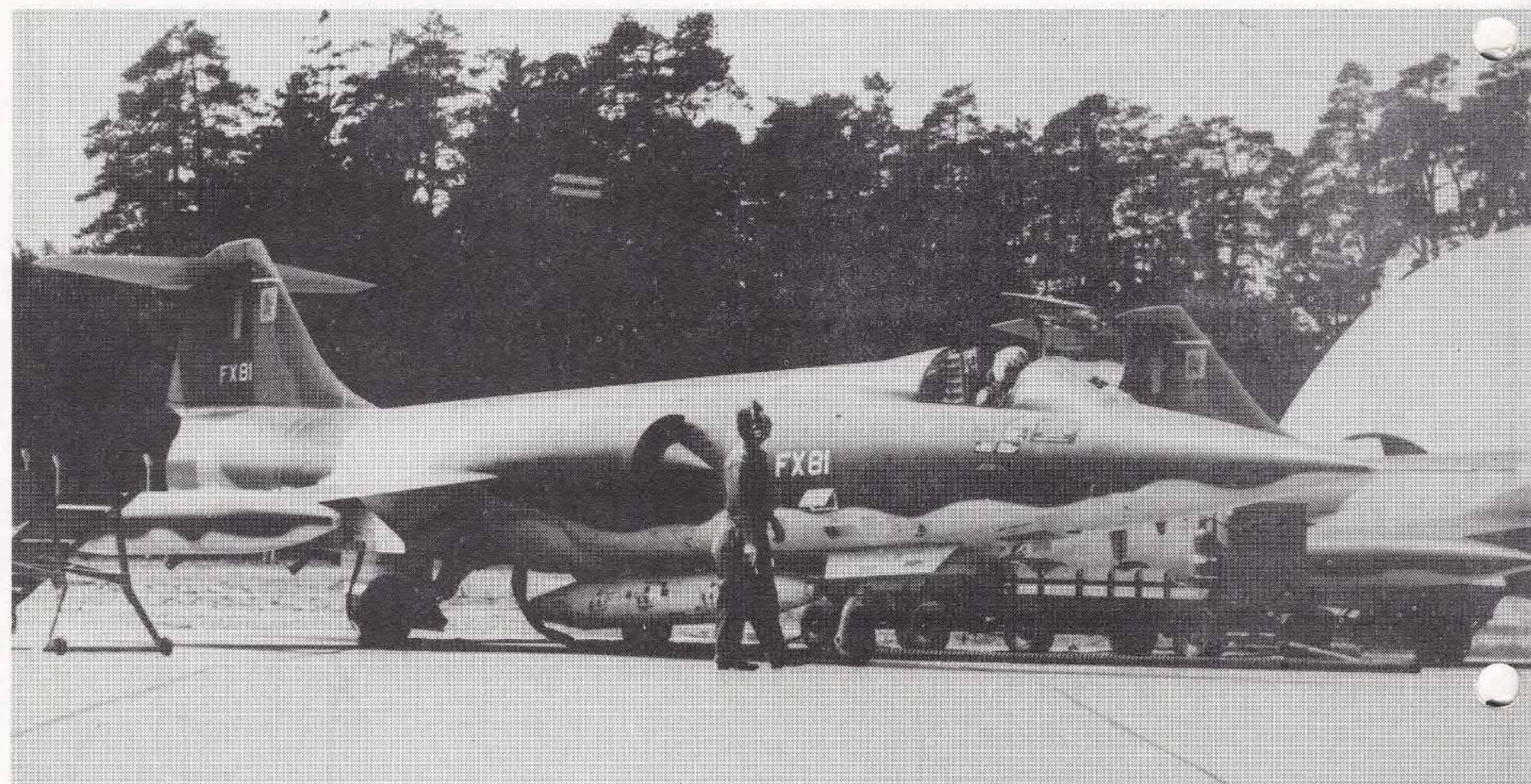


June 1978



aviation

magazine



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WANTED: Correspondents in Scandinavian countries for exchanging top-quality colour slides (only K-64 and K-25 kodachrome) and b/w negs (24x36mm) of military aircraft. Write to Roberto Tamburini Via Vicinale Ausa 16, 47037 Rimini, Italy.

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All photos in this issue marked with an asterisk (*) can be ordered. During the summer months it will also be possible to order photos of some open days. Of all events reported in this issue the following is included in our photos service

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 67-ID and Part.de.France)

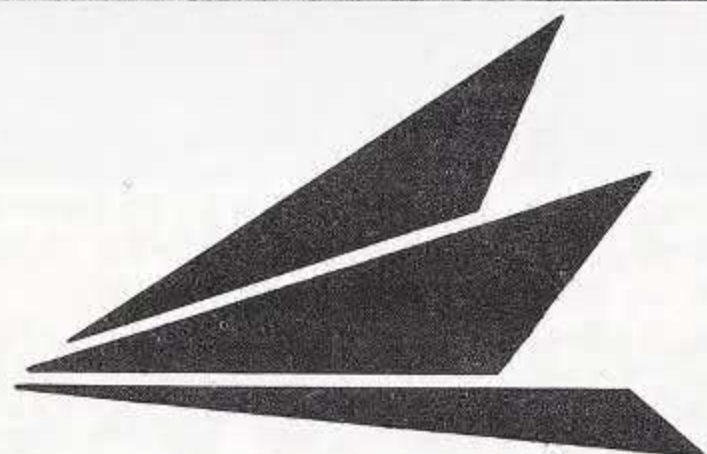
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South East Air Review, the monthly journal of the West London Aviation Group, is now a pure military magazine which caters for the sophisticated military enthusiast, whether his interest be British, European, American or for that matter any country, as very few escape publicity over a period of time. Emphasis on Southern England exists with regard to airfield movements, which include full USAF base coverage and Northolt. 1978 fees £2.90 UK & Forces; £3.90 overseas, air mail on request. For our 3 page information handout, with full details of the magazine and our monthly meetings, and a sample copy, write to Bob Parnell, W.L.A.G., 18 Green Lawns,, Ruislip, Middx, HA4 9SP, England No stamps or SAE required for reply.

FLASH

AVIATION MAGAZINE

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NUMBER 93

June 1978

VOLUME 8

Dear reader,

It must have been somewhere around 1970 when the Klu decided to stop the joint Belgian-Dutch pilot training because the two countries started operating different types of aircraft, i.e. the Mirage and the NF-5. As a result, the entire Dutch pilot training course moved to Canada. That's why I'll have to leave the editorial team within some months.

We have found someone to take over the photographic work and Jan Pieter Bergmans will already start next month with me joining the 'general section-club'.

Another bloke has become part of the team as well: Will van Loon is our new secretary. It is because of the enormous growth of the magazine that Peter cannot handle all the paperwork all by himself anylonger. Will will well take over a fair part thus allowing Peter to spend more of his time on more honourable things (no details).

The only thing there is left for me to do now, is to thank all those who have made my past photographic work possible. Thanks to all at Ilford and Agfa, thanks to all photo contributors and special thanks to André, Baz, Stephan and David.

Franks

Note: Although carrying a nucleus of thruth in it, one must have noticed number 91's editorial showed a faked letter from a spotter's wife. Despite this we received some reactions. If there's a real demand for such a group that looks after the interest of spotter's wives or other related females, please let us know. Hence we can put all reactions in contact with each other.

COVER:

D-8091, only a few minutes after roll-out of the hangar where these special red, white and blue markings had been painted on the tail. The same day already Hans van de Werf gave the first public appearance with his 'coloured' 104 at Deelen air show on 15 June. Additionally the drag-chute had been painted red, white and blue. (F.Swinkels)^x

PAGE 2:

As I promised you last month, now photos of F-104s of the Klu and BAF: D-6695 heading for the runway, Volkel 8 March 1977. (F.Swinkels)^x. FX-81 participating in TWM 76 at CFB Bad Söllingen. (F.Klaassen)

BACK PAGE:

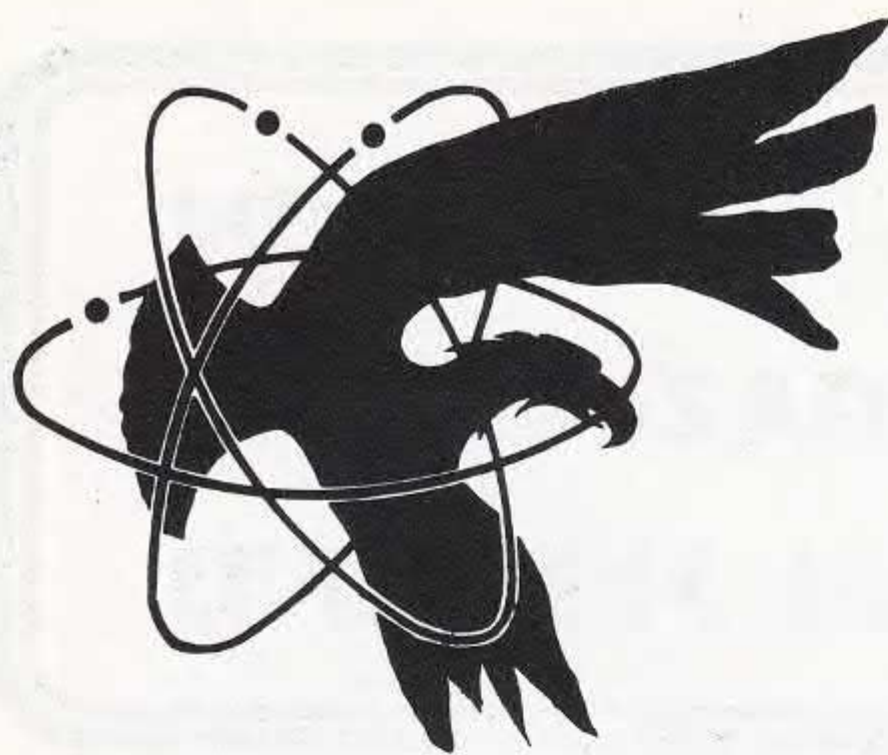
- 66-0269 F-4C of 44TFS/18TFW here shown with tail code 'ZZ'. Actually all tail codes have been removed. Kadena AB, Japan in 1977. (T.Matsuzaki)
- Japanese F-4EJs of 301Sqn at Hyakuri AB during October 1977. (T.Matsuzaki)
- F-4E HR68-517 with TAM 78 code 'B' on rudder, RAF Wil-rath on 8 June 1978. (F.Swinkels)^x

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

E.Babetto
B.Berkemeyer
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P.Zoetmulder
2nd TASW
Sp.Gr.Soester-
berg
A.Wilderdijk



MILITARY NEWS

Holland

- Every year the Dutch museum for cars 'Autotron' in Drunen (near Den Bosch) chooses a subject which receives special attention. This year's subject was rather exceptional. Several aircraft have been gathered to celebrate Klu's 65th anniversary, the 10th anniversary of the air force museum and the 75th year of aviation.

On display in the museum since April are the following aircraft:

N1540 Nieuwpoort II (replica)	
- Bleriot II (replica)	F-B SV-4 Stampe
A-10 dH.82A Tiger Moth	PH-POZ Auster 3
PH-HOE S.11.1	R-213 L.21C
B-184 Harvard IIB	N-305 Hunter T.7
P-230 F-84F Thunderstreak	

After the air show at Deelen UH-12C Hiller O-36 and T-33A M-5 will be added.

- Movements at Leeuwarden included:

Apr. 5: K-4015 NF-5B 313Sqn (landed without its back cockpit which had been lost over the Isle of Ameland)

6: K-3011(315), 3012(315), 3034(314), 3036(314), 4020(316), 3072(316), 4001(313) and 4012(313) all NF-5A/Bs
D-5807 and 5810 TF-104Gs CAVolkel
CR74-052 F-4E USAF 32TFS
20-50 and 21-60 F-104G WGAf JABOG-31
FC-01 and FC-06 TF-104G BAF 1Wing
FX-72 and FX-62 F-104G BAF 1Wing
BA-01, BA-02 & BA-17 Mirage 5BA BAF 2W
89-65 Sea King Mk.41 WGNavy MFG-5
104706, 104749, 104842, 104847 CF-104G CAF

13: D-8059, 8065, 8103, 8119, 8133, 8138 RF-104G
FC-10 TF-104G BAF 1Wing
59-11 DO-28D WGNavy MFG-5
32-82 and 33-06 G-91R WGAf LEKG-43
133069 CT-33AN CAF
104733 CF-104G CAF 439Sqn
104842 and 104868 CF-104G CAF 441Sqn

14: 25-12 and 26-45 F-104G WGAf JABOG-33
WL757/57 Shackleton AEW.2 RAF 8Sqn

26: K-3007, 3025, 3056, 3057, 3059 NF-5A 315Sqn
K-4021(314), 4030(-), 4018(-) NF-5Bs
R-887 and R-888 CF-104G RDaNAF Esk.723
RT-664 CF-104D RDaNAF Esk.723
GT-908 and GT-976 T/F-100F RDAF Esk.727
G-222 F-100D RDaNAF Esk.727
FX-20 and FX-54 F-104G BAF 1Wing



F-5A 565 during the exchange at Gilze-Rijen on 29 May 1978. (A.Wilderdijk)

- On 23 May six RNoAF F-5A/Bs arrived at Gilze-Rijen for an exchange with 316Sqn: 132, 224, 565, 569, 573 F-5A and 136 F-5B all of 338Skv from Ørland. Both 565 and 224 suffered malfunctions. The latter in such extend it had to remain at Gilze-Rijen.

Other movements at Gilze-Rijen included:

May 18: BA-40 and BA-19 Mirage 5BA BAF
D-5702 TF-104G TCA Leeuwarden
22: V258 SP-13A Atlantic MLD 321Sqn
23: 954 C-130H RNoAF (in United Nations c/s)

- Movements at Valkenburg included:

Mar. 10: XS791 Andover CC.2 RAF 32Sqn
14: XT768 Wessex HU.5 RAF A&AEE
22: XX411/CX & XX413/CZ Gazelle AH.1 3CBAS
29: XZ282 Nimrod MR.1A RAF 201Sqn
158916/LF-6 P-3C Orion USNavy VP-16Sqn

Apr. 4: 10876 C-9A USAF 71110S
10: 10723 Argus Cl.28 Mk.2 CAF
14: 73-22093 UH-1H USArmy 56FABDE
18: 156527/4 P-3C Orion USNavy VP-56Sqn
19: WB531 Devon C.2 RAF 207Sqn
20: WV746 Pembroke RAFG 60Sqn
21: XV227 Nimrod Mr.2 RAF

- Movements at Soesterberg included:

Apr. 12: K-3025 NF-5A 315Sqn
D-8059 and 8319 F-104G 322/323Sqn
42062 C-130H USAF 463TAW

14: XT271/-, XX887/N Buccaneer S.2 RAF 15Sqn
17: 01544, 01548, 01563 F-5E USAF (till 28.04 104706(441Sqn), 104847(421Sqn) CF-104Gs

18: 21-23 and 23-18 F-104G WGNavy MFG-2
01543 F-5E Tiger USAF 527TFTAS
104733(439Sqn), 104847(421Sqn), 104805 and 104841 CF-104G CAF
K-4003 NF-5B 313Sqn

18: D-6653, 8341, 8115, 8297 F-104G 322/323Sqn
19: K-3007 and 3059 NF-5A 315Sqn
66-16521 UH-1H USArmy
D-8061 and D-8324 F-104G 322/323Sqn

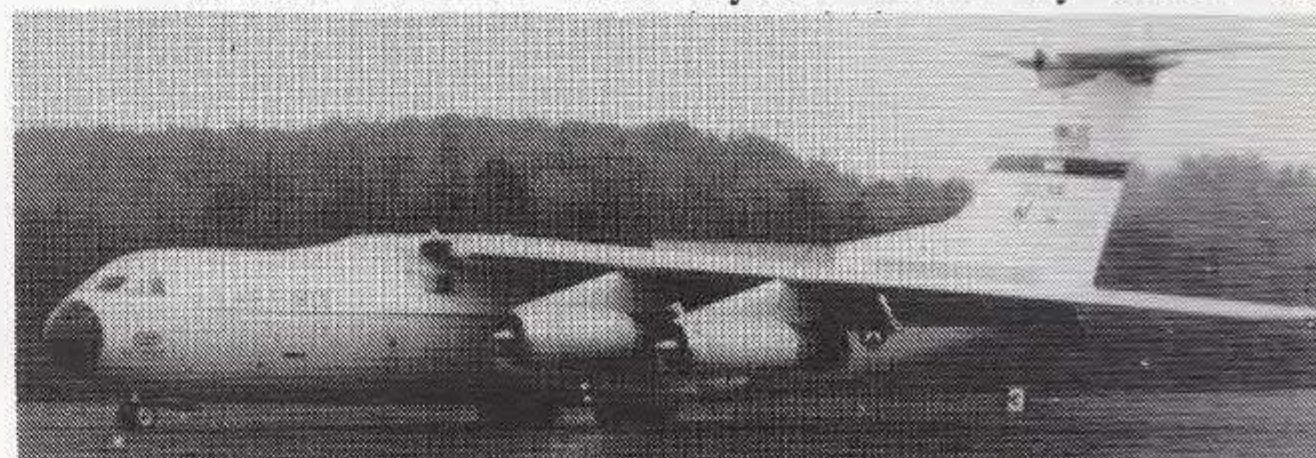


At the open day at Erding NF-5 K-3031, flown by Major Piet Smit showed up with a special painted tail. In red, white & blue and inscribed "NF-5", K-3031 represents Klu's only aerobatic NF-5 of 316Sqn. Additionally four other NF-5s have been applied with these special colours. These form aerobatic team 'The Hike Four' which will give a unique display at the air show at Deelen. Pilots of Hike 4 are: Lt. Godderie, Lt. Vermeule, Lt. Mellechers and Lt. Blösser. One of their NF-5As K-3048 is seen here at Gilze-Rijen on 29 May. (A.Wilderdijk)



ABOVE: A recent visitor at Soesterberg was CF-104G 104841 bearing the new Canadian grey/green colourscheme. (J.Schets/SGS)

BELOW: C-141A Starlifter 50244 of 62MAW at



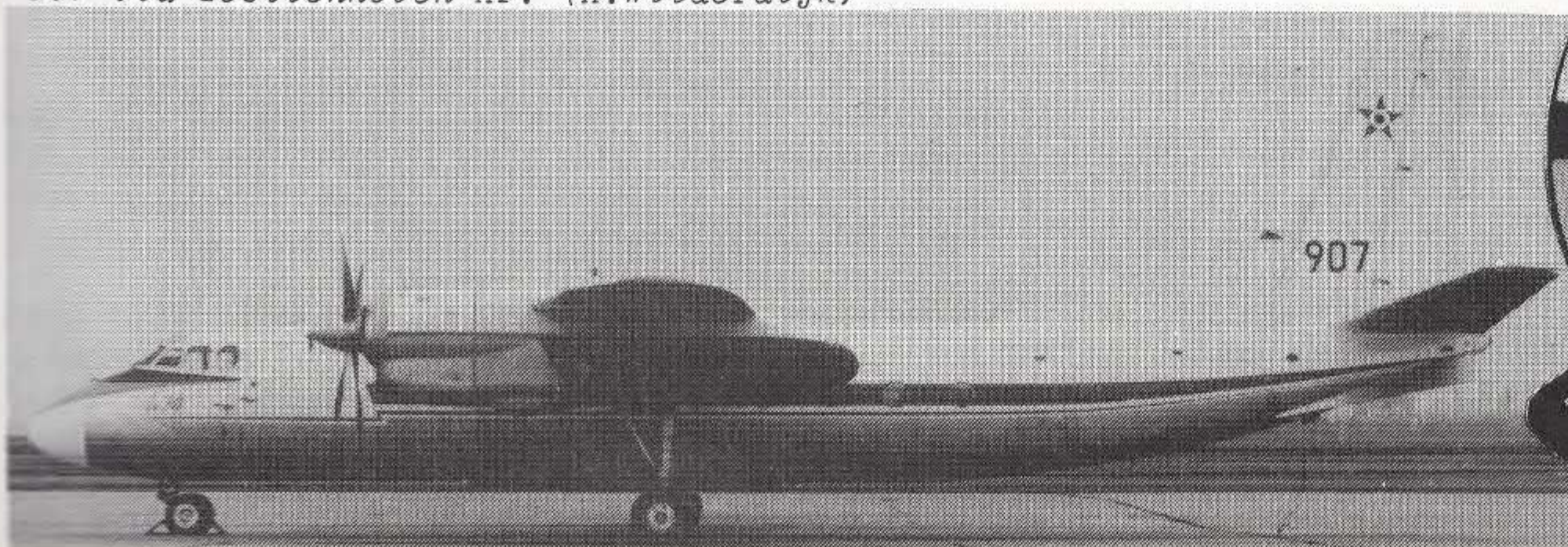
Apr. 26: 23-50 and 28-32 T/F-104G WGAf WS-10
XV407/H Phantom FGR.2 RAfG 19Sqn
27: 32-69 and 31-59 G-91R WGAf LEKG-43
28: BT76-027 F-15A USAF 36TFW
May 2: 96607 UH-1N USAF 70860S
8: TACEVAL: HR68-533, 68-377, 74-060 F-4E
HR68-533, 68-377, 74-060 F-4E USAF 50TFW
(all with red fin-tips)
XV428/E Phantom FGR.2 RAfG 19Sqn
XZ109/O Jaguar GR.1 RAfG 2Sqn
37-06 and 38-23 F-4F WGAf JG-71
D-6654 and 8304 F-104G 322/323Sqn
9: CF-02 Merlin IIIA BAF 15Wing
10: 23-50 and 26-90 F-104G WGNavy MFG-2

The Lightnings expected to arrive here for an exchange on 16.05., didn't show up. At that time 32TFS was involved in an ATC course and this may have been a very good reason for a postponement. The deployment of 18 F-15s of 1TFW/Langley AFB to Soesterberg has now officially been confirmed to start in September. Until mid-December 1TFW will take over the air defence task of 32TFS which will be converting from the F-4E to the F-15. In December all 18 F-15 Eagles should be delivered to 32TFS in one big delivery flight to Soesterberg. Reportedly 32TFS will have some Eagles of 36TFW on a rotational base for maintenance familiarization.

Belgium

- On 25 April a Starfighter of the 10th Wing from Kleine Brogel crashed 5km off the coast of Corsica. The pilot of this FX-35 ejected safely.
- On 4 May the Technical School of the air force at Saffraanberg was open to the public. Aircraft noted were Thunderflashes FR-30, 31, 32 and 33; Alouette A-10; Magister MT-37 and Dornier D-02. All are permanently at this school.
- Five Pembroke were sold to 'Air America' recently. The aircraft are to cross the Atlantic Ocean and for that reason containers for extra fuel were installed. Two of the five new registrations are N61970 and N61972, but their previous identities are not yet known.

The Hungarian military soccer team recently met the Dutch military team in Holland. Transport was provided by this Hungarian AF AN-24 907 via Zestienhoven AP. (A.Wilderdijk)^x



- A famous Thunderstreak has been scrapped. Displayed at nearly all main air force open days of the last few years was Thunderstreak FU-20. It couldn't be saved and was scrapped at Evere in January.

- Dakota K-31 is at Westouter (road Westouter-Poperingen). Also there are the wings and fuel tanks of a Hunter.

- This year's Tiger Meet will be held at Kleine Brogel from 19 till 26 June. Participating teams:

31Sqn BAF	F-104G	Kleine Brogel-host
230Sqn RAF	Puma HC.1	Odiham (UK)
53TFS USAF	F-15A Eagle	Bitburg (Germany)
79TFS USAF	F-111E	Upper Heyford (UK)
62Sqn Port.Af	Fiat G-91R	Montijo (Portugal)
439Sqn CAF	CF-104G	Söllingen (Germany)
1/12Sqn FAF	Mirage F.1C	Cambrai (France)
21Gr. ItAF	F-104S	Cameri (Italy)
336Sqn RNoAF	F-5A	Rygge (Norway)
393TFS USAF	FB-111A	Pease AFB (America)
52Sqn WGAf	RF-4E	Leck (Germany)
431Sqn WGAf	Fiat G-91R	Oldenburg (Germany)
335Sqn GreekAF	F-104G	Araxos (Greece)

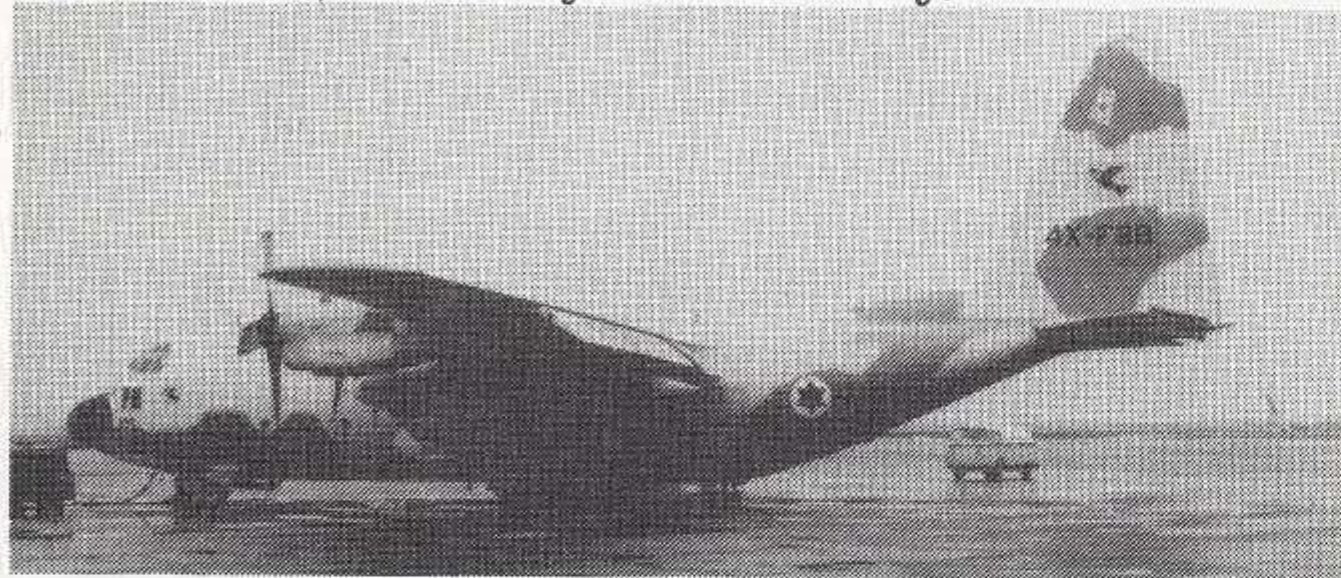
The Greek team is said to have withdrawn itself just before the meet started. Already for weeks now FX-52 is flying in the famous 'Tiger coat'. By the time this magazine reaches you the meet will probably be over but nevertheless we want to report there will be two open days: Friday 23 June and Saturday 24 June. Next month all the details.





ABOVE: Quetzalcoatl-1 is B.727 TP-01 of the Mexican AF. Together with Quetzalcoatl-2 (TP-02, yes) it recently visited Shannon IAP, Ireland, (D.O'Mahony)^x

BELOW: Another Shannon visitor: 4X-FBB/106 C-130H IDF/AF in May. (D.O'Mahony)^x



France

- More and more N-2501 Noratlas are leaving service with Armee de l'Air. Earlier this year some 30 N-2501s were seen at Chateaudun. On 28 May ten of those were noted at Le Bourget carrying only the serial and a French civil registration:

44/F-BZCK (ex 64-BI)	60/F-BZCP (ex 64-BX)
52/F-BZCL (ex 44-GD)	64/ --
55/F-BZCM	65/ -- (ex 340-VO)
56/ -- (ex 312-BK)	76/F-BZCT (ex 62-WD)
58/F-BZCO (ex 64-IJ)	144/ --

- Movements at Lann-Bihoué: included:

Apr. 3: 62-KK/160 and 62-KT/206 (cam.) N-2501
 5: BF/33 Mirage IVA
 6: C-4, C-9 F.27M Troopship RNethAF 334Sqn
 No.903 PA-31 Navajo 3S
 No.1 Br.1150 Atlantic 22F
 314-YR/14115 T-33A GE.6/314
 315-PE/326, -PI/361 and -PX/407 CM-170R
 7: CAL/192 N-2501 EC.57
 10-KH/104 CM-170R Magister EEVSV.10
 JA/86 N.2501 Noratlas GAM.88 (cam.)
 328-EA/95 & -EI/180 N.2501SNB CIFAS.328
 10: 102/E, 112/A, 118/B all SA.321Gs 32F
 12-XE/14116 T-33A EEVSV.12
 No.109 Etendard IVP 16F
 11: 92-AK/615 Vautour IIB EB.1/92
 No.47 Br.1150 Atlantic 22F (till 13.04)
 13: No.1 Br.1050 Alize (no badge, ex 6F)
 14: 61-06 Br.1150 Atlantic WGNavy MFG-5
 CE/38474 C-135F FAS
 17: No.62 Robin 100 SVS
 18: No.34 F-8E(FN) Crusader 12F
 20: CC/38472 and CH/312736 C-135F FAS
 122/D & 149/J SA321G Super Frelon 32F
 21: No.16 Br.1050 Alize 59S
 No.45 Br.1050 Alize 10S
 No.113 Alouette III 22S
 FC/45819 DC-8F GLAM
 22: No.01 N.2504 CEPA
 24: No.7,11,12,31,33,34 F-8E Crusader 12F
 No.103 Etendard IVP 16F (emer. landing)
 No.3,4,14,35 F-8E Crusaders 14F
 26: No.26 CM.175 59S (on delivery to 59S;
 this a/c was stored here since 05.01.78)
 61-MO/43, -ZB/06, -ZI/91 C-160F ET.61
 64-BG/138 N.2501 ET.3/64
 27: No.25 and 30 CM.175 (both without badge)
 315-QP/396 CM.170R Magister GE.3/315
 28: 4-WG/17428 T-33A EEVSV.4

- Movements at Luxeuil-St.Sauveur BA116 included:
 Apr.10: R-341 and R-347 F-104G RDanAF Esk.723
 RT-664 TF-104G RDanAF Esk.723
 No.5 Br.1050 Alize 6F

Apr.12: DATEX 78

104788, 104815, 104889, 104866 CF-104Gs
 XM599 and XM651 Vulcan B.2 RAF 50Sqn

13: BT75-059 and 76-035 F-15A USAF 36TFW

14: 41669 C-130H USAF 463TAW

14: 35-07,35-11 and 35-68 RF-4E WGAF AKG-51

The two Vulcans on 12.04 attacked the air base and were intercepted by two Mirage F.1Cs 30-MT/72 and 30-MN/77 of ECTT.2/30. Both Vulcans made an attack at BA102 Dijon-Longvic also.

Based Mirage IIIEs included:

EC.1/4: 4-AR/562, -AD/564, -AA/565, -AS/566
 4-AQ/569, -AB/571, -AC/572, -AE/612, -AO/575

4-AN/577, -AH/610, -AG/616, -AJ/620, -AM/625

EC.2/4: 4-BD/567, -BH/568, -BA/570, -BM/573

4-BP/576, -BQ/578, -BL/584, -BN/585, -BB/586

4-BE/590, -BI/598, -BR/608, -BS/611, -BT/615

4-BJ/617, -BG/621, -BF/624

Other based aircraft are:

339-WL/115 and 339-WM/463 Mystere XX CPIR-339
 4-WG/17428 T-33A EEVSV.4

- Movements at Toul-Rosière (BA136) included:

Apr. 5: 37-20 and 37-40 F-4F WGAF JG-74

61-MP/44 Transall C-160F ET.2/6F

6: 38-04 F-4F WGAF JG-74 (also on 07.04)

61-ZO/97 and 61-ZY/159 C-160F ET.3/61

7: 37-88 F-4F WGAF JG-74 (overshoot)

58-16 DO-28D WGAF JG-74

NQ/118 MS.760 Paris CEV

7-JE/102 CM.170R Magister EEVSV.7

11: During Daxe 78 exercise this day BA136 was attacked by 3 Jaguar Gr.1 XX956/BH, XZ373/BQ, XZ388/BK and 3 Jaguar A 7-HA/A35, 7-HD/A40 and 7-HC/A42.

Some interesting visitors:

20-02, 21-35, 21-68, 25-59 F-104G JB-32

XX975/DJ Jaguar Gr.1 RAFG 31Sqn

G-01 SA.330 Puma Belgian Police

19: 37-36 and 37-44 F-4F WGAF JG-74

41-AL/124 MH.1521M Broussard ELA.41

AD/76 Nord 262D GAEL (till 21.04)

20: 070-MA/81 Nord 262D EC.70

62-QA/201 N.2501 Noratlas ET.1/62

27: 43-BA/51 MS.760 Paris ELA.43

3-XJ/A63 Jaguar A EC.3/3

On 21.04 Toul closed for one week due to runway repairs. All Jaguars (approx.70) were divided over Cazaux, Metz and Nancy. Visitors landed and took off from the taxiway.

Also noted here were 3 CM.170Rs of EEVSV.3:
 11-OA/6, 11-OC/19 and 11-OR/150.

Italy

- Yearly 17 ItAF units get allowance for a squadron exchange with other NATO units. So far only one is known to have taken place. From 11 till 20 April 132Gruppo/3Stormo at Villafranca had an exchange with 17Sqn/RAFG at Brüggen: XX961/BJ, XZ388/BK plus three others. Support was provided by XV186 and XV196 Hercules. Plans for other exchanges call for F-15s/36TFW from Bitburg with 9Gruppo/4Stormo at Grosseto in July and NF-5s/315Sqn from Twente with 22Gruppo/51Stormo at Istrana.

- Movements at Rimini included:

Feb.27: No.6, 8 & 14 G-91PAN/R Frecce Tricolori
 RM-77/MM61928 P.166M 300Gruppo

28: 51-02 F-104S 51Stormo

Mar.15: 2-36 and 2-37 G-91R 2Stormo

24: 8-60 and 8-64 G-91Y 8Stormo

Apr. 4: RM-91 AB.47G 1RVR

8-14 and 8-27 G-91Y 101Gruppo/8Stormo

- 17: RM-80/MM61888 P.166M 605a Sqn.Coll.
On detachment at Rimini till 28.04 were
SH-3D 6-20, 6-22, 6-24, 6-26 and S-2F
41-23/MM133106, 41-37/MM148300, 41-41/
MM148299
- 18: 51-03, 51-04, 51-11; 51-20 F-104S 22Gr.
v GdIF-88/MM81017 NH.500M
- 24: K-3010 and 3046 NF-5A RNethAF 316Sqn
No.3,5,6,8,9,10,11,12,14 G-91PAN/R of
Frecce Tricolori 313Gruppo
- 25: 109160 CV.440 CAF (till 27.04)
- 27: 6-30 T-33A 606a sqn.coll/6Stormo
- 28: 24462 CT-39A USAF

- Movements at Grosseto included:

- Apr.20: 46-05/MM61991 C-130H 50Gruppo/46AB
28-32 TF-104G WGAF(from Istres to Araxos
FC-03, FC-06 & FC-07 TF-104G BAF 1Wing
(all on their way back from Decimomannu)
4-1, 4-7, 4-12 F-104S (to Sigonella)

Other aircraft noted on these days:

- 9 Gruppo: 4-3/MM6869, 4-4/MM6770, 4-6/MM6924,
4-16/MM6812, 4-21/MM6802, 4-2/MM6765(overhaul)
4-10/MM6739(overhaul) all F-104Ss
- 20Gruppo: 20-5/MM54229(overhaul), 20-9, 20-14/
MM54250(overhaul), 20-15/MM54251, 20-19,20-21/
MM54256, 20-22/MM54257(overhaul), 20-23, 20-24
-/MM54260 all TF-104Gs
- 20-29/MM6520 F-104G

Nato

- During their last meeting, all NATO defence ministers agreed to a financial formula for the purchase of 18 E-3A AWACS.

All ministers will submit the required amounts of money to their parliament. Except for Germany not too much trouble is expected from this. The German parliament, however, is still much divided over the fact that Germany has to contribute 30% to the total costs (approx. \$ 1,900 million).

America takes the biggest part with 40%, Britain has its own AWACS programme with 11 Nimrod AEW, France is expected to pay some sort of contribution in return for using AWACS.

The ministers also agreed on Geilenkirchen as main operating base. With the main base in Germany, the Bundestag has been met to a certain extend and the base is located very near Hq. AFCEAT at Brunsum.

Some six forward operating bases are expected to be assigned with permanent AWACS detachments: for Holland this could be Woensdrecht, for Belgium Melsbroeck and furthermore Norway, Italy, Turkey, Greece and Portugal are potential candidates.

Spain

- Following a Spanish AF requirement, CASA was to have finished its fourth prototype of the CASA 101 on May 1st. However, two weeks ahead of this schedule this mile-stone was reached. The CASA 101 has been developed following an Air Ministry contract for a basic and advanced trainer/light attack aircraft. The first of four prototypes flew on June 27th, 1977 from Getafe (Madrid).

The fourth is a non-test-instrumented a/c and represents the final configuration of the C-101 as it will be delivered to the Spanish Air Force. All prototypes will be handed over to the air force by the end of this year and the first of the 60 a/c will be delivered in July 1979. The 60th is expected to be delivered in March 1981.

- Noted aboard the only Spanish aircraft-carrier 'Dedalo' on 7 April:
AB.212ASW: 003-7,8,9,10 SH-3D: 005-6,8,9
AV-8A Matador: 008-4,5,6 TAV-8A Matador: 008-8
Hughes 500M/ASW: 006-6,8,11

Sweden

- A committee of the Swedish parliament examines the development plans for SAAB's B3LA and A20. In close cooperation with the Swedish Air Force, SAAB launched two programmes that should lead to new aircraft for requirements in the late 1980s. By that time the SAAB Sk.60s (105) will be withdrawn from their training rôle. It should be replaced by the B3LA, a light attack/training jet aircraft. Also to be withdrawn late 1980

is the AJ-37 Viggen attack aircraft. To have a capable replacement available, SAAB proposed the A20, an attack version of the JA-37 Viggen interceptor.

The main problem of the committee seems to be the lack of money. It is expected that Sweden cannot afford itself to develop both programmes and a choice has to be made between the two. Developments on the B3LA program have been funded up to July next year. Although it has a distinctive trainer configuration, the B3LA joins the trainer/light fighter aircraft family with e.g. the Alpha Jet, Casa 101, Hawk etc. In the rôle as light fighter the B3LA could take over some tasks of the AJ-37 Viggen and if it is decided to take it into production, nine squadrons are to be equipped with approx. 150 aircraft.

United Kingdom

- At the Anglo-American air festival at Basingbourn everything could be seen, except for aircraft. Announced as one of the biggest air shows in Britain this year, it turned out to be a disappointment. Apart from a fair amount of civil aircraft, the only military static display participation was as follows:

XW847, XX910/K Gazelle; XV699 Sea King; XP778 Beaver; M-030 Alouette 3 RDNavy; XZ239/NC345 Lynx; XV719/AA, XT675/AR and XR523/AM Wessex; XT632 Scout; KF314, FT375 and KF183 Harvards. Both Alconbury and Wyton acted as operating bases for the air show at Basingbourn:

Alconbury: BT-76-027 F-15A; 104810 and 104839 CF-104G CAF; 83809 and 83811 OV-10A

Wyton: XP694/R, XR753/S Lightning F.3/F.6 SSqn XV163 and XT273 Buccaneer; XP514, XP535, XR540, XR572, XR955, XR977, XR987, XR991, XS101, XS107 all Gnats of the 'Red Arrows'.

The short runway at Basingbourn didn't allow NATO aircraft to join the static display. This must have been known to the organizing committee (the same as of the International Air Tattoo) already a long time ago. Nevertheless they kept on advertising there would be much NATO participation. Hopefully this way of organizing doesn't become a habit. It surely would save a lot of money for far-travelling spotters.

Gazelle XW810/K was one of the few interesting items at Basingbourn. (J.v.Tuyn)



- An annual event for every NATO unit is the squadron-exchange with a foreign NATO unit. For ten days a certain amount of aircraft operate from each other's air base to learn something about local operation methods:

Two RAF units have already had such an exchange
2 May arrival of 6 RNoAF C/F-104Gs of Skv.331/334 at Honington: 233,234,240,766,833,860

2 May arrival of 4 WGAF F-4Fs of JG-71 at Wattisham: 37-95, 38-27, 38-31 and 38-55

F-4F 37-95 of JG-71 'Richtofen' during the sqn-exchange at Wattisham. (B.Berkemeijer)





Next month, in our leading article everything about this new 'CB', Jaguar Gr.1 XZ375 of No.20Sqn RAF Bruggen and all the other aircraft. Photo from TAM 78, Wildenrath 8 June 1978. (F.Swinkels)

- On 2 June took place the opening ceremony of the Tactical Air Meet 1978 at RAF Wildenrath. The meet is a fusion of the well-known Tactical Weapons Meet and Royal Flush and it is meant to be both an exercise and a competition. In our next issue a leading article will appear on the TAM 78 in which many new and interesting items will be revealed. The only thing we'll already want to tell you is how many aircraft are participating:

XZ366/H, XZ108/W, XZ103/I, XZ105/- Jaguar 2Sqn BR-04, BR-19, BR-10, BR-23 Mirage 5BR BAF 42Sqn D-8059, 8273, 8119, 8143 RF-104G RNethAF 306Sqn ZR68-568, 68-567 and 68-565 RF-4C USAFE 26TRW AR67-469 and AR66-421 RF-4C USAFE 10TRW 35-86, 35-22, 35-28, 35-75, 35-87 RF-4E WGAF AKG-51 FX-100/C, 60/D, 65/B, 76/A, 30/E F-104G BAF 10W K-3061/A, 3069/B, 3058/C, 3023/D, 3047/E NF-5A RNethAF 314Sqn XZ381/CD, XZ374/CA, XZ378/CH, XZ393/CP & XZ375/CB Jaguar Gr.1 RAFG 20Sqn 38-17/A, 37-77/B, 38-37/C, 38-41/D and 38-73/F F-4F WGAF JABOG-36 38-58/A, 37-42/B, 38-42/C, 37-18/D and 37-66/E F-4F WGAF JABOG-35 HR69-245/A, 68-517/B, 68-529/C, 68-507/D, 68-532/E F-4E USAFE 50TFW 104733/A, 104805/B, 104842/C, 104847/D, 104869/E CF-104G CAF 1stCAG 26-03/B, 26-11/A, 22-05/C, 25-09/D and 21-98/E F-104G WGAF JABO-33 Yes 62 aircraft. All fighter aircraft had been applied with a special code for this Meet.

United States of America

- During the last two weeks of May the annual exercise 'Dawn Patrol' took place. This year seven countries contributed to the exercise with forces: Holland, Turkey, the United Kingdom, the United States, France and Greece. The latter two are no NATO members but nevertheless sent forces to the exercise along with the other six NATO units.

The USAFE detached many aircraft to the Mediterranean area. Missions were flown from Gioia del Colle, Ghedi, Aviano AFB in Italy and Andronida in Greece. Units involved were 20TFW/F-111s, 36TFW/F-15s, 26TRW/RF-4Cs, 601TCW/OV-10s 52TFW/F-4C &Ds, 401TFW/F-4Cs. Additionally some 'home-units' deployed to Italy; being 183TFG Illinois ANG with RF-4Cs to Ghedi, 131TFW Missouri ANG with F-100D/Fs to Aviano and 17DSES with EB-57s to Grazzanise.

- In the first half of 1979, Sembach must be ready to shelter the first A-10s on permanent deployment from 81TFW/RAF Woodbridge and Bentwaters. From that time Sembach will be a Forward Operating Location (FOL). Present plans call for 8 A-10s to each FOL. How many FOLs there will be has not yet been released but at least Gilze-Rijen, Ahlhorn and Jever are amongst them. The A-10 wing with all its FOLs must be operational by 1980.

- Movements at Ramstein included:

Apr. 6: 38-74, 38-54 and 38-58 F-4F WGAF JB-35 RS-05/MM578 PD.808 ItAF WR66-710 F-4D and AR67-469 RF-4C 34-59 G-91T WGAF WS-50
20: 58-57 DO-28D WGAF JABOG-33
May 9: 12669 VC-135B Hq. USAFE o-72589 VC-135A Hq. SAC/Torrejon 37-20 and 38-24 F-4F WGAF JG-74 58-90 DO-28D WGAF AKG-51 30-72 G-91R WGAF WS-50 A-47 Alouette II Belgian Army 16Sqn FC-05 TF-104G BAF 10Wing (FC-02 on 10.05)
10: 34-46 G-91T WGAF WS-50 37-66 F-4F WGAF JABOG-35 50-74 C-160D WGAF LTG-61 58-21 DO-28D WGAF JABOG-31 BA-08 and BA-40 Mirage 5BA BAF 3Wing
16: 21808 C-130E AFRES 54241 EB-57E 17DSES ZR68-564 RF-4C and WR65-754 F-4D 22564, 22262 and 22931 C-12A Hq. USAREUR 159363/JM CT-39G US Navy VR-24Sqn 27-22 TF-104G WGAF JABOG-34 31-97 G-91R and 34-02 G-91T WGAF WS-50 3-04 and 3-15 RF-104G ItAF 3Stormo CF-02 and CF-04 Merlin IIIA BAF 15Wing
17: 58-40 DO-28D WGAF AKG-51 FT-02, FT-06 and FT-22 T-33A BAF 11-OB/08 Broussard MH1521M FAF EEVSV.11

On 16 & 17 May two F-4Es of 86TFW were noted in new camouflage scheme: 74-1639 and 74-1641. Both with USAF serial and code in black and no fin tips.

Ramstein open day on 30 July promises to become quite some show. Up to 85 aircraft for static display have been requested from 15 countries: Austrian, Belgian, Canadian, Danish, Dutch, French, German, Italian, Norwegian, Portuguese, Spanish, Swiss, British and US Army, Navy and Air Force. Three teams have already accepted invitations to perform: Frecce Tricolori, Swallow and Karo-AS. The Red Arrows and Patrouille de France have also been invited.

F-4C 63-480 on its way from 57th FIS to 171TFS, Michigan ANG, passing through at Alconbury on 2 May 1978. All F-4Cs of 57FIS will have been replaced by F-4Es now. The latter is only an interim solution till the F-15 Eagle arrives. (B. Berkemeijer)



A beautiful picture from Aviano AB, Italy. C-130H 42134 on final approach. (via F.Smith)



- Movements at Aviano included:

Feb. 3: BA-35, BA-37, BA-44, BA-53 Mirage 5BA BAF
 4: BT76-010 F-15A 36TFW
 5: ZR68-561 RF-4C 26TRW AR66-425 RF-4C
 37804, 37768 C-130E 317TAW
 7: 26-41 and 25-49 F-104G WGAF JABOG-32
 8: 27-89 TF-104G WGAF
 9: SA-112/MM54412 G-91T SVBAA
 51-78/MM53-5238 RT-33A ItAF 651SC/51St.
 15: 01535, 01553, 01554 F-5E 527TFTAS
 TJ63-549 F-4C 401TFW
 146455/17 EA-3B Skywarrior USN VQ-2Sqn
 Mar. 5: 40626, 40627, 60154 C-141As 438MAW
 60163, 40611, 40630 C-141As 437MAW
 TJ63-449 F-4C 401TFW
 6802 C-130H Portuguese AF
 8: TJ63-421, 64-789 F-4C 401TFW
 96582, 10938, 01260, 96581 C-130E 435TAW
 RM-93/MM80224 AB.47J 1RVR
 9: FX-52, FX-100 F-104G BAF 10Wing
 24471 CT-39A 7086th Operations Squadron
 11: 23-22 and 26-75 F-104G WGNavy MFG-2
 12: TJ63-421 F-4C and HR74-626 F-4E
 13: 24201 VC-140B 89MAW/OLA
 17: AJ739 and AJ737 SH-3D USNavy USS Nimitz
 19: 131609/JS609 C-118B USNavy
 149797/JM797 C-130F USNavy
 22: TJ63-482 F-4C 401TFW

- On 27 July 1974, the Eagle prototype 10280 made the first flight with a FAST PACK pallet (Fuel and Sensor Tactical PACK). Fitted to the fuselage just below the wing, the FAST PACK can be removed within 15 minutes. The parcels can contain various kinds of items e.g. fuel, 'wild weasel' equipment, cameras, low level TV system infra red search and track system, etc. The FAST PACK will be standardized on the new F-15C and F-15D versions. Additionally these two new versions will have a fourfold increased computer capacity, the ability to continue tracking one target while searching for others, and the ability to transfer radar lock-on from one target to another. The A and B models presently on the production-line will be replaced by the C and D model next year and the first delivery to the USAF has been scheduled for mid 1980.

- At last some official news about coming deployments. Although some are still in the planning stage the following was released recently:

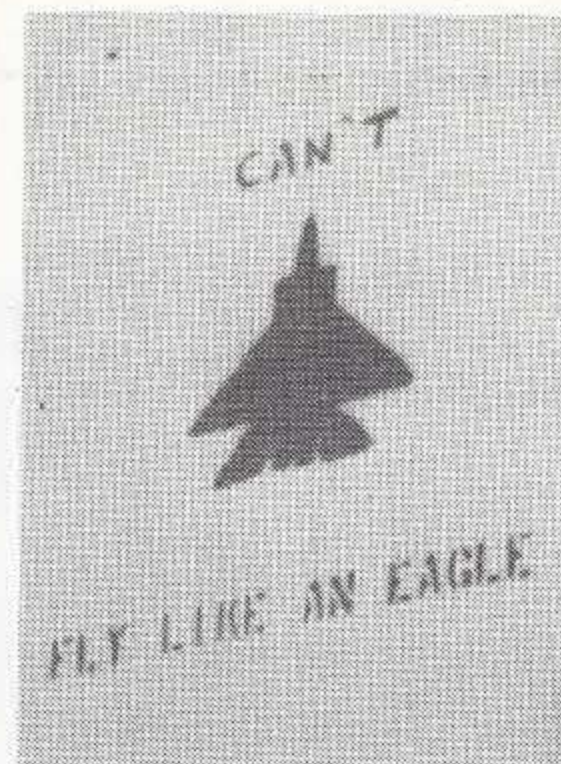
July 18 A-7Ds of S.Carolina ANG to Wittering (UK) for 21 days
 August 12 F-105Gs of 35TFW/George AFB to Karup (Denmark)
 Late August 8 F-111Ds of 27TFW/Cannon AFB to Gardermoen (Norway) for 21 days
 September 18 A-7s of S.Dakota ANG to Rygge (Norway)

- Movements at Mildenhall included:

Mar. 18: 158914/LF-4 P-3C Orion USNavy
 19: 4X-FBS/427 C-130H IDF/AF
 21: 4X-FBQ/420 C-130H IDF/AF
 23: 104713, 104824, 104839 CF-104G CAF
 71504 (305ARW) & 00336 (380BW) KC-135A/Q
 27: 71448 KC-135A Arizona ANG
 28: 4X-FBX/428 C-130H IDF/AF
 70-15906 U-21A 207th Aviation Company
 31: 83816 and 83793 OV-10A 601TCW
 Apr. 5: 12670 WC-135B 55SRW
 6: 743 C-130H Greek AF
 K-4024 NF-5B RNethAF 316Sqn
 7: 80060 (380BW) & 37983 (301ARW) KC-135A/Q
 50022 NC-130A ASD
 10: 26-81 and 26-87 F-104G WGNavy MFG-2
 4X-BYD/008 Boeing 707 IDF/AF
 159318/LN-47 P-3C Orion USNavy VP-45Sqn
 71431 KC-135A Washington ANG
 13: 00130 KC-135A (no badge). This is thought to be 80130, but has obviously been painted wrongly.
 15: 22562 C-12A USArmy (delivery-flight)
 4X-BYD/008 Boeing 707 IDF/AF
 18: 21-23 and 23-18 F-104G WGNavy MFG-2
 20: 746 C-130H Greek AF
 21: 21-17 and 24-33 F-104G WGNavy MFG-2
 22: 152489/AA-013 E-2B USNavy VAW-116Sqn
 21826 UH 1H USArmy
 158025/AA-300 A-7E Corsair II USN VA-83
 158827/AA-400 A-7E Corsair II USN VA-81
 160609/AA-610 EA-6B Prowler USN VAQ-130
 all were from USS Forrestal and on their way North - probably to Lossiemouth
 23: 4X-FBB/106 C-130H & 4X-BYA/006 B.707
 24: 17964 SR-71A 9SRW (till late May)
 27: 38007 (379BW) & 91493 (390BW) KC-135A

SR-71A 17964 prior to a mission from RAF Mildenhall on 26 April 1978. It suffered a bird strike on the 28th but flew again on 2 May. (B.Hickman)





On 8 April, while docked in Malaga harbour, the following units were aboard aircraft-carrier USS America:

VF-142/F-14A VA-15/A-7E
VF-143/F-14A VA-87/A-7E
VAQ-137/EA-6B VS-28/S-3A
VFP-63/RF-8G HS-15/SH-3D
VA-176/A-6E&KA-6D VAW-124/E-2

Note the inscription on one of the F-14 Tomcat which had been applied by pilots of 36TFW during a stay at Zaragosa.

(all photos Ben Ullings/API)



West Germany

- On 4 April an F-104G of JABOG-32 crashed at Lechfeld. Two days later the 198th F-104 of the WGAf/WGNavy crashed. An F-104G of JABOG-31 over shoot at Nörvenich.

On 25 April an Atlantic of MFG-3 crashed near Cuxhaven, Possibly a w/o.

Note: 26-77 was reported to have crashed on 2 June 1977. This is probably incorrect as this a/c has been noted twice afterwards: 8/77 at Jagel and 5/78 at Eggebeck.

- Noted at various German air bases:

Bückeburg on 25 April:

7504, 7510, 7511, 7525, 7548, 7561, 7575, 7581
7584, 7596, 7602, 7607, 7612, 7622, 7627, 7630
7655, 7666, 7690, 7696, 7701, 7703 all Alouette
IIS of Heeresfliegerwaffenschule
71-83, 71-84, 71-89, 71-93, 71-94, 71-96, 72-01
72-03, 72-10, 72-12, 72-13, 72-14, 72-17 all
UH-1Ds of HFWS

Wunstorf on 24 April:

50-48, 50-53, 50-61, 50-93 C-160D of FFS
Visitors:
50-10, 50-46 and 50-99 C-160D of LTG-63
50-40, 51-12 and 51-15 C-160D of LTG-61
58-25(-), 58-26(-), 58-48(TsLw.1), 58-57(JB36)
58-68(TsLw.1), 58-69(TsLw.1) and 59-02(FBSS)
all DO-28Ds

Hohn on 2 & 3 May:

50-08, 50-17, 50-33, 50-41, 50-50, 50-51, 50-54
50-56, 50-67, 50-73, 50-81, 50-85, 50-87, 50-91
50-94, 50-97, 51-08 all C-160D of LTG-63
99-01, 99-03, 99-04, 99-05, 99-06, 99-07, 99-08
99-11, 99-12 G-91R target tugs

Schleswig-Jagel on 2 & 3 May:

22-12, 22-13, 22-15, 22-19, 22-20, 22-21, 22-22
22-25, 22-29, 22-70, 22-72, 22-73, 22-74, 22-77
22-81, 22-82, 22-84, 22-85, 22-86, 22-87, 22-88
22-89, 22-93, 23-15, 25-02, 26-57, 26-74, 26-78
26-83, 26-88, 27-93, 28-15, 28-30 all T/F-104G
of MFG-1

Eggebeck on 2 & 3 May:

21-07, 21-17, 21-18, 21-20, 21-21, 21-27, 21-31
21-32, 23-02, 23-03, 23-09, 23-11, 23-16, 23-18
23-20, 23-22, 26-56, 26-58, 26-62, 26-72, 26-77
26-79, 26-81, 26-86, 26-87, 28-10 all T/F-104G
of MFG-2

Additionally some RF-4Es of AKG-52 were based here due to runway repairs at Leck; 35-02
35-20, 35-32, 35-43, 35-67, 35-69, 35-79, 35-85

Husum on 5 May:

30-06, 30-12, 30-17, 30-19, 30-41, 30-46, 30-49
30-89, 31-07, 31-25, 31-49, 31-57, 31-73, 32-10
32-20, 32-34, 32-47, 32-75, 32-76, 32-79, 32-88
34-55, 34-57 all G-91R/T of LEKG-41
58-76 DO-28D LEKG-41

Wittmundhafen on 5 May:

37-03, 37-10, 37-43, 37-47, 37-55, 37-61, 37-86
38-07, 38-15, 38-35, 38-43, 38-63, 38-67 all
F-4Fs of JG-71

On exchange with JG-71 were 4 RAF Phantoms of
No.56Sqn: XV420/J, XV464/B, XV482/C & XV500/H
Ahlhorn on 5 May:

70-42, 70-43, 70-55, 70-59, 70-67, 70-71, 71-00
71-04, 71-17, 71-24, 71-27, 71-31, 71-32, 71-41
71-52, 71-61, 71-64, 71-65, 71-67, 71-68, 71-72
71-76 all UH-1D of HTG-64

Jever on 4 May:

23-50, 24-51, 24-74, 27-01, 27-17, 27-20, 27-37
all T/F-104Gs of WS-10

■ F-16 UPDATE ■

No spectacular news from the F-16 programme but only some small items just for the record:

With own funds General Dynamics developed a wild weasel version of the F-16B. Several different kinds of equipment are being studied on. The USAF hasn't asked for such a version but according to GD several potential foreign customers have shown interest. USAF goal for F-16 write offs is one per 100,000 hours. Tests and experiences with the Eagle (which is also equipped with the F.100 engine) proved this is likely to turn out to be three times higher once the F-16 will have entered service. The main problem is the regular flame outs the Eagle is suffering from. At the moment GD is working on a revised fuel pump and a modified engine electronic control system. However, before these modifications can be integrated in the production-lines, 81 USAF and 46 European F-16s will have been completed. These will be modified later on.

During the third week of May all six full-scale development F-16 were grounded because of troubles with the ejection seat. The a/c will therefore be equipped with another type of ejection seat. At the assembly-line of Fokker-VFW at Schiphol, the three main parts of the first F-16 fuselage have been coupled together. But it will take up to April next year when it is expected to roll out. All F-16s will be camouflaged during the assembly.

The first flight has been planned for June 1979. Just like the others it will make its test flight from Schiphol. Fokker has presently three pilots in the States which are to fly the F-16s before their delivery to the Dutch and Norwegian air forces.



REPORT FROM SINT TRUIDEN

by Frank Klaassen



Both the Advanced Flying School and the Transition Flying School of the Belgian air force are based at Sint Truiden. On 9th May I visited this airbase to get some clarification about the training syllabus as it will be after the arrival of the Alpha Jet.

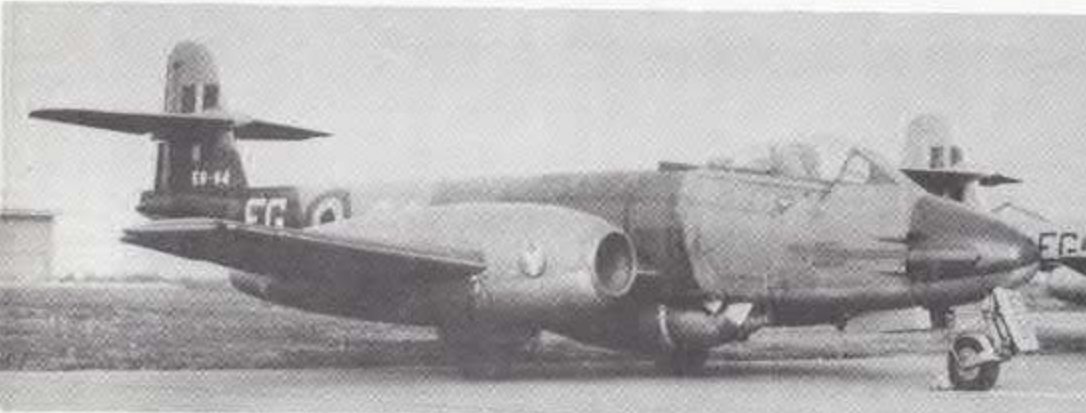
As known, now the flying training programme takes 32 months in all: pupil pilots fly 125 hours on the SF-260M at the Elementary Flying School at Goetsenhoven before transference to the Advanced Flying School and conversion to the Fouga Magister jet basic trainer on which a further 125 hours are flown. This course is followed by the Transition Flying School (100 hours on the Lockheed T-33A) and the Operational Conversion Course which comprises 85 hours on either the Mirage at Bierseet or the Starfighter at Kleine Brogel or at Beauvechain.

The Alpha Jet is to supplant both the Fouga Magister and the T-birds. When everything works out the way it should, the first of the 33 Alpha Jets will roll off the French production-line later this year. This particular aircraft is to stay at Mont de Marsan for a few months, so that in close co-operation with the French the first four Belgian instructors can be trained. In the meantime SABCA -the Belgian sub-contractor- has not been idle either, having her first Alpha Jet ready in November. From then on two aircraft are to be produced here each month and the programme should be terminated in April 1980. However, there has been some slippage in the schedules already and it is possible that everything moves up a few months. As for the new training syllabus, the Elementary Flying School will stay at Goetsenhoven, where the students make 150 hours on the Marchetti; 25 hours more than is the case now. The class then moves to Sint Truiden to fly 90 hours in the Advanced Flying School's Alpha Jets, gathered in No 7 squadron and 60 hours in the Alpha Jets of the 11 squadron, the Transition Flying School.

As said before, four instructors are to go to France in the second half of this year; when they return these pilots are to train the rest of the instructors of the AFS and TFS. The BAF has planned to convert the instructors of the 11th squadron from January till August 1979 and those of the 7th squadron from September till December. This is done for practical reasons: the T-bird, being the oldest aircraft, will be the first to be phased out (in June 1979 the last is to be withdrawn). The Magisters will follow in December.

Quite a risk, to replace both the Magisters and the T-birds, aircraft with different tasks and capabilities, by only one type. The Belgian air staff expects this formula to be successful though; the Alpha Jet flight-simulator that has been acquired will be very realistic (in contrast with those presently in use) and besides that the AFS will be more than now a phase in which pupils merely learn to fly a jet aircraft. Once in the TFS the student receives a firm initiation to operational disciplines such as low level navigation, battle formation and aerobatics. Not all Fougas are to disappear once the delivery of the Alpha Jets is completed. A number will remain in service to keep staff-pilots up to date. The end of the T-birds is definite. They will probably go the same way their Dutch brothers and sisters went a few years ago, to Turkey, Greece and US. Talking about these Dutch relatives, the Vervolmakingscentrum has a T-33A flight-simulator that, according to my guide: "had been one of the Dutch ones"; this might mean that this simulator once was the unfortunate M-46/FT-8! The linktrainer had a construction-plate, on which 'T-33A 50-307' was inscribed. The devices that are to simulate Magisters are in fact cockpits of Twin-Mustangs. There are four of them present, serialised P-603, P-609, P-612 and P-619. And whilst talking of the flight-simulators, the new Alpha Jet simulator, which is presently under construction, costs three times as much as a real Alpha Jet.





Another interesting place to visit was 'Hangaar Pique'. I don't know why it is called that way, but anyway, stored inside were a number of T-birds and Magisters in various states of preservation. Several Magisters were entirely stripped so that it was impossible to detect their identities. Others were partially cocooned, while the 2 T-33As were obviously write-offs.

In another hangar I found three Piper Cubs; these aircraft are used as glider-tugs for the Air Cadets. During the holidays and summer-weekends both the Pipers and the gliders (a dozen of this being in that hangar as well) move to the Oostmalle airstrip to practise the noble art of gliding there. One of the Pipers was painted in the same style as the gliders, white and orange.

A selection of the photographs I took at Sint Truiden is presented on these two pages.

The last page of this contribution contains an update of the Fouga Magister list; it differs somewhat of those previously published in this and other publications, so take a good look at it. Most of the credit for it goes to A.Thys of BLI.

I am very grateful to a number of BAF officials who made this report possible. In the first place to Luitenant-Kolonel Roeben, air staff Brussels for paving my way and secondly to Kapitein Janssens of the 11th smaldeel and Kapitein Van Lommel of SKI, who guided me around.

Apart from the Magisters the following aircraft were noted at Sint Truiden on 9 May 1978:

Lockheed T-33A: FT-01,03,06,07,09,10,11,13,15,16, FT-17,21,22,24,26,28,29,30,34,36,37,38

Except for the FT-09 and FT-26 which were stored in 'Hangaar Pique', they were all operational.

Piper Super Cub: LB-02 (white), LB-03 and the wreck of the LB-04. I might as well add the individual histories of six Pipers that were acquired in March 1975.

LB-01 c/n 18-3603 s/n 54-2404 ex Klu R-113

LB-02 c/n 18-3607 s/n 54-2407 ex Klu R-117

LB-03 c/n 18-3842 s/n 54-2442 ex Klu R-152

LB-04 c/n 18-3843 s/n 54-2443 ex Klu R-153

crashed in September 1977 at Sint Truiden

LB-05 c/n 18-3844 s/n 54-2444 ex Klu R-154

LB-06 c/n 18-3864 s/n 54-2464 ex Klu R-174



MT-1	258	Since 6 April 1977 in stock at Koksijde; total number of flying hours 4442:32.
MT-2	259	Has flown in the colours of the 'Red Devils' aerobatic-team, but now back in the usual colour-scheme; current.
MT-3	260	Current.
MT-4	261	Since 6 April 1977 in stock at Koksijde; total number of flying hours 4403:03.
MT-5	262	Red Devils aircraft once but now in the usual colour-scheme; current.
MT-6	263	Red Devils aircraft; cat.5 damaged on 23 February 1976 in a ground accident on parking H55 at Sint Truiden; the pilot, Lt.Hubert was not hurt, but 11 cars were damaged and the aircraft became a write-off.
MT-7	264	Red Devils aircraft; cat.5 crash near Veerle on 29 September 1967; Sgt.Schijnen was killed.
MT-8	265	Current.
MT-9	266	Cat.4 crash at Brustum 26 February 1970 and burnt out on the runway; the remainders are presently used by the Technical School at Saffraanberg.
MT-10	267	Cat.5 crash near Bevingen on 13 May 1965, as the first Red Devils aircraft; Kap.Vandehelsen was killed.
MT-11	268	Red Devils aircraft; in stock at Koksijde since 19 August 1977, with 5634:17 flying hours.
MT-12	269	Current, still in Red Devils colours.
MT-13	270	Current
MT-14	271	
MT-15	272	Red Devils aircraft; in stock at Koksijde since 2 September 1977; total number of flying hours 1511:13.
MT-16	273	Current.
MT-17	274	Red Devils aircraft; cat.4 crash at Brustum on 23 September 1969; parts now used in the mobile air force exhibition show.
MT-18	275	Current, still in Red Devils colours.
MT-19	276	Cat.5 crash near Houffalize on 13 September 1962; Olt.Defraye was killed.
MT-20	277	Red Devils aircraft; cat.5 crash at Brustum on 20 June 1968, the third Red Devils aircraft; Kapt.Malpas was killed.
MT-21	278	Current, still in Red Devils colours.
MT-22	279	Red Devils aircraft; cat.5 near Halle-Booienhoven on 24 May 1967; the second Red Devils crash; Kap.Bracke was killed.
MT-23	280	Used to be a Red Devils aircraft; current in silver livery.
MT-24	281	Current.
MT-25	282	Cat.5 crash near Mechelen aan de Maas on 18 October 1963; Elt.Verstraete was killed
MT-26	283	Stored at Sint Truiden
MT-27	284	Used to be a Red Devils aircraft; current, but now silver again.
MT-28	285	Cat.5 crash near Genk on 8 April 1964; the two Dutch pilots managed to get out (Magsiters have no ejection-seats!!)
MT-29	286	
MT-30	287	
MT-31	288	Current, still in Red Devils colours
MT-32	289	Current, still in Red Devils colours.
MT-33	290	Current, still in Red Devils colours.
MT-34	291	Current.
MT-35	292	
MT-36	293	Current.
MT-37	312	Withdrawn from use 6 April 1977 with 4642:12 flying hours; now used by the Technical School at Saffraanberg.
MT-38	313	Cat.5 crash near Velm on 24 June 1971; no casualties.
MT-39	314	Current, still in the colours of the Red Devils.
MT-40	317	
MT-41	318	Cat.5 crash near Rochefort on 5 March 1973; Maj.Lesoil was killed.
MT-42	319	Current.
MT-43	322	Current.
MT-44	323	Stored at Sint Truiden.
MT-45	327	Cat.5 crash near Maillen on 29 January 1962; Olt.Milquet was killed; note that the a/c is 327, not 324 as usually is reported.
MT-46	145	ex WGAFF AA-237, current.
MT-47	203	ex WGAFF AA-292; cat.5 crash near Thisnes on 19 October 1977; Sgt.Beckers was killed.
MT-48	204	ex WGAFF AA-293; current, still in Red Devils colours.
MT-49	202	ex WGAFF AA-222; used to be a Red Devils aircraft, but now silver again, current.
MT-50	224	ex WGAFF AA-240; current.

Please take notice of the following:

Aircraft that are shown here as 'current' are so indeed, since I observed them on the 9 May. Where such a remark is not include doesn't of course imply that these aircraft are no longer in service.

Since the 'Red Devils' no longer officially exist it seems likely that the red colour-schemes will disappear within a short time. And finally, Belgium definitely did not buy additional Magsiters to replace the ones that crashed.

-- SHOW REPORTS --

TAG DER OFFENE TUR at Erding (W.Germany) on 6 May 1978 (G.Weinmann)

Static:

EB-231/52-7373 RF-84F ex AKG-52
JD-105/S6-1639 Sabre 6 ex JG-74
94-39 T-33A LwVersReg.1
24-68 F-104G LwVersReg.1
26-44 F-104G JABOG-31
28-29 TF-104G WS-10
c/n 258 B47G-2 (instructional)
80-73 SH-34G MFG-5
D-9563 c/n V1 VAK.191B
D-9518 c/n X2 VJ.101C
96-15 L.18C Piper Cub
55-45 Do-27
97-08 Elster
61-20 Br.1150 Atlantic MFG-3
50-58 C-160D Transall LTG-61
32-93 Fiat G-91R WS-50
84-42 CH-53G Heer
98-33 c/n 0001 Alpha Jet
98-06 c/n 0007 Panavia Tornado
35036/48 Draken RSwedenAF F.16

XW764/C Harrier GR.3 RAFG 3Sqn
XX885/B Buccaneer S.2 RAF 15Sqn
12-YK/63 Mirage F1C FAF EC1/12
BT75-071 F-15A Eagle USAF

Hangar:

22-44, c/n 7034, c/n 8248,
27-26(WS-10) and c/n 5742 all
T/F-104Gs

Elsewhere on the field:

50-62 and 50-88 C-160D LTG-61
71-54, 71-21, 71-10, 70-72,
71-74/SAR all UH-1D HTG-64
'4711'(ex 29-20), 29-21 F-104F
59-02(FBSS), 58-23(LTG-61) and
58-38(LTG-61) all DO-28Ds
35-73 RF-4E AKG-51
10-KX/14060 T-33A FAF EEVSV.10
XV758/V Harrier GR.3 RAFG
BT76-015 F-15A Eagle USAF
K-3031 NF-5A RNethAF 316Sqn

Show:

8444, 8448, 8460 CH-53G Heer
37-11, 37-20, 38-12, 38-72 and
37-28 all F-4Fs JG-74
31-18, 32-07 G-91R WS-50
24-79, 25-13, 25-54, 25-25,
24-38, 21-35, 21-72 and 20-68
all F-104Gs JABOG-32
99-18 OV-10Z Bronco

Scrap-yard:

20-55, 20-87, 20-88, 20-89,
20-97, 23-58, 23-71, 23-35
23-81(JG-71), 23-85, 23-56(JG
-71), 23-53, 23-73, 23-42,
23-49, 24-52, 24-75, 24-87,
24-70, 25-88, 25-98, 25-63,
(JG-71), 25-70, 25-96, 26-01,
29-01, '7500' c/n 8012, '7475'
c/n 9076 all T/F-104F/Gs

PORTES OUVERTES at Cambrai-Epinoy (France) on 4 June 1978 (editorial, P.Peulemeule)

Static:

12-ZE/83, -ZB/80 and -ZH/52
all Mirage F.1C EC.2/12
11-ME/E37 Jaguar E EC.2/11
12-XK/126 CM-170R (ex 13-TF)
12-XC/35339 T-33A (ex 314-WF)
XF/218 MH-1521M Broussard
BR/45 Mirage IVA EB.3/93
12-YG/49 Mirage F.1C EC.1/12
31-40 Fiat G-91R WGAFF LEKG-43
K-4020 NF-5B RNethAF 316Sqn
BT76-024(y) F-15A Eagle USAF
XW219/DC Puma HC.1 RAF 230Sqn
FX-93 F-104G BAF 10Wing

Flight-line:

XW217/DA Puma HC.1 RAF 230Sqn
34-33 Fiat G-91T WGAFF LEKG-43
104806 CF-104G CAF (new c/s)
K-3031 NF-5A RNethAF 316Sqn
BT76-035(y) F-15A Eagle USAF
312-BJ/24 and 62-KQ/147 N-2501
JAG/1654(?) Al.II Gendarmerie
33-NT/329 Mirage IIIR ER.2/33
7-PK/A5 Jaguar A EC.2/7
328-EA/127 N.2501SNB Noratlas
12-XB/35794 T-33A EEVSV.12
12-XL/101 Magister EEVSV.12
332-DA/58 MS.760 Paris CEV
67-ID/2097 Alouette III EH.3/67
12-ZN/102, -ZF/84, -ZA/79, -ZG/21
-ZM/101, -ZL/100, -ZC/81, -ZK/85
all Mirage F.1C EC.2/12
12-YH/54, -YN/68, -YB/23, -YI/55



-YD/39, -YJ/60, -YM/67 all
Mirage F.1C EC.1/12
VO564, VP565, VB529, VL546, VD535
VJ544, VF567, VA555, 561VM and 576
all CM-170Rs Part.de France

Gate-guard:

12-ZB/88 Super Mystere B.2

Hangars:

12-ZD/82, -YA/13, -YK/63, -ZI/87
-YF/48, -ZO/44, -ZJ/90, -YC-25
all Mirage F.1Cs

Dump:

30-MQ/335(?) Vautour IIN
319-CD/243 MD312 Flamant

PORTES OUVERTES at Saint Dizier (France) on 4 June 1978 (editorial)



Static:

13-QR/470 Mirage IIIE EC.1/13
BX/51 Mirage IVA
AR/95 Nord 262D ET.65/GAEL
67-FJ/2101 Alouette 3 EH.2/67
2-ZF/261 Mirage IIIBE EC.2/2
33-NK/322 Mirage IIIR ER.2/33
7-JF/134, -JE/102 and -JG/69
all CM-170R Magister EEVSV.7
7-HD/A40 Jaguar A EC.1/7
BZA/1128 Puma SA.330 ALAT

Hangars:

7-1K/A31, -1I/A25, -1H/A44
-1B/A47, -1A/A36, and -1M/A33
all Jaguar As EC.3/7

Elsewhere on the field:

41-AF/228 and 7-JI/312 MH1521M
62-KS/157 Noratlas ET.2/62
7-HH/A22, -HP/A15 and -1E/A72
all Jaguar A

Gate-guard:

1-ET/28997 F-84F Thunderstreak

Static:

313-CA/521, -DH/532, -DP/444
all CM-170R Magisters
33-XD/85 CM.170R EEVSV.33
313-SN/16 CAP-10
61-MR/F46 C-160D ET.1/61
13-SP/46 Mirage 5F EC.3/13
10-RP/56 Mirage IIIC EC.1/10
1171 Gazelle ALAT (ex CQA)

Flight-line:

5-NO/209 Mirage F.1C EC.2/5
No.42 and 51 Etendard IVMs
CS/81 Nord 262D ELA.44
3-XI/A62 Jaguar A EC.3/3
3-I./531 Mirage IIIE EC.1/3
314-YT/21027 T-33AN

Hangars:

2-HJ/62, 313-DG/553, 313-DW/531
313-CG/569, 313-DM/412, 313-DV/
446 CM-170R (plus 375 bits of
rear fuselage)

Elsewhere on the field:

30-MN/338 Vautour IIN
-/5, 64-IS/187, -/201, CR/18 and
62-KS/157 all N.2501s
8-NP/309 Mystere IVA EC.2/8
307-SC/5, -SM/15 CAP10 EFIPH-307
313-CH/537, -TC/504 Magister
312-BG/159 N.2501 Noratlas
HD/128, 313-TY/298 and -TZ/198
all MH.1521M Broussards

313-CB/454, -CC/495, -CE/443
-CF/451, -CI/526, -CJ/439
-CL/500, -CQ/472, -CR/499
-CS/436, -CT/484, -DK/513
-DS/509, -D./449, -TE/377
all CM-170R Magisters
313-SE/7, -SF/8, -SG/9, -SJ/12
all CAP-10B
307-SB/4, -SK/13, -SP/18, -SQ/19
-SR/20, -ST/22, -SV/24, -SW/25
-SY/27, -SZ/28 all CAP-10s

Dump:

-/167 MD.312 Flamant

Gate-guard:

F-ZXRM/01 Mystere IVN

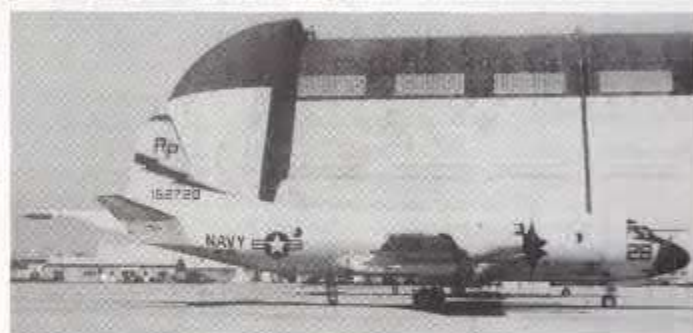
NAS MOFFET FIELD

on 22 August 1977

by Ben Ullings/Aviation Photos International

Unfortunately space did not allow for a detailed history of NAS Moffet Field. This photo selection could however give some idea of the Orion scenery as well as the huge hangars once housing US Navy's famous airships 'Akron' and 'Macon'.

- P-3C Orion 158912 of the NATC: a visitor from Patuxent River.
- P-3B 152720 of VP-31, Moffet's largest squadron assigned with training of Orion pilots of both US Navy and foreign users of the type.
- P-3C 159515 parked in front of one of Moffet Field's former airship hangars. The largest hangar can be seen in the background measuring 195ft high and 1100ft long.
- U-2 66682/NASA709 stationed at the AMES research centre which is part of Moffet Field.





ILA'78

Internationale Luftfahrt-Ausstellung Hannover 1978

26. April - 4. Mai, Flughafen Hannover

International Aerospace Exhibition

Exposition Internationale de l'Aéronautique et de l'Espace

Veranstalter: Bundesverband der Deutschen Luft- und Raumfahrtindustrie e.V. (BDLI)
Deutsche Messe- und Ausstellungs-AG

'One of the aerospace industry's three major shop windows in Europe'. This is a quotation from the first lines of the opening speech of Secretary of State Martin Grüner. From a civil point of view: yes; from a military point of view: no. The civil section of the exhibition was well represented with of course the entire Cessna and Piper families (better: tribes). Anyway, many spamcanes were present but that's not what this report is about. Let's take a look at where Mr. Grüner was partly wrong.

With the three major 'shop windows' he means Paris Air Show, Farnborough Air Show and Hannover Air Show. All these events are the same in that sense that they are hyper-commercial. Set up to sell aircraft, promote new aircraft and to get potential customers interested in new programmes. Ordinary people are always welcome to lime the purse of the organization-committee as extra stud fee.

Paris, Farnborough, Hannover. Three air shows but not the same in all aspects. No doubt Paris is the biggest one and therefore everybody who has something to sell on the aviation field, wants to be present at Paris. This is different with Farnborough and Hannover. Farnborough is more and more specializing on military aviation whereas Hannover is doing the same on the civil market.

This might have something to do with the general interest of the resp. countries. Britain has produced, and, although in less extend, still produces many military aircraft. No doubt this provokes competitive companies to come to Farnborough and set their products against the British ones.

Ending WWII Germany had to abandon its military aircraft industry. Only up to now the Germans are regaining interest in this market. Following the international co-operation in the Tornado and Alpha Jet programmes, MBB is now developing a tactical fighter aircraft on their own. As a result Hannover Air Show cannot produce German built military aircraft to provoke other companies to come to Hannover.

This year's ILA marked it even more as previous years. Although the entire German Air Force was represented, two Tornados and two Alpha Jets were present, the only foreign participation was a USAF F-15, which flew only one or two times and an RAFG Harrier. Even more disappointing as could be expected. With the Tornado right in the middle of a competition against the F-15, F-16 F-18 and Mirage 2000 for orders in Australia and Canada, it was likely to expect demonstrations of some of these competitors. But unfortunately only the F-15 turned up. The Mirage 2000 was promised to show its skills at the French aerospace day (27 April) but did not appear.

Sometimes parked in three rows, we discovered for you the following military aircraft:

98-30 (c/n 01) Rhein-Flugzeugbau AWI-2 Fantrainer
F-ZWRU and 98-33 (c/n 0001) Dornier/Dassault-Breguet Alpha Jet

50-82 Transall C-160D WGAf LTG-63 (waterbomber)
89-59 Westland Sea King Mk.41 Bundesmarine MFG-5





BT76-036 F-15A Eagle USAF 36TFW (commander's a/c)
 22-99 F-104G Starfighter Bundesmarine MFG-1
 -64 (JB-36) and 58-37 (-) DO-28D WGAf
 61-20 (c/n 60) Breguet Atlantic MFG-3
 38-73 F-4F Phantom II WGAf JABOG-36
 35-37 RF-4E Phantom II WGAf AKG-52
 50-48 Transall C-160D WGAf FSS-S
 98-05 (c/n 004) Panavia Tornado
 F-ZWRT/12105 Socata Rallye 235G
 71-21023 AH-1S HueyCobra USArmy 84-59 CH-53G Heer
 70-1625 CH-53C USAF 601TCW 30-90 G-91R LEKG-43

In front of the static were three large halls accommodating the various stands of aerospace companies. Their products ranging from the latest developed spark-plugs to the most advanced missiles Very interesting was the Luftwaffe/Heer/Marine stand which displayed some a/c: 23-51 F-104G WGAf 82-96 (c/n S71) Bö.105; 72-62 (c/n 8382) UH-1D and 76-68 (c/n 1734) Alouette II.

Every day saw a small air show with Tornado, Fan-trainer and Alpha Jet demonstrations as well as lots of civil aircraft performances. It should be noted that ILA has a unique air show. With short notice it is possible for aircraft companies to give special demonstrations for possible customers. Many customers have the possibility to make test-flights with aircraft they are interested in a result there's a lot of flying activity.

Just outside the airfield was a military installation on which grounds two UH-1Ds were permanently stationed in case of an emergency: 71-94/Heer and 70-55/HTG-64

Visitors noted during ILA were:

Apr. 29: 11-03 Jetstar WGAf 10882 C-9A USAF
 30: 97-19 (c/n Bo.42) Elster WGAf JG-71
 May 1: 80217 C 5A USAF 436MAW
 50220 C-141A USAF 437MAW
 May 4: XZ135/P Harrier Gr.3 RAfG 4Sqn
 XV782/C Harrier Gr.3 RAfG 4Sqn
 XV296 C-130K RAF (Red Arrow transport)
 F,E,B,G,J (all red) and G (Yellow) Saab
 1050E Austrian AF 'Karo As'
 70-69, 70-71 and 71-31 UH-1D HTG-64



GERMAN AEROSPACE INDUSTRY



Set up to promote the German aircraft industry ILA 78 didn't fail to make something out of this. Every company was well represented, showing all their new products and new programmes. In fact ILA 78 covered the entire German aircraft industry

Now let's see what it was all about.

It's rather difficult to start this part as there are so many items to start with. The German aerospace industry is rapidly expanding on all levels. Let us start with the more important ones. The news about the Airbus and a possible creation of one German aerospace industry by joining all existing industries.

Only some days before the opening of ILA, the US airline Eastern announced the purchase of 23 Airbus A.300B4s. A great message for everybody involved in aviation in Europe as this means a reverse in the US's hegemony in airline aircraft. Though the order is relatively small, it was alarming enough for some politicians in the States to propose a law that should forbid American airline companies to purchase non-American aircraft!! Hopefully this is only the start for the Airbus industries. Governments of all involved in the Airbus project are very busy working out the plans for a new Airbus version, the A.300B10, which should be a competitor against American's new planned airliners such as B.757, 767, 777, L.1011-500. Future headlines in various magazines and newspapers will no doubt draw the attention to the enormous struggle for the favour of the airline companies that is expected.

Take a good look at all major German projects and note that all are co-productions with companies abroad. Airbus Industries is a combination of Aerospatiale, MBB, Fokker-VFW, Hawker Siddeley and CASA. Panavia is a combination of MBB, BAC and Aeritalia. Alpha Jet is a product of Dornier and Dassault-Breguet. Transall is a combination of MBB, Aerospatiale and Fokker-VFW.

With this variety of co-operations, the German industry is able to collect a lot of useful information and data, which can be used to improve the products. On the other hand, many tests are conducted to gather this from own sources, e.g. a Starfighter has been converted for a CVV-program (see Flash Nr.91/10) and a super critical wing will be fitted on an Alpha Jet.

Facts mentioned above clearly indicate German's wish to re-enter the world of military aircraft producers.

Hinted by the speech of Mr.Grüner was the wish of the government for an overall integration of German's major aerospace companies, being VFW-Fokker, MBB and Dornier. The government especially wants a fusion between MBB and VFW-Fokker. The latter is in great trouble following the cancellation of the VFW-614 production. VFW has put much effort in this aircraft and now the company depends greatly on the Dutch section with its F.27 and F.28 production. Being one of the biggest companies involved in the Airbus programme MBB has given itself a problem. Recently MBB spread the word that they considered the Super Fellowship an competitor to the Airbus A.300B10. After a fusion with VFW-Fokker, MBB would be involved in two competing aircraft. This would create a rather strange situation.

Another fact worth mentioning is German's interest in helicopters. With its Bö.105, MBB very successfully entered the helicopter market. The Bö.105 was the first twin engined light helicopter and proved very manoeuvrable. For the German Army a military observation version was developed and later an attack version Bö.105M/PAH.1 was added. This attack version opened many eyes and resulted in a completely revised attack helicopter: the PAH-2.

From all sides the advantages of heavy armed helicopters is pointed out to NATO. So it stands a good chance that a vast amount of this kind of equipment is required within some years, to operate for NATO's armies. This would give MBB a chance for its PAH-2. But the coast is not clear yet. Nearly all helicopter companies are working on similar projects: Hughes AH-64, Agusta A-129, Aerospaziale SA342, Bell AH-1S. Even competitors from own soil: the P.227, a VFW-Fokker/Westland product.

Rhein-Flugzeugbau AWI-2/ATI-2 Fantrainer

A model of this aircraft was shown at Hannover for the first time in 1970. Eight years ago RFB already noticed the need for cheaper training programmes. The model showed an aircraft equipped with what is called a ducted fan propulsion system. Due to this system the aircraft has flying characteristics of a jet engined one. In a training course for military pilots this would mean that elementary training can be done with the Fantrainer but also the initial training items presently done on jet-fighters. For the Luftwaffe this would imply that all P.149D Piaggios could be replaced and a substantial part of the present 135 hours stage on the Cessna T-37, could be done by the Fantrainer as well.

In March 1975 the Ministry of Defence ordered two prototypes and the first flight of the AWI-2, 98-30 c/n 01, was made late 1977. The AWI-2 is engined by a couple of Wankel internal combustion engines. These are rather revolutionary, bringing along many problems. Therefore the second prototype will be engined by a single turbine engine. Designated ATI-2, it is to have made its first flight very recently and was expected to give the same performances as the AWI-2. Additionally, it would save 140 pounds weight and provide 120hp extra.

AWI-2, 98-30, which was demonstrated at Hannover, was delivered to ES-61 at Manching only three weeks earlier after only 36 flying hours.

Another planned version is the AWI-4/ATI-4 with a new forward fuselage providing cabin accommodation for up to five people for crew training, liaison, air ambulance, etc. Scheduled to end this year is the Luftwaffes selection process for replacement of the P.149Ds of WS-50. Competitors of the Fantrainer are the T-34C Turbomontor and Pilatus PC-7

Rhein-Flugzeugbau X-114 Aerofoilcraft

This was the only German prototype aircraft not present at Hannover. Remarkable....would it be because of lack of water???

On request of the German ministry of Defence, RFB took over a private project in the USA with a ground effect aircraft. Initially this resulted in the X-113 and later in a prototype of X-114. The latter made its first flight in April 1977 registered 98-29. It can be used for high-speed passenger transportation in coastal terrain, supervision of restricted areas, customs and coast guard use and search and rescue duties.



Transall C-160

This aircraft is again being promoted by the companies involved in the Transporter-Allianz project.

Egypt, Libya & Turkey have been reported possible customers and together with the confirmed order for 25 examples by the Armee de l'Air, this would take care of 75 a/c. Delivery of the new C-160 is expected to start late 1979.

Demonstrated at Hannover was a Transall C-160D, 50-83, which was equipped with a water bombing installation.

MBB Bo. 105 military versions

Bö.105VBH:

For a replacement of their Alouette IIs, the Heer needed a new liaison/observation helicopter. After evaluations of 10 different choppers, the choice fell on the MBB Bö.105. For this requirement MBB had developed a special version: Bö.105 VBH (Verbindung- und Beobachtungshubschrauber). For this evaluation 2 Bö.105Cs were used: D-9673 c/n S2 and D-9574 c/n S7.

At the moment the order calls for 100 a/c and it is expected to be raised to 227 soon. The first of these was delivered to the Heeresfliegerwaffenschule at Bückeburg in May.

PAH-1

As mentioned earlier there is a growing interest in attack helicopters. In this relation the Bonn government asked MBB to develop a gunship version of the Bö.105. Two years ago this resulted in a mock-up Bö.115 mk.3. A version which never reached beyond the mock-up stage and was the smallest possible gunship version of the basic Bö.105.

The project was cancelled but for a quick response to German's army anti-tank helicopter requirement a HOT-armed version of the standard Bö.105 was proposed. Ten Bö.105s fitted with six HOT-anti-tank missiles and stabilized sight were delivered to an evaluation unit at Celle: D-9581 up to





D-9590 c/ns S-38,39,67,68,69,70,71,72,73 and 85 resp. (later recoded 89-90 up to 89-99). In 1977 two prototypes of the PAH-1 were added. Following those evaluations 212 of these PAH-1s were ordered for delivery to the Heeresflieger starting in September 1979.

MBB PAH-2 Panzerabwehrhubschrauber

The latest news coming from the helicopter-front about the second generation anti-tank helicopters. In close co-operation with Aerospatiale MBB launched the PAH-2 programme. On the first day of ILA it was announced both French and German governmental approval was given to MBB and Aerospatiale to proceed developments on the PAH-2. Leading to the project's final phase in the second half of this year. Delivery dates will not be until 1986 to Heeresflieger and 1987 to ALAT.

TKF-90

In 1990 the Luftwaffe intends to withdraw their Phantoms. As a replacement the Taktische Kampflugzeug 90 has been proposed by the Luftwaffe. Both German's potential contractors Dornier & MBB are both conducting wind tunnel tests at the moment for an ideal model. Dornier is doing this in co-operation with Northrop while MBB found a partner in McDonnell/Douglas. At the ILA both companies released drawings of the designs in mind. MBB turned up with a twin jet canard delta with large intakes under the nose. Dornier's design showed a similar air intake but uses delta wings which were stepped, resulting in an structural biplane effect. Both companies are seeking for co-operation with other European countries, Dornier through the Independent European Programme Group (IEPG) and MBB through Panavia. Both to the experiences on the Tornado and the involvement in the organization the MBB project, MBB is the best candidate for the TKF90. Future news from this matter will undoubtedly be followed by our news-column. One last important note in this matter which might turn out to be of significant meaning is AWACS. AWACS costs Germany a lot of money which hadn't been earmarked. This extra money has to be taken from future programmes. Therefore this might affect the funds for TKF-90.



VFW-Fokker/Westland P.227

Last year at Paris Air Show, VFW-Fokker rather unexpectedly turned up with an anti-tank helicopter. In co-operation with Britain's leading helicopter manufacturer Westland, a design of a tandem seat gunship had been composed. The announcement of fundings given to MBB & Aerospatiale for further studies on their PAH-2 must have been a shock to VFW-Fokker.

Panavia Tornado

The last out of six development aircraft is presently being assembled at Manching. Assembly of the first German production aircraft will start in the second half of next year. Operating tests will be conducted with MFG-1 of the Bundesmarine and during these tests the Luftwaffe will equip their four JABO units with the Tornado. In some brochures more information was released on the Italian part of Panavia. Of the 100 a/c that will be delivered to the ItAF, 54 are operational, 12 trainers and 34 reserve. The latter batch will be used for filling up during maintenance and after accidents. The AMI is presently studying whether to equip 3 squadrons with 14 Tornados each and a separate reconnaissance sqn or 3 squadrons with 18 Tornados each having a combined strike-reconnaissance commitment.

Dornier/Dassault-Breguet Alpha Jet

At the moment 214 Alpha Jets are on firm order: 56 for Armee de l'Air, 84 for Luftwaffe, 12 Ivory Coast AF, 5 Togo AF, 24 Moroccan AF & 33 Belgian AF. Next year the production will run at full speed and a production rate is expected of 4 a/c monthly for France, 6 for Germany & 2 for foreign orders.

The first production Alpha Jet for the Luftwaffe made its first flights on 12 April, the second was to make its f/f late May while the third and fourth were expected to make their flights in June/July, October resp. All Alpha Jets for operational service are to be delivered to Leipheim. At this air base guns, ECM, etc, will be fitted in to make them combat ready. From here they will be delivered to the various units by blocks of 18. This enables a very quick switch from the G-91 to the Alpha Jet so the units lose their combat-ready status only for a short time. Dornier is seeking collaboration with a US company to convert the Alpha Jet so it can meet the US VXT requirement (more about this on page 9).

All in all, Germany is about to return into military aviation again. The way it is being done reflects the German way of doing things. With much effort but above all with much knowledge. Germany recognise the technical arrears it has on the American companies. England and France still try to manage on their own. France successfully because the government allows sales to everybody interested. England on the other hand is facing great trouble and this despite its rich history. If the course set by the Bundesverband der Deutschen Luft- und Raumfahrt Industrie (BDLI) has been the right one can be concluded from future air shows at Hannover. (J.v.T.)



ABOVE: Great Lakes 2T-1A-1 (0604) which participated in the Hannover fly-inn which took place during the weekend.
 MIDDLE: Best-seller in the States is this Westwinds 1124
 BOTTOM: Agusta's A.109 had to compete against the German MBB B8.105s during the numerous displays at Hannover.



MOVEMENTS

SCHIPHOL

April movements (including military ones):

- 3: D-CLDA SD.330 DLT (daily on workdays)
- 4: OY-ATA Beech KA.100 Air Marine
- 5: F-GBBR F.28-1000 AF/IJ LX-LGH B737 Luxair
N63358 DC-9 BMA PH-AYK Cess.337
PH-BNC Beech F.33C RLS PH-HLM Piper PA.34
- 6: N800CS Sabreliner on Martinair flight
G-BFMC BAC.111 Ford MC G-BSKY DC-8 IAS
N791PA B.707 Maverick
'F-YDAE' (45) N262 Aeronavale (left as F-YDAL)
- 7: OO-YCK B.707 Young Cargo I-ATAC Cessna 421
9G-ACJ B.707 Ariana Flight G-BBEE Learjet
PH-BNI Beech F.33C RLS G-BFIH DC-9 BMA
- 10: PH-BNF Beech F.33C RLS I-PACS Piper PA.31
D-ICFA Cessna 500
- 11: D-BAKA F.27-100 WDL D-IDAU Cessna 500
- 12: D-IASF Piper PA.31T F-GASL HS.125
N100A G.1159 Gulfstream II
- 13: C-FRYZ Cessna 310 (based for two weeks)
N448PA B.707 Maverick
- 14: PH-YEM F.27-699 demonstr. N10ST L.382 TIA
G-ATVH BAC.111 Dan Air SE-DGN F.28 Linj.
PH-FOH F.27 Air Benin PK-GFV F.28 Garuda
XS639 Andover RAF OY-ARP Cessna 500
OO-PSM Merlin IV
- 15: CS-TBC B.707 TAP EC-CTU DC-9 Aviaco
SP-LAE IL.62 LOT
- 16: TF-FLA DC-8 Loftleider
- 17: G-WTVA Cessna 404 Air Westward (new service)
S2-ABN B.707 Bangladesh Biman (new service)
C-GRDP IAI.1124
- 18: PH-EXF F.27 (all white) G-DJBB Cessna 500
328-EG 155 N.2501 Fren.AF D-GATA P.68 Victor
LN-SUF F.27 Braathens SAFE
- 19: N9394A Cessna 421 to FokkerD-AFKG G.1159
RP-C101 L.382 Phil.Aeortr. SP-LAE IL.62 LOT
TU-VAJ F.28 Iv.Coast delivery
- 20: G-ASXT G.159 FMC N49MZ Merlin III
SE-GSD Rockwell 112 D-INKI Mu.2
- 21: XV227 Nimrod Mr.2 RAF D-CADB Mystere 10
N7008 L.1329 II JA8056 DC-8 JAL
G-BFPI HS.125 RM OO-ROB AC.690
OO-PSM Merlin IV
- 22: 7T-WAO F.27 Algerian AF PH-SIX F.28 NLM
CCCP-65892 Tu.134 MALEV-Aeroflot
N819F DC-8 PIA (+ N1776R) PH-EDI FR.172
S2-ABQ B.707 Bangl.Biman G-ASYP Cessna 150E
OO-PSM Merlin IV
- 23: XS792 Andover RAF N49MZ Merlin III
- 24: I-CITY Cessna 500
- 25: 'F-YETL' (39) My.10 Fr.Navy D-AFKG G.1159
340-VV 76 N.2501 Fren.AF G-BAZJ Herald
26: 62-WL 89 N.2501 Fren.AF N107A G.1159
22931 C-12A US Army N862G G.1159
27: SE-GTE CV.440 Scanbee N431MA B.707
28: HB-IEO Cl.44 Transvalair G-BEJP DHC-6
OE-INA B.707 Montana
- 29: YU-AJW Tu.134A Aviogenex PH-YET FRA.150
G-FJGC PA.31 Air Anglia OY-ARA SN.601
N794FT DC-8 for Transavia N-2614 F.27 Mobil
F-BTDB DC-10 UTA



10549 f/f 28-09-77 10563 f/f 23-09-77
10565 f/f 14-10-77 10567 f/f 25-11-77
10568 f/f 05-12-77 10570 f/f 03-01-78
10573 600 regs PH-EXE 10576 for EAC

FELLOWSHIP

- 11027 1000 PH-ZBG; 1/4 leased as F-GBBX to Air Alsace, for Air France service
- 11050 1000 D-AGAC/Fokker; from 29-12-77 leased as F-GBBS to TAT (A.F.) for three years
- 11051 1000 D-AGAD/Fokker; from 01-04-78 leased as F-GBBR to TAT (A.F.) for three years
- 11090 2000 5N-ANF/Nigeria Aws; redelivered 25/3
- 11092 6000 PH-SIX, 19-04-78 leased to NLM
- 11121 4000 TU-VAN of Ivory Coast AF(GATL); delivered on 23 March
- 11124 4000 IP rereg TU-VAJ; del. 19/4 to GATL
- 11127 4000 PH-EXT leased to NLM; del. 01-03-78 as PH-BBV; i/s 25 March; f/f 12-12-77
- 11129 3000 PH-EXS f/f 06-03-78; 01-04-78 del. as PK-GFT to Garuda now as 'Aissirimou'
- 11130 4000 PH-EXU f/f 03-01-78; back demon-tour PH-JPV 20/3; 14/4 del. SE-DGN Linjeflyg
- 11131 3000 PH-EXW f/f 05-04-78; 22-04-78 del. to Garuda as PK-GFU
- 11137 3000 5H-CCM of Tanzania Gov't 'Uhura na Umoja'

If the Dutch navy orders the Atlantic, Fokker's chance on orders from France will undoubtedly increase. Possible orders are:

12 F.27 Maritime for the French Navy
9 upto 12 F.27s for the French Air Force to be used for navigation-training and cargo.

At least 15 F.28-4000 or 6000/6600 for Air France now the order for B.737s has been cancelled.

10 F.28s for Air Inter
Not to mention the follow up orders for the Super F.28 in 1983 if Air France orders F.28s!!!

A new version of the F.28 is the F.28-6600, a derivate of the srs.6000J. During April the latest version was presented in Japan for replacing the YS-11 (a problem since 1975!!) in service with Japan's domestic airlines. The srs.6600 is 2.20 metres longer than the 6000 and will be capable to carry 100 passengers, furthermore it's the normal 6000. A total of 40 would be needed in Japan. It seems that also some French airlines are interested in this version.

Great Lakes ordered two F.28-4000s with an option on a third. Also Pacific Western is highly interested, especially when they are to take-over Transair.

After years of storage at Manila two F.27s of the Philippine AF will be flown to Ypenburg while four have been delivered by ship to R'dam/Yp. for a big overhaul. The later F.27s, transported by Russian ships of which one sprang leak(!), were c/n 10210 & 10267 arriving on 9 March and 10148 & 10170 arriving the day after. One aircraft is said to have a hole of 1 x 2 metres in her floor. Including in the contract are new Dart Mk.7 engines, worth 25 million guilders.

Probably 10328 (del. 9/77) is one of the two that should be delivered by air as at the moment only one F.27 hasn't arrived yet.

FOKKER-VFW

FRIENDSHIP

- 10111 202B P2-ANA/AAS, June '78 to Aviateca TG-7
- 10166 120 ZK-BXA/NZNAAC leased to Merpati Nusantara since 14 April (till 4/79)
- 10179 224 P2-ANE/Air Niugini; 17/4 to Aviateca
- 10229 241 F-BUTA/TAT del. 12 March to Air Guadeloupe as F-OGIG
- 10231 242 PK-KFG/Bali Int. Air; 29 & 30 March del. to Air Anglia as G-BLGW
- 10235 248 XY-ADK/Burma AC crashed Rangoon 25/3
- 10247 156 F-BVTO/TAT; 16/3 F-OGGT Air Martinique
- 10257 162 I-SARQ/Alisarda; 13 March to D-BOBY of Special Air Transport, Germany.
- 10261 269 P2-ANF/Air Niugini; 17/4 to Aviateca
- 10409 6157 PH-FOH, del. 31/3 to Air Benin TY-AAG
- 10421 6157 PH-EXT; del. 17-1-78 EC-DBM Iberia
- 10425 5161 F-BYAF/Air Rouergue; used by FAF/CNET
- 10429 6157 Fokker; del. 27-2-78 EC-DBN Iberia
- 10430 6157 PH-FTC; 6-1-78 to F-BYAR of Air Alpes
- 10450 6177 TU-VAJ/GATL to TU-TIA of Air Ivoire
- 10562 600 PH-EXK; rereg PH-YEM for demonstration to Yemen; left 6 April

DUTCH REGISTER

NEW REGISTRATIONS

- PH-ADP PA.32RT-300 Lance III (7885061) NEAS BV, delivered 26/4, 27/4 to A.del Prado (Hilv)
- PH-AIB PA.36-235 (7660013) ex N57613 NEAS BV; to Harry Bogaerds (delivery 12/4)
- PH-BNM Beech F.33C (CJ-145) RLS
- PH-BNN Beech F.33C (CJ-146) RLS
- PH-BNO Beech F.33C (CJ-147) RLS
- PH-BNP Beech F.33C (CJ-148) RLS
- PH-EDI FR.172J (F.0352) ex D-EEDI ASH BV
- PH-FEJ PA.34-200T (7870203) NEAS BV (del.28.4.78)



PH-MJB PA.28R-201 Arrow III (7837227) NEAS BV, delivered 21.4.78 R'dam, for M.J.Buys.
 PH-PSW PA.18-135 (18-3820) ex 54-2420, R-130 of Aeroclub Hoogeveen
 PH-SAK DHC-6 (572) ex C-GSXW, 5N-AKY; Schreiner Airways; left 18.4.78 for Tripoli
 PH-TOY Ayres (Rockwell) S.2R (2410R) M.J.v.d.Meulen-van Tienen (arr. 29/3 crated at R'dam)
 PH-VLO PA.18-135 (18-3853) ex 54-2446, R-156; Limburgs Luchtrecclamebedrijf
 PH-VVD F.150M (F.1372) ex PH-AYE ASH BV
 PH-YEM F.27-600 (10562) ex PH-EXK, Fokker-VFW

ADDITIONS

PH-CSL DH.82A ('PG712') to H.G.C.S.Smeitink
 PH-GIN FA.200-180 (255) to Armita Ned.BV (holder)
 PH-HLF C.182P (0034/64085) to NEAS BV
 PH-HMO F.150M (F.1349) to C.A.T. BV (Teuge)
 PH-HMP F.172N (F.1531) to Central Air Teuge
 PH-HOP F.269B (25-0163) to Armita Ned.BV (holder)
 PH-JVO FA.150K (F.0041) to Armita Ned.BV (holder)
 PH-JWS F.172H (F.0675) to Armita Ned.BV (holder)
 PH-KFF C.P.206 (0141) to NEAS BV
 PH-LUN Cessna 404 (0102) Bravo Victor BV
 PH-LUU F.172L (F.0861) to Armita Ned. BV (Holder)
 PH-PDW PA.28-181 (7690211) P. de Wit
 PH-SEA PA.31 (31-337) to Armita Ned. BV (holder)
 PH-VDW F.172H (F.0626) Deltha-Phot-Luchtfotografie
 PH-VSB F.172H (F.0432) to Armita Ned. BV (holder)

CANCELLED

PH-BLY PA.28-140 (7725149) registered in Qatar
 PH-EHD F.150L (F.0683) o.o.r.
 PH-FOX F.27-600 (10423) to D2-TAE
 PH-JAR PA.28-140 ((7725150) registered in Qatar
 PH-JPV F.28-4000 (11130) o.o.r. to SE-DGN
 PH-MIO F.172M (F.1384) o.o.r. to G-BFPM
 PH-NSN PA.28-140 (7425182) registered in Qatar
 PH-NSO PA.28-140 (7425114) registered in Qatar
 PH-SRH Dr.400/160 (843) o.o.r. (crashed 10.12.77)

MISCELLANEOUS

PH-PLY PA.32R-300 (7780314) crashed Rochester(UK) on 29 April, six occupants killed.
 PH-RIN F.150M (F.1365) ex PH-AYD to 'De Kempen' BV
 PH-SAG SA.330 Puma ex F-WTRN; Schreiner Airways
 PH-SRR & PH-SRS RESERVATIONS PA.38 Tomahawks, for Stichting Vliegmaterieel Rotterdam
 PH-YET FRA.150M (F.0312) ex N96069, PH-YET; D-EKDM
 PH-ZCR PA.18-135 (18-3878) ex 54-2465, R-175 seen at Teuge; probably for Texel Gliding Club

AIR SERVICE HOLLAND

PH-AXA F.172N	F.1589	15-06-77/08-08-77	PH-GRT
PH-AXB F.172N	F.1592	15-06-77/24-08-77	PH-JRA
PH-AXC F.172N	F.1584	18-08-77/01-11-77	OO-HDI
PH-AXD F.172N	F.1532	20-09-77/11-10-77	PH-KAD
PH-AXE F.152-II	F.1439	-- --	PH-VSM
PH-AXF F.172N	F.1641	02-01-78/	PH-NPT
PH-AXG F.172N	F.1656	02-01-78/02-03-78	PH-BOR
PH-AXH F.152	F.1489	-- --	current
PH-AXI F.172N	F.1677	02-02-78	G-BURD
PH-AXJ F.152	F.1514	-- --	current
PH-AXK F.150M	F.1370	21-12-77/23-01-78	D-EBXH
PH-AXL F.172N	F.1569	01-12-77	D-EDBQ
PH-AXM F.172N	F.1549	29-11-77/31-12-77	PH-SKB
PH-AXN F.172N	F.1597	29-11-77/11-01-78	PH-RES
PH-AXO F.172N	F.1601	29-11-77	G-BFKB
PH-AXP F.172N	F.1602	29-11-77/21-12-77	PH-EAM
PH-AXQ FRA.150M	F.0323	29-11-77/16-12-77	PH-KDI
PH-AXR FR.172K	F.0608	30-12-77/13-01-78	PH-DLA
PH-AXS F.177RG	F.0163	29-11-77/13-12-77	OO-DFV
PH-AXT F.337G	F.0083	-- --	G-FAST
PH-AXU F.172N	F.1556	29-11-77/07-12-77	PH-CIO
PH-AXV F.172N	F.1564	29-11-77/21-12-77	PH-OJD
PH-AXW F.172N	F.1617	29-11-77/14-12-77	PH-HHE
PH-AXX F.172N	F.1621	29-11-77	HB-...
PH-AXY F.172N	F.1622	26-01-78/01-02-78	PH-DPA
PH-AXZ F.172N	F.1631	26-01-78/01-02-78	PH-VLS
PH-AYA F.150M	F.1341	28-12-77/23-01-78	D-EBEB
PH-AYB F.150M	F.1349	28-12-77/12-01-78	PH-HMO

PH-AYC F.150M	F.1359	28-12-77	G-CSBM
PH-AYD F.150M	F.1365	30-12-77/02-03-78	PH-RIN
PH-AYE F.150M	F.1372	02-03-78	PH-VVD
PH-AYF F.150M	F.1357	02-02-78/05-04-78	D-EFAX
PH-AYG F.172N	F.1691	-- --	PH-KDK
PH-AYH F.150M	F.1394	02-02-78/05-04-78	PH-TGA
PH-AYI F.172N	F.1576	02-03-78/05-04-78	G-BGND
PH-AYJ F.172N	F.1686	-- --	D-E...
PH-AYK F.337GP	F.0023	05-04-78	OO-ADI
PH-AYL FRA.150M	F.0312	-- --	PH-YET
PH-AYM T.210	62433	not yet delivered	
PH-AYN F.172N	F.1749	not yet delivered	
PH-AYO F.182Q	F.0076	-- --	current
PH-AXA(2) F.172N	F.1718	-- --	OY-...
PH-AXB(2) FR.172K-XP	F.0625	-- --	current



D-ECIG FR.172H (F.0234) at Teuge 13/5
 D-EGJO FR.172J (F.0414) at Teuge 13/5
 D-EJCM C.182P (?) Teuge 5/3 to ??
 D-EKKS C.P.206 (0116) ex N2616X sold in Germany
 D-GIRO P.68B; sold via ASH/Mittenhäuser
 D-IMPK T.310R-II (0830) ex N3422G; sold via Mittenhäuser (represents ASH in Germany)
 G-BFKA & /B F.172Ns (F.1633/1601) sold via ASH/Citation F/Svs (represents ASH in UK)
 G-BFGY F.182P (F.0009) ex D-EJCG sold via ASH/CFS
 LN-PAD PA.31-300 (31-104) ex SE-EZK, LN-NPB; del. 3 April to Rotterdam, stored since 2 June.
 N6575C C.414 Chancellor at Teuge 13/5
 N36998 C.404 (0101) del. Teuge 23/2; to LN-PAH, delivered to Rotterdam 4/4; to Norway
 N96069 FRA.150M (F.0312) to D-EKDM; to PH-YET
 BOUGHT: D-EBXN F.172; D-IHSP C310Q (0542) N98575 Cessna 340A; PH-HLG
 SOLD: D-EBXN, D-IALE, D-ICYF, D-IGLP, D-IHSP, PH-HLG
 On 21 April N756JM, a Reims built CU.206G-II (F.0002/04128) was demonstrated to ASH at Teuge.

BRAN-TUG

Mister Prince has bought an additional G.194A AgCat, N6882Q (332B). It's said that he won't give the aircraft Dutch nationality unless the RLD will be more accessible. Which is very likely as the RLD won't be happy with a foreign-regd aircraft flying from a strip 'somewhere' near Zierikzee.

NEAS is now the official distributor of the Rockwell Sabreliner in Netherlands. It's doubtful whether there is any market for the a/c here?

The NOS will replace its Skymaster PH-NOS a RC.500S. The T.337D has almost reached the end of it's flying hours.

The police ordered two more MBB105s, bringing there fleet upto five of these helicopters and five (Reims) Cessnas. The police is thinking about a fleet equipped with helicopters only.

The Eindhovense Aeroclub is leasing a Super Cub (PH-WDR) from the Woensdrechts AC for DFL1.50 per hour. EAC has only one other Super Cub PH-WAS but only Jan Janssen (a 300sqn pilot) has permission to fly it. Since he has not much time in the weekend it was decided to lease PH-WDR.

One of Rijksluchtvaartdienst's Beech F.33C was written off during the delivery-flight. On 18 May PH-BNM (c/n CJ145) crashed following an engine failure just after take off from Gander, Canada.

On 11 February N447T, a C144 of TAC, arrived at Beek, Inside the aircraft was a Bell 214B: D-HOOK. On 15/2 it had left for Germany, but reappeared suddenly at Hannover! By the way, two more German registered a/c are currently based at Beek: D-ECPE Aeromere F.8L (235) and D-IHWK PA.31-325 (31-7712086) ex N27348.

Schreiner Airways ordered four SA.330 Pumas for offshore-work. C-90 King Air N9085S (LJ-755) is now flying in Nigeria as 5N-AMZ.

Philips seems to have ordered a Falcon 50 for delivery in 1980(?). Meanwhile they will lease a Mystere of Dassault.

Jetstar Holland currently operates F-BVPL, a SN.601 (19) ex F-BVPL, F-OJCL.



- | | | |
|-------|------|--|
| 10349 | 6132 | PH-FLV, f/f 19-12-67, 24-01-68 to I-ATIC of ATI, 27-01-70 leased to Fokker for demonstration in Zambia, 19-02-70 back ATI, since 21-01-74 operating for Italian Air Force Navais Flight Inspection, current. |
| 10350 | 6132 | PH-FLW, f/f 04-01-68, 24-01-68 to I-ATIN of ATI, since 26-03-73 with IAF/NFI, current. |
| 10351 | 6133 | PH-FLX, f/f 16-01-68, 30-01-68 to HB-AAX of Balair, 08-02-72 leased to NLM and regd PH-KFE (on 27-6-72) named 'Jan Dalleart', during 1975 bought, current. |
| 10352 | 6143 | PH-FLY, f/f 26-01-68, EC-BMX ntu but to EC-BOB on 28-02-68 of Iberia 'Rio Minõ', overran runway at Las Palmas on 11-09-77, but has been repaired, current. |
| 10353 | 6143 | PH-FLZ, f/f 01-02-68, 15-03-68 to EC-BOC of Iberia 'Rio Segura', current. |
| 10354 | 6140 | PH-FMA f/f 09-02-68, 26-02-68 to JY-ADF of Alia, 24-11-68 leased as 5N-CLN to Nigeria Airways, 26-06-69 back Alia, 28-02-69 leased to Fokker as PH-FMA(28-3-69/11-8-69) for demonstration to SATA, 11-04-69 bought by Fokker, 12-04-69 leased to Alia (!), 21-05-1969 leased to BIAS, 25-07-69 subleased to Linair, 03-08-69 leased to Alia, 04-08-69 back Fokker, 05-08-69 bought by Sabena as OO-SCA, 07-07-73 to AP-AXF of PIA, current |
| 10355 | 2135 | PH-FMB, f/f 19-02-68, 01-03-68 to VH-MMV of MMA 'RMA Victoria', 01-06-69 merged with Ansett ANA, 26-05-76 withdrawn from use at Melbourne, back in service (?) |
| 10356 | 3156 | PH-FMC, f/f 04-03-68, 05-04-68 to TF-FIL of Icelandair, 26-09-70 crashed Mygganaes. |
| 10357 | 2137 | PH-FMD, f/f 11-03-68, 26-03-68 to XY-ADP of Union of Burma Aws, 01-05-72 transferred to Burma Air Corporation, 12/76 Bumra Air Lines, current. |
| 10358 | 2138 | PH-FME, f/f 20-03-68, 02-04-68 to 9V-BBF of MSA, 06-11-71 to Fokker and stored at Ypenburg, regd PH-FME (4-9-72/12-12-72), 30-11-72 to CR-LMU of Dir.Exp.TR-AER, 01-11-1973 transferred to TAAG, 01-09-75 leased as VQ-GAC to Pearl Air, 11-11-75 rereg D2-LMU, as 9Q-CPC to Zaire Min. of Transport, 01-09-76 to Z.A.S. of Kinshasha, current |
| 10359 | 2138 | PH-FMF, f/f 29-03-68, 11-04-68 to 9M-AOX of MSA, 06-11-71 to Fokker and stored at Ypenburg, regd PH-FMF (4-9-72/12-12-72), 30-11-72 to CR-LMV of Dir.Exp.TR-AER(DTA), 01-11-73 transferred to TAAG, 11-11-75 rereg D2-LMV, as 9Q-CPI to Zaire Ministry of Transport, 01-09-76 to Zaire Aero Service of Kinshasha, current. |
| 10360 | 6143 | PH-FMG, f/f 04-04-68, 10-05-68 to EC-BOD of Iberia 'Rio Gudiana', 05-01-70 crashed. |
| 10361 | 6142 | PH-FMH, f/f 16-04-68, 16-05-68 to EC-BOE of Iberia 'Rio Pisuerga', current. |
| 10362 | 6144 | PH-FMI, f/f 02-05-68, 10-05-68 to PK-CFD of Caltex Pacific Indonesia 'Riau', current. |
| 10363 | 6145 | PH-FMK, f/f 08-05-68, 21-05-68 to I-ATIT of ATI, 24-05-69 crashed Reggio Calabria Apt |
| 10364 | 5146 | PH-FML, f/f 22-05-68, PJ-ALB of ALM ntu but 31-05-68 as PJ-FRE to ALM 'St.Eustatius' 31-10-70 to 9M-APP of MSA, 01-10-72 to 9V-BFK of SIA, 07-08-73 to ZK-NAO of NZNAC. |
| 10365 | 5146 | PH-FMM, f/f 05-06-68, PJ-ALM of ALM ntu, but 14-06-68 as PJ-FRB to ALM 'St.Maerten' 13-05-70 hijacked Santa Domingo-Cuba, 19-08-70 to 9V-BCN of MSA, 01-10-72 to SIA, 18-07-73 to ZK-NAN of New Zealand National Airways, current. |
| 10366 | 5151 | PH-FMN, f/f 26-07-68, 03-08-68 to F-BPNA of Air Inter, current. |
| 10367 | 5151 | PH-FMO, f/f 02-08-68, 12-10-68 to F-BPNB of Air Inter, current. |
| 10368 | 6150 | PH-FMP, f/f 26-06-68, AP-AUY of PIA cancelled, 23-09-68 leased to NLM, 31-09-68 back Fokker, 17-04-69 to N20XY of Occidental Oil Comp. of Libya, 17-05-75 back Fokker & stored at Ypenburg as PH-FMP (6-5-75/26-8-75), 15-08-75 to TC-79 of Force Aerieenne Argentina, 01-11-76 rereg T-45, current. |
| 10369 | 5148 | PH-FMR, f/f 26-08-68, 05-09-68 to F-BPUA of Air France/CEP, current |
| 10370 | 5148 | PH-FMS, f/f 30-08-68, 26-09-68 to F-BPUB of Air France/CEP, current |
| 10371 | 5151 | PH-FMT, f/f 09-09-68, 24-09-68 to F-BPNC of Air Inter, current |
| 10372 | 5151 | PH-FMU, f/f 20-09-68, 25-09-68 to F-BPND of Air Inter, current |

ABOVE: PH-FMM before delivery to the ALM
BELOW LEFT: Carrying PH-FMA for the second time, having been JY-ADF.
BELOW RIGHT: Mispainted & within one hour after roll out, PH-FLY went back into the hangar to become PH-FLX. (all photos API)

