNavy NAFNaples
31-57/MM61957 PD.808TA 31Stormo
RM-38/MM61944, RM-31/?? S.208/M 1RVR
4: 31-12/MM62012 DC-9.32 ItAF 31Stormo
RM-115/MM80332 AB.204B ItAF 1RVR
15: HR69-244, 68-465 F-4E 50TFW
21-22 F-104G WGNavy MFG-2
AR68-478 RF-4C 1TRS/10TRW
31: 150494/22 EP-3E USNavy VQ-2Sqn
Nov.15: 60146(438), 40644(438), 60134(437) and
59405(437) all C-141As
21-23, 21-09 F-104G WGNavy MFG-2
SA-69/MM6396 (c/n 99) G-91T
23: 35-44, 35-81 RF-4E WGAf AKG-51
27: HR68-379, 69-242, 68-445, 68-529 F-4E
60167 C-141A 437MAW
Dec. 2: 51-06, 51-22 F-104S ItAF 22Gr./51Stormo
ZR68-607 RF-4C 26TRW
40624(437),50279(437),60209(438) C-141A
152786/JM C-2A USNavy VR-24Sqn
11: ZR68-561, 68-557, 68-566 RF-4C 26TRW
SP63-515, 66-768, 66-595 F-4C/D 52TFW
0-24453 T-39A AFCS/1868FCS
From 15.11 the following F-4Cs of 401TFW were
based: TJ63-413, 63-582, 64-655, 64-765, 64-829
64-888, 64-890, 64-904, 64-905, 64-912, 64-917
64-918

- On 9 January Coronet Pay took four A-10As on
deployment to Ramstein. All four belonged to
the 57th Tactical Training Wing at Nellis AFB:
WA75-0258, 75-0261, 75-0262 & 75-0297.
The deployment started with a delay and the
arrival at its final destination had to be
postponed due to a diversion to Upper Heyford
on 8 January.
261 & 297 were in the standard grey c/s overall.
The two others were in a new (yet another) scheme
of mottled grey-green with black codes and
serials. All four a/c carried the TAC shield
and a band of black/yellow checks on the fin.
Support for the Atlantic-cross was 95819 HC-130N
of 55ARRS/Eglin AFB at Upper Heyford and 12666
WC-135B of 55WRS/McClellan AFB at Mildenhall.

- Movements at Mildenhall included:

Oct.29: 14845 RC-135V 55SRW
157312/LR-4 P-3C Orion USNavy VP-24Sqn
Nov. 1: 60138 C-141A 63MAW
2: B-679 C-130H RDanAF 50251 C-141A 60MAW
80118 KC-135A 19BW
3: 158568/LP-9 P-3C Orion USNavy VP-49Sqn
6: 131608/JT C-118B USNavy VR-52Sqn.
7: 26000 VC-137C 89MAW 00457 C-5A 60MAW
8: 158935/LP-1 P-3C Orion USNavy VP-49Sqn
80024(N.J.ANG) and 23544(2BW) KC-135As
13: 00303 and 91535 C-130B AFRES/433TAW
14: 50-61 and 50-90 C-160D WGAf LTG-63
15: 38040(305ARW) and 71506(42BW) KC-135As
16: departure SR-71A 17976
18: 58-42 DO-28D WGAf AKG-52
19: 71425 KC-135A Washington ANG
23: 23533(379BW) and 38888(28BW) KC-135As
10957 C-130B AFRES/433TAW
25: 23-08 and 23-20 F-104G WGNavy MFG-2

104653 CF-104D CAF

136753 C-1A USN (no markings; ex NAF
Mildenhall but no one knows where it
came from and where it went to)
Dec. 2: 104733,751,770,788,839,845,899 CF-104Gs
104636 CF-104D and 133452 CT-33A CAF
4: 12673 WC-135B 55WRS
131619 C-118B USNavy VR-53Sqn
158913/LF-3 P-3C Orion USNavy
5: 23544(2BW) and 63607(Tenn.ANG) KC-135As
7: 80042 KC-135Q 380BW
9: B-680 C-130H RDanAF Esk.721
38-53, 38-57 F-4F WGAf JABOG-36
11: 10340 U-2R 9SRW.It departed again the
other day and therefore it probably was
a replacement for the U-2 that crashed
at Akrotiri(Cyprus)

- New Phantoms having turned up in Europe recently:
ZR68-607 (not 68-608 as quoted in Flash Nr.86)
ZR68-594 first noted in 12.77
SP63-7422(yellow tip) first noted 12.77

- Slowly but surely the Phantoms are making place
for the new generation fighters as F-15s and
A-10s.Ending a career with the Air Force 'all'
Phantoms are inevitably passed on to ANG ser-
vice.

Following the seven RF-4C units,the ANG recent-
ly equipped its first unit with F-4Ds. This
honour was reserved to famous 'Happy Hooligans'
178TFS at Fargo, North Dakota. Remarkable, how-
ever, the F-4Ds took over the air defence task
of the Voodoos and all a/c will be freed from
their TAC camouflage coat.
The 57FIS at Keflavik (Iceland)is also releasing
their F-4Cs of the camouflage coat. Noted at
Bentwaters on 3 November was F-4C 37589. It
was grey all over while the black and white
checks on the tail are to be added soon.

- DC-10s at Mildenhall! Yes, in 1979 the first
McDonnell/Douglas DC-10 tanker versions are
expected to be delivered to the USAF. They are
to supplement the KC-135As.

Some years ago the Advanced Tanker/Cargo Air-
craft (ATCA) programme started. This programme
called for an aircraft that could act as a
tanker and as a large range transport at the
same time. Such an aircraft would be able to
re-fuel aircraft on deployment and also support
their equipment. That the USAF needs such an
aircraft was proven during the Israeli-Egyptian
war of 1973. Transporting equipment for the
IDF/AF, all C-5As and C-141As were forced to
make a re-fuelling stop in the Azores.
Soon it became obvious a choice had to be made
between two candidates: Boeing 747 and McD/D.
DC-10.Both companies had launched a version with
body fuel cells in lower cargo compartments.

The Boeing version proved to have a larger range
carrying more payload. The DC-10, however, is
cheaper and is able to operate from more air-
fields in the world.

As already mentioned the DC-10 finally won the
contest and villagers of Mildenhall will be
happy as they are to be freed from the terrible
noise of the KC-135As.

The initial order for the DC-10 calls for 15 a/c
Note that the KC-135As also have a cargo floor
but this has never been used extensively.



The Marchetti SF.260
'Warrior' is a ge-
nuine export-success
The picture shows a
Tunisian aircraft
TS-TBA/W-41-401.
(S.Blarasin via Piet
Druif)

ON 2nd THOUGHT

By J.P.van Kempen. Special thanks to B.Marcelis, P.v.Wijngaarden N.A.Wiltens and F.Smith.

This month our second 'On 2nd Thought' and I would like to begin with thanking everyone who reacted to the first instalment. It is obvious that you all are willing to co-operate when I look at all the reactions. We received also some questions about aircraft which have led, as you can see, to the instalment of a new series depicting one (or two) aircraft types each time. I hope you like these 'On 2nd Thought Specials'.

MLD

- The last Tiger Moth (84-16) wasn't withdrawn from use until January 1966.
- The Firefly T.1 004 mentioned on the same page was ex FAA PP619. The exact versions of the other Fireflies were FR.4 and AS.5.
- The SH-34J 135/D (85-18) didn't go to N95332 but ended its life at the scrap-yard of De Kooy.
- Some fatalities with the S-2 Tracker which are not mentioned are the hijacking of the 153. This aircraft was hijacked at Malta on 7-3-64, but the act caused no victims. Later the same year, on 31 October, a hangar at Valkenburg collapsed, which resulted in severe damage of the 155, 161 166 and 171. The aircraft however were repaired. The crash of the 150 didn't prove that serious as was mentioned and was repaired, while remaining in use till August '72. The CS-2A 193/H went after service to the Technical School in Delft. The first CS-2As were by the way delivered on 5-12-60.
- In the November edition some Wasp serials were left out. These were: 239/F9684, 240/F9685, 241/F9686 (w/o 28-11-68), 246/F9691 (ditched 12-7-73) 247/WAB27 (delivered 18-4-74).
- The correct c/ns of the Fokker S.11s 197 and 198 are 6280 and 6281.
- Not mentioned are the following Lynxs:
 - 262 first delivered to A&AEE in July '77 and finally to Holland in October 1977.
 - 263 delivered to De Kooy in August '77
 - 264 delivered to De Kooy in September '77

RAF

- Some amendments to the Buccaneer review (86-7):
 - 15Sqn: XW525/A, XW538/B, XZ432/K
 - 16Sqn: XW548/S, XW528, XV348
 - 208Sqn: XT283, XV340
 - 2370CU: XV357

Portes Ouvertes at Bordeaux

- Some additions to this open day are:
 - show: AI/83, 118-IT/66 both Nord 262Ds
 - dump: 68-OP/SA56 H-34A and 92-AC/603 Vautour IIB
- The Mirage F.1C (picture) is of a new batch. All F.1Cs of this batch have air-refueling capabilities. Reportedly this batch includes converted standard examples. All Mirages of this 201-series have been delivered to EC.5 at Orange.

Aeronautica Militare Italiana

- Some old, but useful, corrections to the Italian news section of the September issue are:
 - Spotted in the hangars at Guidonia were S.208/Ms VV-80 and VV-84 of which the correct serials are MM61980 and MM61984.
 - Also in the hangar was EI-4, an O-1E, with the correct serial MM61-2991.
 - The PD.808 at Aviano 4/8 is 31-55/MM61955.
 - In the November issue you could read the rather Mexican name Gino Pincho. The real name of the 8Stormo is Gino Priolo, while the other beautiful names of the units are: 2St./Mario d'Agostino, 3St./Giuseppe Gaeta, 4St./Amadeo d'Aosta, 5St./Giuseppe Cenni, 6St./Alfredo Fusco, 9St./Francesco Baracca, 15St./Stefano Gagna, 31St./Franco Luccini, 32St./Armando Boetto, 36St./Ricardo Seidi, 51St./Ferucio Serafini and 53St./Guglielmo Chiarini.



The proof. Found at Oud-Karspel on 1st July 1976: 135/D. (B.Marselis)

- The story of the C-119J (87-6) is quite simple: when the o-18046 was delivered, it proved to be not quite so airworthy anymore. So it was used as an instrumental link-trainer by the 46AB till it was scrapped.

Loose ends

- The new RF-4C at Zweibrücken is ZR68-607 (86-8)
- The EB-57s at Zweibrücken were 54241, 54279, 54280, 54287 and 54290 (86-8).

■ ON 2ND THOUGHT SPECIAL ■

Whether you believe it or not, there are still people who don't know a Vampire from a Venom. And there are still more types which cause confusion even with champions of aircraft recognition. So therefore we found it a good idea to start a new series of Specials devoted to confusing aircraft. This month we set the spotlight on the Vampire and its relatives. Due to the extend of this item, it's split up in two parts. So, the Venom next time.

-- VAMPIRE VS VENOM --

The story of the Vampire already started in 1943 with the DH.100 prototype. The DH.100 was the second jet fighter designed for the RAF. The first prototype, LZ548, first flew on 20 September 1943 and was later followed by two other ones: LZ551 and MP838. These aircraft were, just like the Mosquito, mainly constructed of balsa and plywood, while the last prototype was fitted with the definitive armament of four 20-mm cannons in the front fuselage. The first production started however too late for the Vampire to see action in the war.

This production of the Goblin II engined F.mk.I was undertaken by English Electric and totaled 174 a/c for the RAF and 70 for the Swedish AF (delivered from 1946) which was the first and certainly not the last foreign country where the Vampire went.. Six years later the Cuerpo de Avia cion Militar of Dominica acquired 25 aircraft from Sweden. The second country that was interested in the Vampire was Switzerland which acquired four F.mk.1s for evaluation in 1946, while Canada received one Vampire for the same reason.

J-1101 is a DH.100 Vampire Mk.5 of the Swiss AF. Emmen, 4 Sept.1976. (S.Kunz)^x





Vampire T.55 191 c/n 15815 of the IAAC at Baldonnell AB on 3 July 1974. (J.Struben)^x

Meanwhile the development went on in the form of the proposed F.mk.II (later F.2) but no production was undertaken. The three F.2s, TG276, 280 and TX807, differed internally from the F.1 in having the stronger Rolls Royce Nene I engine and externally in having two additional dorsal air intakes. After some further modifications TX807 was shipped to Australia to become the pattern aircraft for 57 Vampire F.30s, which were built by de Havilland in Australia. The first Nene-engined F.30 flew on 29.06.48, while this and subsequent aircraft resembled externally to the RAF's Mk.3.

The Vampire F.mk.3 was similar to the F.1 but carried two underwing droptanks and had a revised tail unit with lower tailplane, rounded rudders and a tailplane/fin acorn fairing. The F.3 was also produced by EEC totalling 117 for the RAF and 85 for the RCAF. Later on, in 1961, the Mexican Air Force acquired 15 from Canada, which are (mostly) all still in use with the 200Sqn. The RNOAF evaluated 4 Mk.3s and acquired later 20 ex-RAF aircraft.

The next version of the Vampire was designed for ground attack duties. For this reason de Havilland introduced a strengthened and clipped wing on a Mk.1 airframe (TG281), first flown on 29.06.48, to produce the most widely used and known version, the FB.mk.5. The FB.5 resembled in most other ways with the F.3, but it had a longer stroke undercarriage and strong points under the wings. The first of the 888 FB.5s for the RAF flew on 23.06.48, of which many were diverted to New Zealand, S.Africa, France, Italy and Lebanon. Export versions of the FB.5 were the FB.50 for Sweden, Dominica (which bought 17 from Sweden) and Norway; the FB.52 which was built for Egypt, Finland, Iraq, India, New Zealand and Venezuela in Australia 23 FB.mk.31s were produced with a similar airframe to that of the FB.5, and 28 F.30s were converted to the same standard. Foreign licence product on comprised 100 FB.6s by FFA in Switzerland; 80 FB.52As by Macchi and Fiat in Italy; 430 FB.53s by SNCASE in France which were otherwise known as the SE.535 Mistral, in addition to 67 assembled from British components; and finally 281 by HAL in India including 34 from imported components.

Production of single-seat versions of the Vampire for RAF service ended with 381 FB.mk.9s which were a tropicalised version of the FB.5 with an air-refrigeration unit fitted in the right wing root, and thus enabled it for service in the Middle and Far East. Except for the RAF the FB.9 saw service with the Air Forces of Rhodesia, Ceylon and Jordan. Apart from fighter and fighter/bomber, the Vampire was also adapted for night fighter duties, which were to supplant the obsolete Mosquito NF.30 and 36. In fact basically the same cockpit was used, while the aircraft itself was a side-by-side two-seat version of the FB.5. The prototype DH.113 Vampire NF.10 flew on 28.08.49 and deliveries for the RAF started in 1951. Later on some 35 of the 78 originally built were sold to the Indian and Italian AF with the export designation NF.mk.54.

Installation of dual control in the NF.10 led to the production of the DH.115 Vampire Trainer,

later to be designated T.mk.11 in the RAF and T.mk.22 in the RN. The prototype WW356 made its first public appearance at Farnborough in Sept. 1950, though the maiden-flight was not made until 15 November. The success of the Vampire Trainer (more than 20 countries have used or even still use the T.55) lay mostly in the side-by-side seating which ensured a good communication between pupil and instructor, and the great width of the cockpit, which made it even more comfortable.

The first production Vampire T.11, WZ414, flew on 19.01.52, although it lasted till September that the first T.11 was delivered to the Advanced Flying School. The production of the Vampire trainer finished in 1956 and totaled 535 (not counted are the Naval T.22 and export T.55).

Already briefly mentioned is the rôle the Vampire played in the Royal Navy. Deck-landing trials began aboard the HMS Ocean with the second prototype, LZ551, as early as 3.12.45, which were the first-ever carrier operations by a pure jet a/c. The trials proved to be that successful that they led to the conversion of two F.mk.1s, TG328 and VP315, to the Sea Vampire F.mk.20, and eventually first flew in October 1948. The aircraft, armed airframe of the Vampire FB.5, served primarily in a training rôle to give the FAA pilots jet experience.

Later on Vampire F.1, TG286, was converted to the F.mk.21 standard (and was eventually followed by six other converted F.3s) with reinforced undersides and removed armament for use in flexible deck landing trials at Farnborough and on HMS Warrior in 1947-55. These trials however did not lead to the production of more Sea Vampire F.21s. Already mentioned is the Sea Vampire T.mk.22 of which the prototype, WW461, flew shortly after the first flight of the T.11 prototype. The T.22 saw service with a great many units in the FAA, both in the training and communication rôle, which were the 700, 702, 718, 724, 727, 728, 736, 738, 750, 759, 764, 766, 772, 781, 831, 891, 893, 1831, 1832 and 1840Sgns.

to be continued.

COMMENT ON THE PHOTOS OF PAGE 12-13

This month's centerpage contains some pictures of aircraft in Spanish colours (top left to bottom right):

- 1) Mirage F.1CE C.41-3/141-03 of 141Esc. based at BA Los Llamas. Photo taken at Sanjurjo-Valenzuela on 14 May 1976.
- 2) An old one: HA-100 (via J.L.G.Serrano)
- 3) Undeniable German influences on this HA.112 (via J.L.G.Serrano)
- 4) Avion C-127/DO-27 prior delivery. (SpAF)
- 5) Latest acquisition of the 'Marina' is the Matador. (Sp.Navy)
- 6) C-54 T.4-9/352-09 (ex 44-9038) at BA Sanjurjo-Valenzuela on 14 May 1976.
- 7) CASA 352L T.2B-148/721-7 at BA Cuatro Vientos on 1 October 1976.
- 8) T-33A E.15-29/41-34 at BA Sanjurjo-Valenzuela on 14 May 1976.

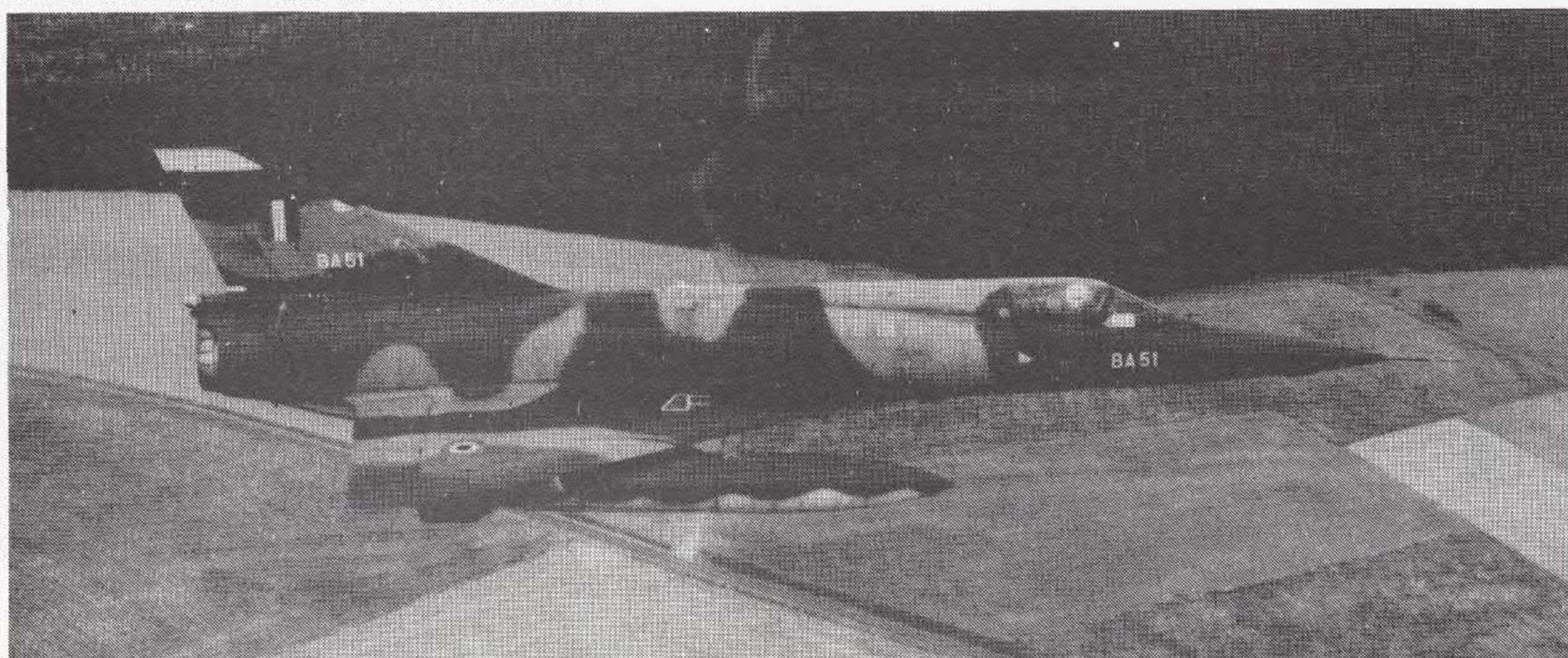




THE BELGIAN AIR FORCE

Compiled by Frank Klaassen, with thanks to Major Hoeben and Adjudant Moerman (Belgian AF), Valentijn Kenens, Leo Spiessens, Paul Jackson and Peter van de Krommenacker.

Part 16



The 2nd Tactical Wing

Florennes airbase, today home of the second Wing, was constructed in 1942 and during the rest of the war it played an important role as a fighter- and transport base of the Luftwaffe. The Germans withdrew on 4 September 1944, of course not after a great number of the vital installations had been blown up. Still, the last German had hardly left or the first American jeeps entered the gate and they immediately started with the repairs. The Americans didn't stay very long and when they left early 1945, the Belgian Air Force had an operational airbase at its disposal.

In 1947 the B-Wing, in August receiving the designation 169th Wing, settled at Florennes with its two Spitfire XIV equipped squadrons. These units were numbered the 351st and 352nd squadron, since the two other units of the air force were Nos. 349 and 350 (at Beauvechain). On the 1st of February 1948 the 169th Wing was re-numbered 2nd Wing, No. 351 became the 1st and 352 the 2nd squadron. In January 1950 the 3rd squadron is established, which also receives Spitfire XIVs. However, in June 1951 the Spitfires of the three units are progressively supplanted by F-84G Thunderjets; the wing becomes part of NATO under the name 2nd Fighter-Bomber Wing.

In April 1955, with the arrival of the first supersonic Thunderstreaks in sight, the Wing is awarded the insignia of the ancient 2nd Aeronautical Regiment. Late August the first Thunderstreak arrives in Belgium and, the last shall be the first, it is assigned to No. 3 squadron. In 1956 the entire Wing is flying the F-84F and on that occasion, about one year after the notorious sound-barrier engagement of 2nd Wing's Major Branders and Cdt. Laloux, Florennes is baptised 'Base Jean Offenberg', after a Belgian pilot who got killed during the second world war.

F-84F FU-108 mounted on a pole near the housing area at Florennes AB. (G. Botquin)



Since No. 2 squadron has spent its entire life at Florennes there is not much to say that has not been disclosed yet. We might mention that the red comet insignia and the motto 'Ut fulgur Sluca Aethera' (Cleave the air like lightning) dates back to 1917, when it was used with the 5th squadron. The 3rd squadron, which was disbanded in October 1960, had a holly leaf insignia with the motto 'Qui s'y frotte s'y pique'; this badge is now used by one of the missile squadrons, by the way.

In the early days of the post-war Belgian air force, aerial reconnaissance was carried out by Meteors of No. 2 squadron RAF, that were based at Porz/Wahn in Germany. The arrival of large numbers of Thunderjets finally enabled the Belgians to assign a few examples of these aircraft for recce duties; the cameras were simply built in the underwing pylon-tanks. Eight RF-84G Thunderjets formed the C-Flight of the British 2nd squadron till June 1954, when it was decided to establish a special reconnaissance squadron; this new unit was designated 42nd squadron. It adopted the red, winged, telescope peeping devil of the ancient 7th squadron and got H8 as their squadron code. One year later the Thunderjets were replaced by RF-84F Thunderflashes, the first 16 which arrived in 1956. By that time the unit was finally transferred to Belgium, to the airbase of Brustum. And here at Brustum the 42nd squadron soon found itself in a very peculiar situation.

The incident with the Russian MIG-25 that landed in Japan quite unexpectedly and was completely dismantled by Western experts is still fresh in our memory. Something similar happened in 1958 but then the other way around: with a Belgian Thunderflash.

Major Pauwels of the 42nd Recce squadron was on a mission over Germany when he lost his course. In 1960 the 3rd squadron is disbanded. The two remaining units continue to fly their Thunderstreaks till the arrival of the Mirage V in 1971 and that event had some consequences. On the 1st of July the 2nd Fighter-Bomber Wing is re-designated 2nd Tactical Wing and on the same day the 1st squadron leaves for Bierset with its F-84Fs. Its place is soon taken over by 42nd squadron, which arrives at Florennes with the first Mirage 5BRs. The 8th squadron, established in July '70 and in charge of the Mirage conversion, leaves Florennes on 15 December 1971, also to Bierset. As may be concluded from the above, the 2nd Tactical Wing presently comprises the 2nd Fighter-Bomber squadron flying Mirage 5BAs and the 42nd Reconnaissance squadron, equipped with Mirage 5BRs.



Over a Baltic Sea island he was suddenly intercepted by two Russian MIG-15s: he appeared to be over East-German territory. The Thunderflash was escorted to an airbase. As Pauwels thought the quantity of fuel to be too much to guarantee a safe landing he gave full power and tried to make an overshoot. One of the MIG pilots apparently suspected that P. wanted to escape and fired a few shots at him. After Pauwels being imprisoned, the RF-84F was completely dismantled and thoroughly inspected by Russians. Later pilot and plane were returned to Belgium. The Thunderflash made just one more flight after this incident, being a testflight after its re-assembly; while landing the unlucky aircraft was severely damaged and subsequently struck off charge.

With a short intermezzo at Kleine Brogel the 42nd squadron was based at Brustum till 1960. In that year it moved to Beauvechain, to become part of the 1st Wing. Not for long though; in April 1963 Bierset became the home-base. Here the unit finally seemed to have found what they had been looking for and they stayed at Bierset till the conversion to the Mirage 5BR emerged, in 1971. On 15 September 1971 the 42nd Recce squadron became part of the 2nd Tactical Wing at Florennes. Those Thunderflashes that had not yet been supplanted by Mirages stayed at Bierset, where they were used with No.1 squadron till May 1972.

When an experienced pilot is assigned to go to the 42nd squadron he has to go through a training period that may last 18 months. No need to say that the unit can rely on highly qualified crews who, in view of the long time it takes to make them 'operational', usually stick to the squadron for a relatively long period. A recce pilot must be a perfect navigator and an expert in recognition. In fact his photo's are not as important as they might seem; they are merely meant to support his visual reports.

A normal mission starts with the receipt of an Air Task Message (ATM), which the 'Allied Command Operation Center' in Maastricht sends to the operations center of the squadron. Such an ATM may comprise three objectives which are sometimes more than 100 kilometres away from each other. From the moment an ATM is received the preparations for the mission start. These preparations have a time-limit: for one, two or three targets the pilot gets 30, 40 or 60 minutes time respectively. During that time what the targets are (an ATM is in code), where they are and he must work out the navigation procedure with the aid of 1:500,000 maps. The targets may be anything: bridges, tanks, airport, antennas, etc.

On his way back, he gives his 'in flight report' to the operations center at Florennes: detailed information about the targets. Keeping in mind the speed and altitude (300-400 metres) of the Mirage this may hardly be called a sinecure. Once he has landed and the engine is shutdown another race against the clock starts: within seven minutes after shutdown the pilot must give a 'mission report', which is a more detailed description of his flight and the targets. The photos that were made during the mission must be ready for interpretation within 30 minutes after shutdown; a job for the Mobile Field Photographic Unit, or MFPU. When the films are developed, they are taken to the photo-interpreters, whose task it is to verify the visual observations of the pilot and to give more precise details about the targets. A busy job, if you know that during one mission some 2500 photos may be taken!



The drawing above was painted on many aircraft during several 'Royal Flush'es.





Percival Pembroke C.51

In 1953 Belgium ordered 12 Pembrokes to supplant the aging Ansons. The aircraft were delivered in 1954 to the 21st squadron at Melsbroek, where they were used for liaison flights, aerial photography and navigation training. The last Pembroke was withdrawn in 1976 with the arrival of the Merlin. Serials were RM-1 upto RM-12, codes OT-ZAA to OT-ZAI, and construction numbers 14,17,20,21,24,25, 27,28,29,31,32,33. In July 1977 the RM-1/2/3/5/6/8/9/10/11/12 were still in storage at Koksijde. The RM-7 has been preserved at Molenbeek, RM-4 may have been put in storage for the air force museum.

Bristol Sycamore HR.14B

The Belgian air force acquired three of these helicopters in 1954, for use in the Congo.
B-1 OT-ZKA c/n 13199 ex G-AMWP crashed 310360
B-2 OT-ZKB c/n 13200 ex G-AMWR w.f.u. in 1960
B-3 OT-ZKC c/n 13201 ex G-AMWS w.f.u. in 1960

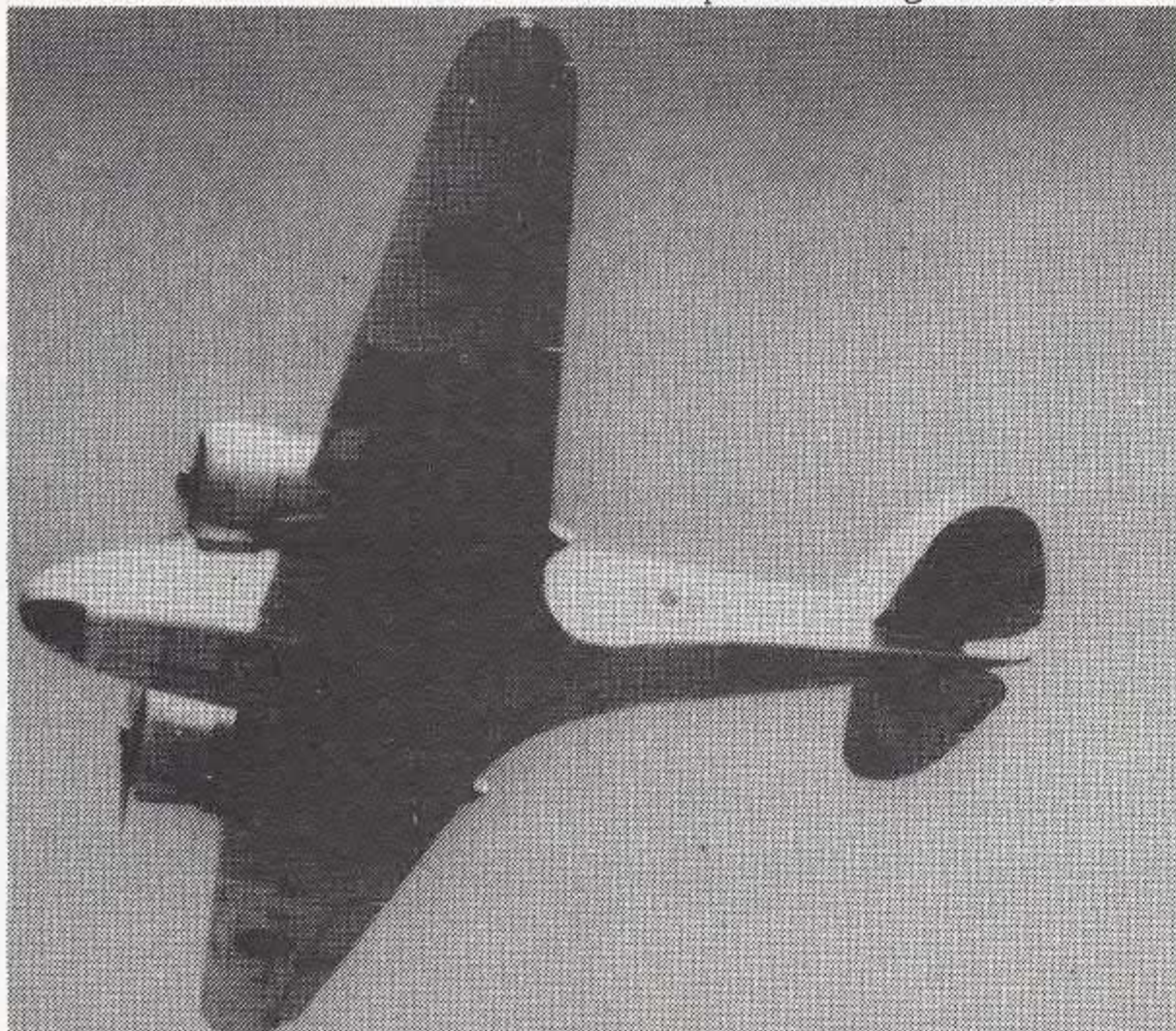
Aero Commander 560F

Delivered in September 1961, one aircraft of this type was operated by the 21st squadron for Royal flights till April 1973. Callsign was OT-CWB (in very small lettering on the fin tip) and it had construction number 560F.1069-25. The aircraft was sold as F-BTYZ in 1973.

Airspeed Oxford

The Oxford was one of the first aircraft of the Belgian air force, 42 ex-BAF examples entering service in 1946. The Oxfords were withdrawn in 1954. Serials were O-1 to O-42. The O-1 was the ex RAF DF523, the O-6 was MP301, O-27 was MP430, O-29 the LX728. O-16 is preserved in the air force museum and this aircraft has construction-number 936; it was delivered 030947. Other ex RAF identities included V3775, EB796, NM777, PH351 PH352, NM694, NM696, NM702, NM720, NM736, PH415 PH417, PH425, PH459, PH460, PH461.

Oxford O-18 of the 21st Sqn D flight. (BAF)



Well, having dealt with all the non-current types now, it's time to update some of the previously published lists.

FLASH 72: Dakota K-20 (page 16) was coded OT-CNJ, not OT-CNK; K-23 was OT-CNL, not OT-CNM.

FLASH 77: Spitfire Mk. 9 SM-12 (page 15) was ex-RAF MH366, not MH966; SM-15 was MJ783, delivered to Belgium 3.2.48; the SM-27 was RK851, delivered 20.11.48.

Hunter Mk.6 IF-48 (page 17) was coded JE-M and the IF-61 OV-W; IF-137 should be marked.

But back to page 15 once more, since the information on SM-44 to -48 is not correct: MH153 and MH577 were both written off in RAF service, MH777 was delivered to the South African AF 24.11.48. PT853 was SM-16 and RK851 was SM-27. The serials SM-44 to SM-48 were allocated to five earlier aircraft, presumably after conversion. They were previously SM-16, SM-21, SM-24, SM-27 and SM-28, but in which order is not known.

FLASH 84: Thunderstreak FU-192 (page 13) was coded 8S-K, not 8S-H. Then concerning Note 5 on page 14, the following F-84G Thunderjets were also delivered to Belgium:

51-9627	51-9749	51-9844	51-9975	51-10046
51-9671	51-9750	51-9845	51-9980	51-10047
51-9673	51-9762	51-9857	51-9992	51-10080
51-9678	51-9764	51-9923	51-9997	51-10195
51-9684	51-9770	51-9936	51-9999	51-10199
51-9694	51-9772	51-9956	51-10011	51-10200
51-9696	51-9787	51-9957	51-10012	51-10223
51-9702	51-9801	51-9958	51-10020	51-10233
51-9715	51-9828	51-9961	51-10025	51-10236
51-9716	51-9837	51-9962	51-10033	
51-9721	51-9839	51-9965	51-10034	
51-9736	51-9840	51-9968	51-10042	

Furthermore FZ-65/51-10760 should be 51-10076, FZ124/51-10747 should be FZ125. The FZ132 is exhibited in the museum in Brussels, which leaves three possibilities: it did not go to Denmark, it actually went but came back, or FZ132 is not the original FZ132. Clarification would be welcomed!

FLASH 85: Some additions to the T-6 Harvard list on page 16. It is possible that the H-22 which I mentioned as written off in 1960, should in fact read H-202; on 11 July 1960 this H-210 was hit over Matady and the pilot, 1Sgt Depijpere, made an emergency-landing. Thanks to Lt.de Changy who picked up Depijpere in his H-210, the former was rescued. Furthermore the H-45 became OO-GEP, not OO-GDP. Another write-off was H-207 that crashed in the jungle near Kamina on 20.7.60; O/Lt.Swietek and his passenger got off with a fright. Lieutenant de Changy, mentioned above came lugubriously to an end; on 18 July '60 he escorted an Alouette II in his Harvard H-210. The Alouette disappeared over Thijsstad and de Changy was shot down over Insiki. His body was never found, but according to an eye-witness he was killed in his cockpit by the rebels and subsequently thrown in a river that swarmed with crocodiles...

Then concerning the Dominies: D-6 was ex-RAF NR776 c/n 6852, D-7 was NR777 c/n 6853.

Percival Proctor P-5 was the ex-RAF NP164 c/n H571, P-6 was NP270 c/n H654 (correcting the correction). Delivery dates were June 1947 for P-1 to P-4, October 1947 for the P-5 and March '48 for the P-6.

Flash 87: Hunter Mk. 4 ID-15 was coded 7J-P and crashed near Oostende in 1956.



The original American version of the YC-14. (B.Hickman)^x



by Jac van Tuyn

Remember the first day of this year! People congratulating you with another 'New Year'. All talking about the past and what 1978 will bring. Being an aviation enthusiast, surely you must have wondered what 1978 will bring to the aviation field. For the traveller: would it be a tour through Germany on a moped, a trip to Japan, a trip through England on a bike or hitch-hiking to Spain? For the open day freak: would it be Luke, Bretigny, Wildenrath or Deelen? For the photographer: the first negs of a Soesterberg Eagle, the first operational Tornado or just an Iranian Tomcat? For the registration freak: will I see my damned last RAF Herk? For the ones generally interested in aviation it is difficult to say but no doubt you have your ideas and hopes for the new year as well.

Finished with ideas and hopes about 1978. Let's get on with the real facts. That's also what these pages are about. Plain facts of things planned to happen throughout this year.

Gathering information from all kinds of sources, one must admit it's sometimes difficult to draw the right conclusion. One source saying this, the other saying that. Therefore it's often difficult to predict what will actually happen. Remember that event that surprised you, although long before it was known to happen. Was it because of the confusing reports or did you fail to take any notice of it.

We thought it very useful to put everything in line and make a survey of some events planned to happen in 1978. Here we go!

■ HOLLAND ■

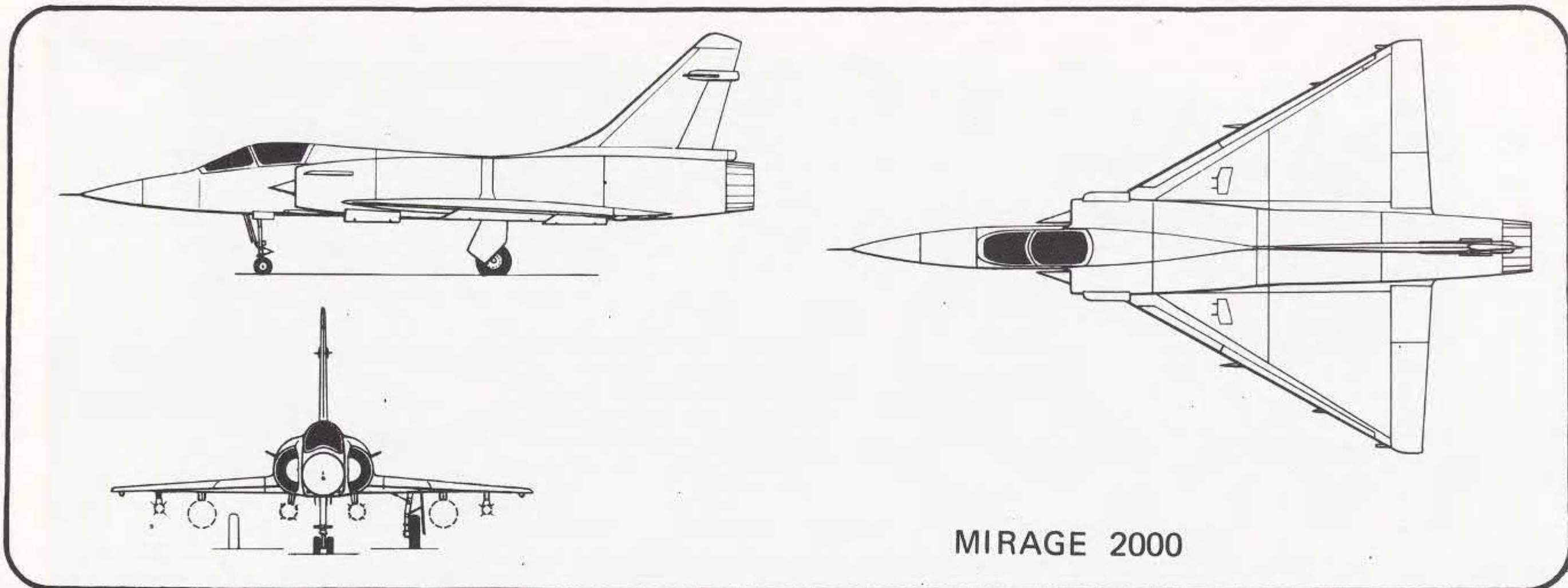
- On 14, 15, 16 & 17 June the Koninklijke Luchtmacht will organize a meeting at Deelen to celebrate its 65th anniversary.
- Due to the arrival of the first F-16 at Leeuwarden approx. 20 Starfighters will go to Volkel and later on all Starfighters of 322/323Sqn will be withdrawn. The first F-16 is to arrive at Leeuwarden in January 1979.
- The runway at Twente will undergo extensive repairs. As a result the air base will be closed late March for 5 months. 315Sqn will move to Hobbelen and 313Sqn to Gilze-Rijen.
- A final decision is expected on a new runway at Eindhoven. Since the discussions started ten years ago, it has become necessary that Eindhoven is equipped with a new runway. The big problem, however, is whether it will be 30 or 45 metres wide.

■ BELGIUM ■

- In November, the first Alpha Jet destined for the Belgian air force is to roll out. In April of next year the first one will be delivered to No.11 Smaldeel at St.Truiden. The Alpha Jet is to replace the T-33A and later on (December '79) the CM-170R. 16 Alpha Jets are on firm order while another 17 are still in option.
- No big open days this year, but just the local open days; also known as 'Fasten' or 'Open Deuren Dag'.

■ FRANCE ■

- In the autumn of 1978 the first of 200 Alpha Jets will be delivered to the FAF for operational service. This French version, the Alpha Jet E (ecole) will replace the Mystère IVAs of EC.8 at Cazaux and the T-33As of GE.314 at Tours. The remaining ones will go to GE.313 (not until 1981 though).
- This year's Portes Ouvertes are expected at a.o. Cambrai, St.Dizier, Orange, Breigny, Toul, Strasbourg, Cazaux, Orleans, Creil & Dijon.



MIRAGE 2000

-In February the Mirage 2000 is scheduled to make its maiden flight from Istres. At the moment the Dassault plant at St. Cloud is working on five prototypes (including one dual). This brandnew Mirage version is to become the backbone of the tactical fighter force of the Armee de l'Air in the mid-eighties. So far the Armee de l'Air ordered 130 examples and the first squadron on the Mirage 2000 will be formed in 1983.

Dassault is working on two other prototypes as well. Both prototypes are private-venture programmes, which has become rather unique in the aviation world. The two prototypes are a twin-engined Mirage 2000: the Mirage 4000 and the Super Mirage Delta. The latter is to commence its flight test programme in October.

-So far over 100 Jaguars have been delivered. As 200 have been ordered, deliveries will continue throughout this year as well. Although no specific replacement for the Vautour has been mentioned it is almost likely to be the Jaguar. As the planned withdrawal date of the Vautours has expired, it is most likely that EB.92 at Bordeaux will receive the Jaguar this year.

-All initially ordered Mirage F.1Cs have been delivered but the FAF has ordered an additional batch of 30 Mirage F.1s (incl. some F.1Bs). These Mirage are expected to replace the Mirage IIICs of EC.10 at Creil (not necessarily this year though).

■ ■ ITALY ■ ■

-No big changes or events are expected to happen here (sorry for our Italian readers). The Agusta Bell factories at Milano will keep on producing choppers just as they have done so over the past years.

Besides this production, however, Agusta is now also producing own developed helicopters as the A-109 Hirundo which is being tested and A-129 Mangusta, an anti-tank helicopter project.

-This year the first G.222 will enter operational service with 46 Aerobrigata at Pisa. The ItAF ordered 44 examples to replace the ancient C-119s and will operate alongside the C-130H Hercules of the AMI.

-The first Tornado will not be delivered until late 1979 (to 6th Stormo by the way). A replacement for the G-91Rs, which are entitled to pension soon, has not yet been chosen. This might become the most significant news coming from Italy this year. Fiat is known to be working at such a replacement: G-291.

-Due to severe defence-cuts the AMI will be forced to re-organize its inventory. The number of air bases will be reduced from 95 to a mere 20(?) and the present 51 gruppi will be reduced to 40. No further details are known but a start was made last year with the disbandment of 18 Gruppo/3AB.

■ ■ UNITED KINGDOM ■ ■

-A decision on the purchase of 30 CH-47 Chinooks might be made this year. In 1967 and 1975 a similar order has been cancelled but the Ministry of Defence is reportedly to have serious interests again.

-1978 sees the end of HMS Ark Royal, and its sqns of fixed-wing aircraft - 892Sqn with Phantom FG.1s, 809Sqn with Buccaneer S.2C/Ds and 849Sqn with Gannet AEW.3s. While the two jet types will be transferred to the RAF (a reformed 74Sqn to operate the Phantom?), the Gannets will be retired. Yet another great aircraft bites the dust!

1978 will bring the withdrawal of the Phantom from Royal Navy inventory. (F.Swinkels)^x



- Due to the arrival of the first Hawk with the Tactical Weapons Unit at Brawdy on 2.12.77, the last days of the Hunter in operational service are numbered. Most likely the Hunter will officially make its last operational flight this year, ending a career which started in July '54.
- This year the RAF is to celebrate its 60th anniversary. Although this event was officially celebrated at the Royal Air Force Review at Finningly last year, it wouldn't be the RAF at all not to organize something as well this year. As always we have the annual Battle of Britain Open Days at St. Athans, Leuchars and Finningly. Last year Paris.... this year Farnborough. From 3-10 September the SBAC committee will organize its third international meeting. Other events to take place at RAF/RN stations are:
 - a 2330CU re-union/celebration at Wittering on 28/29 April.
 - Brawdy Open Day on 3 June (provisional)
 - Duxford Air Day on 18 June
 - St. Mawgan Open Day on 2 August
 - Mildenhall Open Day on 5/6 August
 - Yeovilton Naval Air Day on 5 August
- If everything works out as planned, the first Tornado might be handed over to the Tornado Operational Training Unit late this year. Early 1979 seems more likely, though. So Cottesmore is to remain empty for another year to come. By the way, the first sqn to receive the IDS Tornado will be No. 617 Sqn replacing its ageing Vulcan.

■ UNITED STATES OF AMERICA ■

- The biggest change within USAFE will be the arrival of a complete new wing on the A-10 at Sembach. The two other wings are expected to arrive in 1980; one in the UK (Bentwaters?) and the other on the continent (Jever, Ahlhorn, Gilze-Rijen?).
- Eagles at Soesterberg. Later this year the 32TFS will re-equip with F-15s. Hence the Klu has F-15s under its control!
- A decision is expected whether all 270 C-141As will be converted to C-141Bs.
- The weak defence of NATO's Northern Flank is still a thorn in the sight of America. Expansion of aircraft at Keflavik is impossible as the Government of Iceland allows only 12 fighter a/c on its territory at one time. Looking at the other side of this globe we see deployments of USMC units to Japan. Therefore it is very possible to expect a (fair?) amount of deployments of USMC to Northern Europe.
- In August the delivery will take place of the first UH-60A Blackhawk helicopter to the US Army. This Utility helicopter has a pre-production series of 15 examples. Furthermore the US Army has 353 on order.

- Before the year is over, 2 F-16As and 2 F-16Bs will have been handed over to the USAF for operational service. They will be used for Operational Test and Evaluation. In January 1979 388TFW at Hill AFB will be the first unit to receive the F-16.
- At Edwards AFB the competition between YC-14 and YC-15 was recently concluded. The YC-14s are now in a hangar at Edwards, both YC-15s returned to McDonnell/Douglas' factory. All awaiting the decision of the USAF. As always both a/c have their pro and con. Within weeks the USAF is expected to announce their choice.
- If the production-rate of Phantoms keeps up as planned, the 5,000th example is to be completed in May.

■ WEST GERMANY ■

- In April the Alpha Jet A (attack) is expected to make its first flight. Five months later it will be delivered to ES-61 at Manching for evaluations. The Luftwaffe has 200 examples on order.
- MBB is trying to keep the German Ministry of Defence from buying other helicopters than from their factories. Except for the Bo.105 which is on firm order now, the company launched four new helicopter projects.
 - the P.227: a specialized anti-armour helicopter for the mid- to late eighties. Scheduled to commence in September are the deliveries of the first Bo.105Ms & Bo.105As. The Heeresfliegererei ordered 227 Bo.105Ms for liaison and observation tasks. Recently granted by the Bundestag was the order for 212 HOT-armed Bo.105As for the anti-armour rôle.

■ FLASH ■

Also in 1978 this magazine will try the utmost to keep you informed about the military aviation in Europe. Therefore the news-section will stay just the same: giving movements, registrations and background information. In April the lead-article of the past 15 months the Belgian Air Force, is to end and a new lead-article for many months to come will be devoted to the Hawker Hunter. Starting next month will be a series of articles by J.R. Thornley, discussing all RAF serials from XS100 and up. Another series of articles, written by B. Ullings, deals with some air bases/naval stations in the States visited in August of last year.



GUINNESS PEAT AVIATION



Special thanks to: D.O'Mahony, J.Struben, ITASW, RLD, RLS, Airnieuws Rotterdam, ASH, GLM, DFC, Fokker-VPW, AN and AI.

Last year LX-LGW, a B.707-344, operated for Luxair, Transavia, Aer Lingus, Ghana Airways & now Luxavia (Luxair?). The a/c is owned by Guinness Peat. (photo: J.Struben)

MOVEMENTS

SCHIPHOL

Movements in November continued:

- 25: PH-RPU MBB.105 (S.328) delivery to Rijkspol.
 26: D-IOET RC.690 D-EAAE Mooney M.20
 SP-LAD 11.62 LOT G-ARZN Beech N35
 27: N791TW B.707 TWA D-IBVW K.A.100
 PH-MBS Beech Sundowner Martinair
 28: CP-01 Merlin IIIA BAF G-ADVX HS.125
 29: 61-MT F.48 C-160F FAF N720G G.159
 LN-SUF F.27 Braathens SAFE D-ICAY Learjet 240
 30: G-ATMJ HS.748 CAA G-ASBG HPR.7

December movements:

- 1: G-ASHZ ATL-98A BAF G-AMPY DC-3
 SE-GRB Beech 99A Baron A SE-DEA Learjet 35
 I-CCFF Cessna 340 PH-REL RC.114
 SE-GNI Piper PA.31
 2: OH-LYO & OH-LYT DC-9-51 Finnair
 PH-ACG S.11.1 (ex 179K) EC-CCN DC-8 TAE
 EC-CMS Se.210 Caravelle TAE
 3: PH-EXK F.27 (10562) demon. LN-ALK F.177RG
 CCCP-65050 Tu.134 Aeroflot HB-VDD Mystere 10
 OO-YCB B.707 Young Cargo OE-FIX RC.690
 D-GAGA Piper PA.30-160 HB-LFU Cessna 401B
 G-ATKW Piper PA.23-160 VR-BJD Learjet 36
 OE-LDD DC-9 Austrian Als D-EEKC WA CE-43
 4: OY-SBC B.727 Sterling Aws G-ALZG Miles M.65
 5: PH-BAG Mystere 20 BAS PH-EAC AA-5A
 D-IOGA Learjet 24B (223) N54YR Learjet 25
 N101BG Learjet 35 7T-WAQ F.27 Alg.AF
 6: 61-MQ F45 C-160 FrenchAF TC-JBP B.707
 EP-PAR PH.227 Pars Air to USA after lease
 OO-YCK B.707 Young Cargo LN-SUL F.27 B.SAFE
 7: EC-CDC DC-8 TAE FAC001 F.28 Col.AF
 N121WT Mystere 20 IBM HB-IEH G.1159
 8: 62-KT 206 N.2501 FrenchAF CF-02 Merlin BAF
 OO-IFA DC-6B IFA C-12 F.27M Klu
 9: F-BYAT Se.210 Aerotour F-BPPM Beech KA100
 EC-CCN DC-8 TAE D-ICVW Mu.2
 N8300E Jetstar L.1329 F-BUUL Cessna 500
 10: 24462 T-39A USAF D-GINO P.68B
 9V-SQG B.747 Singapore Als G-APZU dh.104
 CCCP65051 Tu.134 Aeroflot SE-FOY Viscount
 F-BYAT Se.210 AirLittoral FT-BTQA Piper PA31
 11: TR-LVK DC-8F
 12: TC-91 B.707 FA.Argentine I-EKET Mystere 20
 N81027 L.1011 Gulf Air OY-RPV Cessna 340
 OY-ATA Be.KA100 Air Marine SE-DDC B.727
 LV-MDB B.737 Aerolineas Argentinas(ex PH-TVC)
 13: KA 87 N.2501 Fr.AF N401M G.1159
 TR-LWF Britt.253 SOAC D-IMBB RC.690 MBB
 LN-SUL F.27 Braathens/BB G-BCWE Herald BAF
 OO-YCK B.707 Young Cargo D-ABAV Se.210 LTU
 N864F DC-8-63 Air Afrique G-AVEZ Herald BIA
 A40-PA DC-8F Cargoman G-BACI HS.125-600B
 HB-IEN Canadair Cl.44D Tansvalair
 14: OY-PRT TS.601 Aerostar PH-AXN F.172N
 PH-PFS Islander PFS (UK-reg removed)
 15: F-BVET Beech King Air 200 SE-GGR Cessna 402B
 N4868T DC-8-63 TIA AP-BAA B.707 PIA
 F-BYAH F.27 Air Roueque G-AZAV Cessna 337
 OO-IFA DC-6B IFA G-AMPY DC-3
 16: LN-FOH L.188F Fred Olsen G-BARW Cessna 402B
 LN-KLK CV.440 Air Anglia OY-ARW Cessna 500

- G-BEOZ AW.650 Argosy ABC G-BCNT P86B Victor
 EC-CIZ Se.210 Transeuropa D-CORA Learjet 35
 HB-VEM & HB-VFD Learjet 35 PH-KED Piper PA27E
 N8960T DC-8-61F PIA PH-EXT F.28 (127)
 17: YR-TPB Tu.154B Tarom SE-DGN F.28 Linj.
 PH-LUN C.404 (ex OO-LFI) G-AVFB HS.121-2
 OO-MRT RC.690A (photo J.Dijkstra/ITASW)



- 5N-ANR DC-10 Nigeria Aws N8639 DC-8F
 18: F-BTME Beech 99 Air Anjou OY-DVL Cessna 500
 21: HZ-GP2 BAC 1/11 Saudia D-COCO Learjet 35
 D-CHIC Sabre 75A F-BOJO MS.760
 22: CF-02 Merlin IIIA BAF PH-EYE Cessna 210
 HZ-MMM HS.125
 23: PH-EXA F.27 Air Rouergue (to become F-BYAH)
 PH-MOL F.28-1000 Nigeria Aws (for 90% in Martinair colours)
 N48062 CV.880 leased to Air Malta
 24: YR-RCI BAC 1/11 Tarom G-BCXR BAC 1/11

SHANNON

Deliveries during November (most aircraft coming from Gander):

- 3: N5963V Piper PA.28 same day to Mülhouse
 4: N23789 Beech T-34C (GM-14) 5/11 to Paris, on demonstration tour to NATO Air Forces
 11: N47963 Piper PA.34 same day to Geneva
 N47607 Piper PA.28 same day to Kassel
 N47935 Piper PA.28 Lisabon-SNN 12/11-Gatwick
 14: N1273G Cessna 310 same day to Zweibrücken
 16: N182FJ My.10 (107) Istres-SNN-Reykjavik
 17: N9007K Piper PA.28 same day to Kassel
 N9853K Piper PA.28 same day to Kassel
 N9792K Piper PA.23 18/11 to Brussels
 20: N3972T Piper PA.28 21/11 to Southampton
 21: N47735 Piper PA.28 Reykj-SNN 22/11-Gatwick
 22: D-IFAC AC.690B (11444) Keflavik, 23/11 to Köln
 N864F DC-8 ONA/Air Afrique stickers
 N1124N IAI.1124 Kerkira-SNN 23/11 to Gander
 24: C-FFAC AC.680 (535-204) Reykj-SNN-Sweden
 25: N70PA BN.2A Hurn-Shannon 19/12 to Reykj-US
 D-EBJT Beech 35 28/11 to Munich
 28: N218WV IAI.1124 (218) Kerkira, del to IAI as N100AK, via Gander (29/11)
 29: N8QP IAI.1124 Kerkira-SNN 30/11 to Gander
 30: F-BVFC Concorde (209) landing on three engines

This F.28 was temporarily a VIP-aircraft, flying for St. Nicholas (the Dutch extract of Santa Claus) early December. This picture also shows PH-SIX's latest demonstration colour scheme. (J.Dijkstra/ITASW)



DUTCH REGISTER

PH-ACG S.11.1 (6279) ex E-39, 179K; del.19-11-77 ex Gilze to Schiphol, for A.C.Groeneveld, then to Dutch Historical Flight
 PH-ARA Thunder AX-7/77A (038) Balloon, GA.20et
 PH-AXA F.172N (F.1589) ASH to PH-GRT
 PH-AXB F.172N-100 (F.1592) ASH to PH-JRA
 PH-AXD F.172N-100 ASH
 PH-AXE F.152-II (F.1439) ASH to PH-VSM
 PH-AXF F.172N-100 ASH
 PH-AXK F.150 ASH
 PH-AXL F.172N (F.1569) ASH to D-EDBO
 PH-AXM F.172N (F.1549) ASH to PH-SKB
 PH-AXN F.172N ASH
 PH-AXO F.172N ASH
 PH-AXP F.172N (F.1602) ASH to PH-EAM
 PH-AXQ FRA.150M (F.0323) ASH to PH-KDI
 PH-AXR FR.172XP ASH
 PH-AXS F.177RG ASH to OO-...
 PH-AXU F.172N (F.1556) ASH to PH-CIO
 PH-AXV F.172N (F.1564) ASH to PH-OJD
 PH-AXW F.172N (F.1617) ASH to PH-HHE
 PH-AXX F.172N ASH to D-E...
 PH-AXY F.172N ASH
 PH-AYA F.150 ASH
 PH-AYB F.150 ASH
 PH-AYC F.150 ASH
 PH-AYD F.150 ASH
 PH-BAR F.150M (F.1371) regd 22/12 to ASH BV
 PH-BNA Beech F.33C (CJ-130) not yet registered
 PH-BNB Beech F.33C (CJ-131) regd 27/12, del.6/1
 PH-BNC Beech F.33C (CJ-132) regd 27/12, del.10/1
 PH-BND Beech F.33C (CJ-133) regd 27/12, del.10/1
 PH-BNE Beech F.33C (CJ-134) not yet registered
 PH-BNF Beech F.33C (CJ-135) not yet registered
 PH-BNG Beech F.33C (CJ-136) regd 16/1
 PH-BNH Beech F.33C (CJ-137) not yet registered
 PH-BNI Beech F.33C (CJ-138) regd 16/1
 PH-BNJ Beech F.33C (CJ-139) not yet registered
 PH-BNK Beech F.33C (CJ-140) not yet registered
 PH-BNL Beech F.33C (CJ-141) not yet registered
 PH-CIO F.172N (F.1556) ex PH-AXU 'ASH BV'
 PH-CJV PA.31-310C (7712101) del.1-12-77 NEAS, 9-1-78 to H.Veth
 PH-EAM F.172N (F.1602) ex PH-AXP ASH BV
 PH-EXA F.27-4242M (10564) Fokker 22/11 to 6W-STA
 PH-EXB F.27-5241 (10570) Fokker for P-BYAH
 PH-EXC F.27-4242M (10565) Fokker to 6W-STB
 PH-EXD F.27-6249RF (10566) Fokker to PH-FTD to 5H-MPT on 22/11

PH-EXF F.27-6244IP (10567) Fokker for 5-4041
 PH-EXG F.27-4245M (10568) Fokker for 5-4042
 PH-EXH F.27-6249RF (10569) Fokker 29/12 to PH-FTE 29/11 to 5H-MPU Air Tanzania
 PH-EXI F.27-4246M (10561) Fokker
 PH-EXK F.27-600 (10562) Fokker/demonstrator; demonstration to Yemen cancelled
 PH-EXM F.27-600 (10563) Fokker (to 7T-VRM?)
 PH-EXO F.28-4000 (11121) Fokker for TU-VAN
 PH-EXP F.28-3000VIP (11125) Fokker to G350 if the Gov't of Ghana wants to nav the a/c!
 PH-EXR F.28-4000 (11128) Fokker 25/11 to SE-DGM
 PH-EXT F.27-600 (10421) Fokker 19-8-77 to EC-...
 PH-EXU F.28-4000 (11130) Fokker for SE-DGN
 PH-EXV F.28-4000VIP (11124) for TU-VAZ
 PH-EYE C.210L (61164) ex D-EDVE regd 2/12 ASH BV regd 19-1-77 to E.O.v/d.Berg
 PH-FTC F.27-600 (10430) PK-GFN 4-1-78 to P-BYAR
 PH-FTE F.27-600 (10569) ex PH-EXC 29/12 to 5H-MPU
 PH-FTG F.27-600 (10424) for D2-TAF/TAAG
 PH-HES Cessna 500 (0023) RESERVATION June '78 for Heerema Aviation
 PH-HHE F.172N (F.1617) ex PH-AXW regd 15-12-77 to Heyligers Orgelbouw BV
 PH-HMO F.150M (F.1349) regd 12-1-78 to ASH BV
 PH-KAD F.172N-100 (F.1532) del.23/9 to ASH, regd 18/10 ASH, 27-10-77 regd to KLM Aeroclub
 PH-KDI FRA.150M (F.0323) ex PH-AXQ regd 22-12-77 to ASH, to Vliegdiens Holland-Noord
 PH-LUN Cessna 404 (0102) ex OO-LFI Airborne AS
 PH-MPA F.27-400MPA (10549) Fokker for demonstration to France; will become AF561 later on
 PH-NSH PA.28-140E (7325409) rebuilt f/5 30-11-77
 PH-OJD F.172N (F.1564) ex PH-AXV ASH BV 22/12
 PH-RES F.172H (F.1597) regd 12-1-78 ASH BV
 PH-RPU MBB105 (S-328) del.25-11-77 Schiphol to Staat der Nederlanden, Ministerie van Justitie, Dienst Luchtvaart van het Korps Rijkspolitie
 PH-SKB F.172N (F.1549) ex PH-AXM ASH BV
 PH-TGV F.172N-100 (F.1640) regd 8/12 NNAC Eelde
 PH-TVP B.737-2K2C (21397) Transavia del.planned on Friday 20-1-78 10.00hrs
 PH-UCS L-4H Cup (13228) out register 6-4-72 no BV, will be rebuilt by J.Daams
 PH-VON RC.114B (14195) ex N4865W, del.11-11-77 (regd.25/11) GLM, regd 28/12 to BV v/h Firma B.K.D.I. (what ever that means)
 PH-VSM F.152 (F.1439) ex PH-AXE regd 8/12 to AAS to Stichting Vliegmaterieel Hoeven



OTHER NEWS

PH-AFD Rayley 100ST (2787) to Bureau voor Managementondersteuning 'De Groote Molen' BV
PH-ASE Jodel Dr.1050 (142) 10/77 cleaned up after storage at Teuge, to Mr.Quartel e.a.



PH-AST PA.31-350 (7752046) owner NEAS (12/77)
PH-ATO Cessna 210L (60901) to ASH BV
PH-BOB Cessna 182P (64149) owner ASH BV (12/77)
PH-BOI PA.34-200T (7570147) owner ASH BV (12/77)
PH-CAS Cessna 182P (F.0033/64076) to Veluwe Air Service BV
PH-CIA F.172M (F.1396) to Vliegschool 16Hoven
PH-CSL Dh.82A (PG712) rebuilt with GLM, to AAS
PH-DMP F.172M (F.1137) to ASH BV
PH-EDH PA.24-250 (3361) wheels-up landing Schiphol
PH-EMA & EMB DHC.6 (548/951) still Dutch-regd
PH-GHE Jodel D.112 (751) to A.L.M.de Vries
PH-HAK C.182P (F.0027/63986) to Airborne Air Ser.
PH-JAR PA.28-140 (7725150) still Dutch-regd
PH-JDB F.172M (F.1328) owner ASH BV (12/77)
PH-KAC C.172M (62999) to ASH BV, to Dansacademie Rettichini
PH-LUI F.172L (F.0849) to ASH BV
PH-LZE F.172E (F.0058) to GLM, for sale
PH-MIG F.172M (F.1234) owner ASH BV (12/77)
PH-MIT PA.28-181 (7790208) owner NEAS BV (12/77)
PH-MOT Scintex CP.1315-C3 (915) to G.J.Veen
PH-MVA PA.28-181 (7790437) Aero Club Teuge
PH-NAZ PA.34-200 (7350318) still Dutch-regd
PH-NGK Auster 3 (344) owner JAHM.Thuring (12/77)
PH-NKJ PA.18-150 (7710273) according to RLD: c/n 18-09116!
PH-NLA L-4J Cub (12732) to H.Brink
PH-NLD PA.18-125 (18-2057) owner AAH (12/77)
PH-NOA PA.27-250 (7305142) back from Ireland on 28-11-77 (left on 10/10)
PH-OOG F.177RG (F.0116) to Flyyourself BV
PH-ORD CP.1315-C3 (929) to C.de Kruithof/L.v.Os
PH-PDW PA.28-181 (7690211) owner NEAS (12/77)
PH-PEM PA.34-200T (7570249) to N.H.Air BV
PH-PFS BN2A (788) owner van Haemstede International BV, for Propellor Flight Services
PH-RDM PA.18-150 (18-3639) Pro Air Group (12/77)
PH-RDO F.177RG (F.0072) owner J.Schoor (12/77)
PH-REL RC.114B (14211) to Vlind Air BV
PH-RYK S.205-20/R (221) still in Dutch Register
PH-SRH Dr.400/160 (843) crashed at Zestienhoven on 10-12-77; will be repaired
PH-VIT F.172H (F.0620) to J.G.Storken
PH-WON PA.34-200T (7670342) see PH-PFS
PH-ABC Dr.1051 (591) end '76 stored at Beek; to OO-ABO
PH-ACS PA.31-310C (7712046) del.24/10 to Nigeria
PH-AOD Cessna Tu.206F (02629) 10/75 to EC-CTL
PH-ARO F.27-463 (10270) to G-BFFS/Air Anglia UK-regd 24-10-77, owner BIAS
PH-BUY PA.28R-200 (7435159) not registered 12/77
PH-CLM PA.25-235 (4920) not registered 12/77
PH-DMH F-28A (165) back to G-BBPM 25-7-77

CANCELLED

PH-EDG PA.23-250 (27-2953) 22-8-72 to 5N-AEZ, on 4-8-77 back Zestienhoven, del.26/11 (?) to Anthony Fokker School
PH-EVS SA.330G (1272) July '77 to Iran EP-...
PH-FTD F.27-6249 (10566) del.22/11 to 5H-MPT
PH-GAD PA.39-160CR (39-067) to D-GADS on 16-3-77

PH-GAZ PA.18-135 (18-3537) not registered 12/77
PH-GVP F.172M (F.1251) del.4/11 to OO-JEL
PH-KDA F.150L (F.0931) crashed near Anna Paulowna on 4-12-77; probably w/o
PH-KRB Cessna T.210L (00110) in June to OO-VLP, 'PH-KRB' plate still in cockpit
PH-LEC RC.114 RESERVATION NTU; Vlind Air bought PH-REL
PH-LTU F.177RG (F.0021) not registered 12/77
PH-LUO F.150L (F.0749) D-EKOD finally taken-up
PH-MIB F.172H (F.0392) del.9-8-77 to OO-NVT
PH-MVB C.172A (47425) out register 'dismantled', in store with J.Daams



Seen at Texel are these based two Super Cubs in July last year. PH-OTC became G-BFFP while PH-TIN crashed in August.

PH-OTC PA.18-150 (18-8187) to G-BFFP (on 15/10)
PH-RIG Saab 91D (91374) not registered 12/77
PH-RLL Saab 91D (91377) not registered 12/77
PH-TGO F.150H (F.0370) cancelled
PH-TVC B.737-2K2C (21397) canold 12/12, to LV-MTB
PH-VCH PA.18-135 (18-3630) to D-ENFC
PH-VER Boomerang (-) not registered 12/77
PH-ZLD G.164 (287) cancelled after crash 13-9-77

Due to an extensive Dutch Register column, the normal News column will be published in the February issue. Nevertheless hereby some news from Holland:
The first Beech F.33C Bonanza for the RLS was delivered on 6 January (PH-BNB), this being one of the reasons for the enormous list published this month.

Staat der Nederlanden, Ministerie van Verkeer en Waterstaat, Rijksluchtvaartdienst, Directie Rijksluchtvaartschool or shortly RLS ordered 16 Bonanzas, with 2 on option. They are to replace the Saab S.91 Safirs, which have been in use for more than fifteen years now.

Also responsible for this load of registration is Air Service Holland BV. They are now fully using their test-registration series PH-AXA and up. These special registrations may only be used by ASH for flying new Cessnas from Reims to the Netherlands and for demonstration flights within the Netherlands.

All registrations can be used several times but between the first and second use of the same reg there has to be a period of at least 2-3 months. This to avoid confusion under the airport-managers as discussions of bills for airport-taxes and fuel always take a long time.

In order to give ASH more possibilities, they are also allowed to use the series PH-AYA upto AYO.

A third reason is an up-dating of the latest 'movements' at Fokker-VFW. By the way, PH-EXA upto EXM are usually used by Friendships and EXO upto EXZ by Fellowships. Again done to avoid troubles with airport-taxes.

The residence will be Texel where they also want to service their a/c (two) themselves. Heerema bought a replacement for Cessna 500 PH-SAW. The aircraft, also a C.500, will be delivered in June and regd PH-HES.

Schreiner Airways ordered a BN.2A for their company in Indonesia. C-GSXW, a Twin Otter, was delivered to Rotterdam on 28/12 and within a short while it will depart to Iran(?). Also ordered is a Beech 200 for charter-flights.

The KLM ordered two extra B.747Bs.

On 21 January the prototype Mystere 50 and a Falcon 10 and 20 were demonstrated to Philips at Eindhoven (Welschap) Airport.

The management of Zestienhoven/Rotterdam has plans to create an airstrip in the Maasvlakte. The strip is to become 600 metres long and should be used by aircraft from Zestienhoven for practise flying. No hangars or what so ever will be built.

Propellor Flight Services BV (PFS) is a new company which is part of VanHeemstede Int.BV.

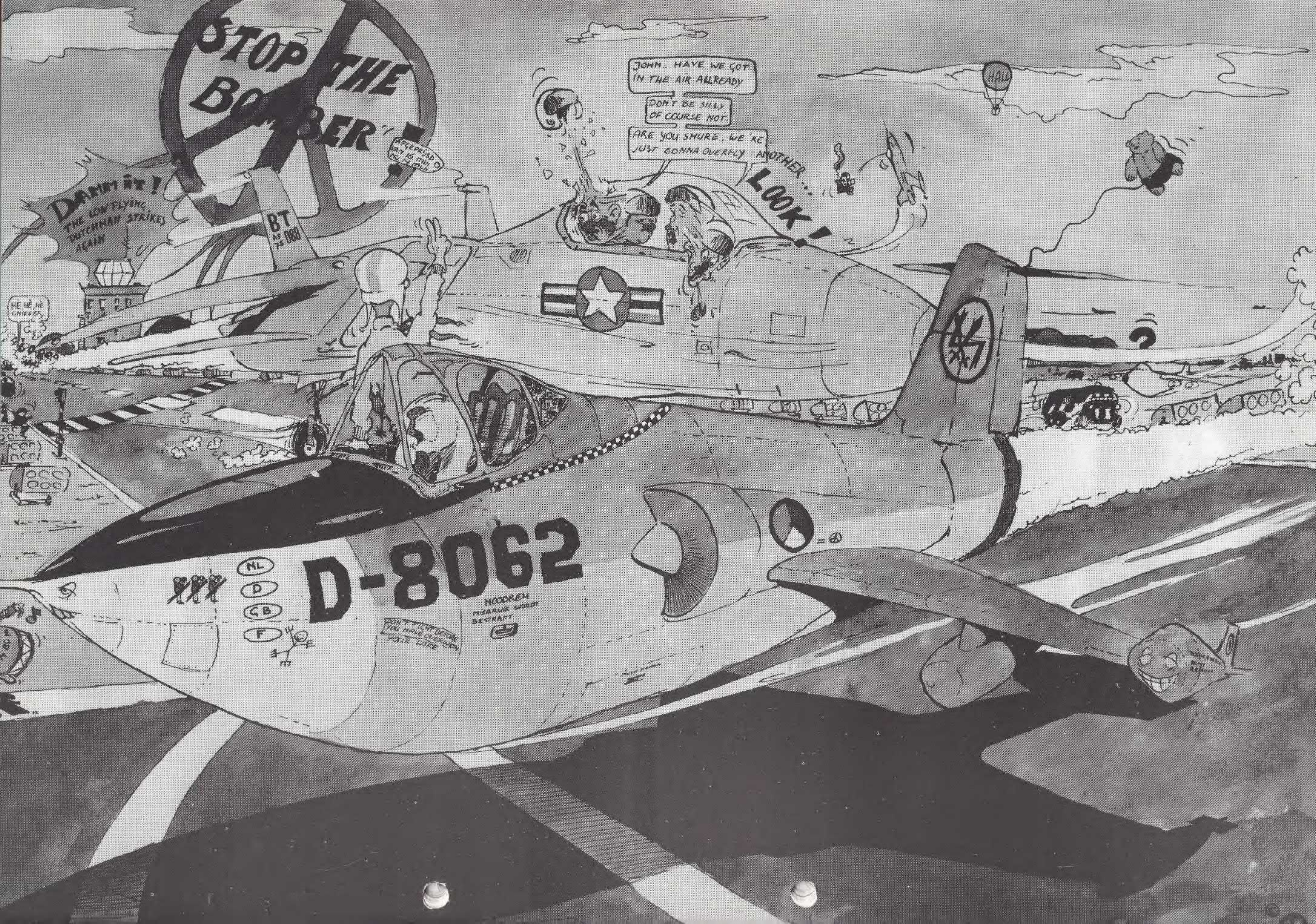


Special thanks to F.Schaefer, ITASW, Aero Review, A.P.I.,
W.Zwakhals and last but not least Fokker-VFW.



- | | | |
|-------|------|---|
| 10264 | 268 | PH-FGF, f/f 25-11-64, 01-12-64 to VH-FNJ of Ansett, 22-05-71 to Ansett AL NSW, 30-06-76 to Ansett AL of South Australia replacing VH-FNB, 24-07-77 to Ansett ANA, current. |
| 10265 | 167 | PH-FGG, f/f 14-12-64, 11-01-65 to PI-C514 of Philippine Air Lines, 13-11-71 to '10265' of the Philippine Air Force, current. |
| 10266 | 173 | PH-FGH, f/f 24-12-64, 05-01-65 to VH-EWG of EWA 'City of Orange', current. |
| 10267 | 167 | PH-FGI, f/f 02-02-65, 09-02-65 to PI-C516 of Philippine Air Lines, 11-08-71 to '10267' of the Philippine Air Force, current. |
| 10268 | 463 | PH-FGK, f/f 25-01-65, 02-02-65 leased as D-BARI to Condor (Lufthansa), 06-06-68 back Fokker, regd PH-ARI (7-6-68/10-69), 07-06-68 leased to Air Congo, 06-08-69 back Fokker 16-10-69 to F-BRQL of Euralair, 13-07-73 to HB-AAZ of Balair AG, 17-09-73 leased to United Nations Organisation, for service in Israel, 01-02-74 back Balair, current |
| 10269 | 151 | PH-FGL, f/f 17-02-65, 26-02-65 to LX-LGB of Luxair 'Prince Jean', current. |
| 10270 | 463 | Watch this! f/f 23-02-65 as PH-FGM, 05-03-65 leased to Condor (Lufthansa) as D-BARO, 06-06-68 back Fokker, regd PH-ARO (07-06-68/10-77), 22-08-68 leased to Air Congo, on 08-05-69 back Fokker, 25-07-69 leased to ATI (replaced I-ATIT), 29-11-69 back Fokker, 30-12-69 leased to BIAS/Libyan National Airways (Linair), 02-04-70 leased to Lina Congo, 02-06-70 back Fokker, 04-06-70 leased to BIAS/Linair, 28-12-74 subleased to Libyan Arab Airlines, back Linair, wfu at Antwerp-Deurne early 1976, 25-06-76 back to Fokker, stored Ypenburg, 11-11-76 leased to Air Anglia, 25-10-77 bought BIAS and re-regd G-BFDS, stayed on lease to Air Anglia, current. |
| 10271 | 266 | PH-FGN, f/f 22-03-65, 02-04-65 to PH-SAB (2-4-65/7-2-66) of Schreiner Airways, 04-01-1966 leased to Indian AC and crashed (still leased) Kashmir, Srinagar on 07-02-66 |
| 10272 | 266 | PH-FGO, f/f 26-03-65, 05-04-65 to PH-SAD of Schreiner Airways, after Schreiner's bankrupt, on 01-12-70 to KLM 'Evert van Dijk', 29-08-68 leased to NLM, 20-09-68 leased to Fokker, 21-09-68 subleased to Euralair, 01-11-68 back Fokker, 04-11-68 back KLM, and leased to NLM 'Evert van Dijk', on 01-02-72 bought by NLM, current. |
| 10273 | 470M | PH-FGP, f/f 24-04-65, 470 of Sudan Air Force ntu, 17-05-65 del. as '833', 15-08-70 to ST-ADX of Sudan Airways, 10-05-72 crashed while landing on one prop at El Obeid. |
| 10274 | 177 | PH-FGR, f/f 26-04-65, 04-05-65 to TF-FIJ of Icelandair 'Blikfaxi', current. |
| 10275 | 472 | PH-FGS, f/f 20-05-65, 25-05-65 to N10265 of Oasis Oil, 16-04-74 rereg'd 5A-DBE, on 29 November 1976 to Libyan Arab Airlines, current. |
| 10276 | 275 | PH-FGT, f/f 03-06-65, 11-06-65 to HB-AAV of Balair, for Swissair, 01-04-71 wfu at Basle/for sale, 07-03-72 leased for three years to NLM 'Jan Moll' and regd PH-KFD (7-3-72/current), bought, current. |
| 10277 | 470 | PH-FGU, f/f 21-06-65, 28-06-65 to '844' of Sudan Air Force, 15-08-70 to ST-ADY of Sudan Airways, current. |
| 10278 | 279 | PH-FGV, f/f 30-06-65, 08-07-65 to AP-ATU of Pakistan International Airlines, current. |
| 10279 | 279 | PH-FGW, f/f 09-07-65, 23-07-65 to AP-ATT of PIA, 08-10-65 crashed Himalaly, w/o. |
| 10280 | 280 | PH-FGX, f/f 23-07-65, 09-08-65 to VH-FNK of Ansett, ANA, to Ansett AL, 31-10-73 on lease to Air Niugini, May 1976 bought, 09-09-76 rereg'd P2-ANL, current. |





STOP THE BOMBER

DAMN IT!
THE LOW FLYING
DUTCHMAN STRIKES
AGAIN

BT
AF 088

JOHN... HAVE WE GOT
IN THE AIR ALREADY

DON'T BE SILLY
OF COURSE NOT.

ARE YOU SHURE, WE'RE
JUST GONNA OVERFLY ANOTHER

LOOK!

D-8062

NL
D
CB
F

NOODREN
MEARUK WORDT
DESTRAYT

DON'T FIGHT BEFORE
YOU HAVE OVERSEEN
YOUR LIFE

HALL

1000