

FLY

Januari



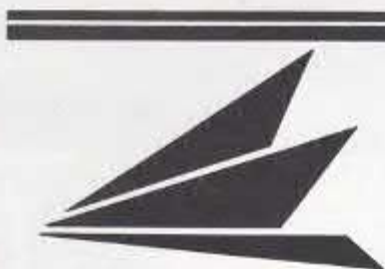
aviation

magazine

FLASH

AVIATION MAGAZINE

P.O. BOX 855 5600AWEINDHOVEN HOLLAND



FLASH is a non-professional monthly magazine published by Stichting FLASH Aviation.

EDITOR

Peter van de Krommenacker

ASSISTANT EDITOR

Will van Loon

CIVIL EDITOR

Coen van de Heuvel

PHOTOGRAPHIC EDITOR

JanPieter Bergmans

MILITARY EDITORS

Frank Klaassen

Frank Swinkels

Jac van Tuyn

AGENCIES

U.K. Barry Bailey-Hickman
27 Hitchman Road
Leamington Spa
Warwickshire
CV31 3QH

Italy Frank Smith
Viale della Pace 164
36100 Vicenza

West Germany Gerd Lammers
& Georg Büming
4281 Raesfeld
Weidengrund 26

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:

- Giroaccount Nr.3126138, P.v/d. Krommenacker, v.Ostadepad 9, Best, Holland.
- Bankaccount Nr.44.46.20.370 Amrobank, Eindhoven, Holland.
- International Money Order to the editorial address.

British, Italian and German subscribers can pay directly to their agents.

If you publish any information out of FLASH elsewhere please mention the source. Sample copies are free obtainable on request.

NUMBER 100

JANUARY 1979

VOLUME 9



FROM TOILETPAPER to OFFSET

OCTOBER 1970 - JANUARY 1979. 100 MONTHS. 100 ISSUES

Dear reader,

I can still remember the days when times were so hard: each month again discussions on whether to continue with the magazine. Now, we are glad the editors of those days had the courage to go on. Ever since number 1, FLASH has known a continuous improvement, of course accompanied with the famous ups and downs. In this issue two pages have been reserved to put a few of the remarkable ups and downs on paper.

Nevertheless, we've succeeded to reach this milestone. When looking at the 100 issues and thinking of the enormous amounts of work, time and money put into it, I can't suppress this proud feeling of belonging to the group of persons who accompanied the magazine ever since October 1970.

The actual editorial staff wishes to thank all ex-editors for their invaluable work: Gijsbert Hiltermann, Danny Hertogs, Hans van de Laar, Jan van den Oever, Hans Engels, Stan Jaskolkowski, Pieter van Gemert, Jacob Struben and Jan Peter van Kempen.

Many thanks go to our diligent agents Barry, Frank, Gerhard and Georg.

Thanks to all 'officials', especially the Koninklijke Luchtmacht and the Belgische Luchtmacht.

Of course we got a 'last but not least': thank you to all correspondents and readers for the shown faith and co-operation.

Peter van de Krommenacker

COVER:

The cover of FLASH Nr.1 failed completely. Mirage III 33-NA during Royal Flush 70 at Deelen was hardly visible. Let's try again as cover on FLASH Nr.100. (F.Klaassen)

PAGE 2:

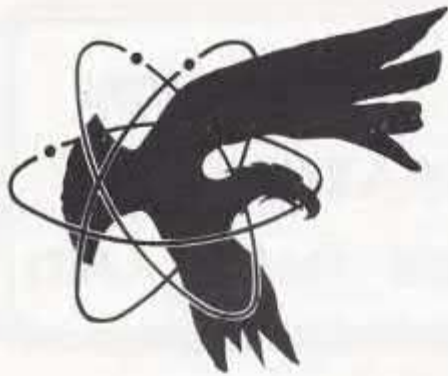
From the North. Swedish AJ-37 Viggen 37026 at Leeuwarden on its way to Paris Air Show 73. (F.Klaassen) With the cancellation of the BL3A, replacement of Saab 105s is open again. Illustrated SK.60C 60067 of P.5 (J.P.Bergmans)

BACK-PAGE:

3 x 100. Mirage 12-2L/100 at Cambrai (J.P.Bermans). F-104G FX100 at Wildenrath (J.P.Bergmans). A-7D 73-100B at Ingolstadt (A.Booy).

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

A.Booy	F.Elzinga	G.Weinmann
B.Bot	H.Rijsdijk	A.Wilderdijk
R.Breur	H.Sloot	2nd TASW
C.Carreta	R.Tamburini	Mil.Av.Group
S&M.Crino	C.Taylor	



MILITARY NEWS

Holland

● **EUROPE TOOK DELIVERY OF HER LAST EAGLES.** As far as plans are known about the introduction of Eagles into USAF services, 32TFS was the final squadron to convert to this type. This conversion was completed on 18 December with delivery of 10 F-15As. Two hours too late, the first wave of five aircraft arrived at Soesterberg, followed by a second one in the very late afternoon: CR77-079,081,082,083 CR77-088,089,090,092,093 and 094.

Two CR-Eagles took over the 'alert force' from two FF-Eagles thus symbolizing the end of the Rapid Global Deployment. Hence 1TFW could acquite itself of its task and the last FF-Eagles set for home on 20 December. Not without difficulties, however. Soon after take-off, two had to return. A third one returned after four hours airborne. The latter suffered a serious fuel leak and on return ended in the crash-barrier at Soesterberg.

At full strength, 32TFS now operates the following Eagles: CR77-074,075,078,079,081,082,083,085,086,088,089,090,091,092,093,094 all F-15As and CR77-157 and 158 F-15Bs.

● Last month reports D-8098 to have been written off, following its **ACCIDENT** at **WILDENRATH**, seems to have been a bit premature. The concerned F-104s had cat.4 & 5 damage thus both likely to be written off. However, rumours have spread that one of the aircraft will be repaired. The emergency landing at Gütersloh by F-104G D-8279 was made on 2 March (see FLASH Nr.98/October).

● Movements at TWENTHE included:

- Oct. 2: BR-22 Mirage 5BR BAF 42Sqn
 6: 27-17, 27-03 and 27-14 TF-104G WGAF WS-10
 38-55 F-4F Luftwaffe JG-71
 10: 51-04 and 51-21 F-104S ItAF 51St/22Gruppo
 20-6 TP-104G ItAF 20Gruppo
 11: 27-95 and 28-29 TF-104G Luftwaffe WS-10
 24: 51-15, 51-20, 51-16 and 51-11 F-104S ItAF
 22Gruppo. For an exchange with 315Sqn.
 To Istrana: K-3011,3012,3042,3035,3056
 and 4025 NF-5A/Bs of 315Sqn
 FP75-0019, 75-038, 76-058, 76-056, 75-039
 and 74-096 all F-15A USAF 1TFW
 25: 46-05 C-130H Hercules ItAF 46AB
 33-19 and 31-46 G-91R Luftwaffe LEKG-43
 26: XX959/CJ Jaguar GR.1 RAFG 20Sqn
 116749, 116712, 116762, 116771 all CF-5R
 CAF 434'Skooner'Sqn
 27: 28-23 TF-104G Bundesmarine MFG-1
 30: 27-03 and 27-20 TF-104G Luftwaffe WS-10
 31: SP66-797 and 66-759 F-4D USAF 52TFW
 XW550/X Buccaneer S.2 RAFG 16Sqn
 FP74-126, 74-131, 74-087, 75-033, 75-0019
 FP76-058, 76-056, 75-038, 75-032 and
 FP75-0024 all F-15As USAF 1TFW
 Nov. 8: XM599 Vulcan B.2 RAF (3 overshoots)
 14: 27-03, 27-29 and 27-06 TF-104G WGAF WS-10
 FT-29 T-33A BAF
 15: 37-47 and 38-47 F-4F Luftwaffe JG-71
 22: GT-884 TF-100F Super Sabre RDANAF
 Dec. 4: 28-27 TF-104G Luftwaffe WS-10
 6: 38-63 F-4F & 58-62 DO-28D Luftwaffe JB-36
 11: XF967/B Hunter T.7 RAFG Laarbruch St.Flt.
 CR77-158 F-15B USAF 32TFS
 CR77-091 and 77-078 F-15A USAF 32TFS
 XX150/CY Jaguar T.2 RAFG 20Sqn
 12: FX-83 and FX-93 F-104G BAF 10Wing
 FP75-039 and 74-106 F-15A USAF (first full
 stop of Eagles at Twenthe)
 13: 30-65 and 33-13 G-91R Luftwaffe LEKG-41
 FX-22 and FX-51 F-104G BAF 10Wing
 14: 30-29 and 30-55 G-91R Luftwaffe LEKG-43

Soesterberg's 32TFS is now fully operational on the F-15 Eagle. (A.Wilderdijk)²





FROM A SUBSCRIBER

Dear editors,
Herewith say I my subscription up. For reson of your bad Englihs wish I FLASH no longer to receive. Not to mention the type-eerrors,
Your sincerely

- Movements at **LEEUWARDEN** included:
 - Aug. 28: BA-01, 03, 17, 20, 51 and 52 Mirage 5BA BAF 28sqn. Arriving for an exchange with 3238sqn
 - 30: BA-11 and BA-26 Mirage 5BA BAF 28sqn BR-20 Mirage 5BR and FC-11 TF-104G BAF 10W 24-54 F-104G Luftwaffe WS-10
 - 31: FX-10, 13, and 57 F-104G BAF 1Wing MY69-257 and MY69-298 F-4E USAF 347TFW XV758/V, XV792/N, XV766/E Harrier GR.3 3Sqn
 - Sept. 4: BA-43 and BA-54 Mirage 5BA BAF 28sqn
 - 10: 189 Sea King RMOAF 330skv (on delivery)
 - 21: 37-03, 37-06 & 37-23 F-4F Luftwaffe JG-71
 - 26: BA-02, BA-13 and BA-16 Mirage 5BA BAF 28sqn
 - Oct. 6: 116762 and 116771 CP-5R CAF 3238sqn
 - 10: 21-90 and 25-28 F-104G Luftwaffe JABOG-33 FX-22 and FX-26 F-104G BAF 10Wing BA-27 and BA-51 Mirage 5BA BAF 28sqn
 - 11: FX-33, FX-45 and FX-61 F-104G BAF 10Wing
 - 19: 23-50 and 27-05 T/F-104G Luftwaffe WS-10
 - 23: R-703 and R-851 C/F-104G RDanAF Esk.726
 - 31: FF74-087 and 74-098 F-15A 1TFW
 - Nov. 8: FX-79 F-104G BAF 10Wing
 - 38-55 F-4F Phantom Luftwaffe JG-71
 - AT-157 TP-35 Draken RDanAF Esk.729
 - 13: FF75-039 and 76-058 F-15A 1TFW
 - 14: XV481/J, XV407/H, XV491/L, XT901/B and all Phantom PGR.2 RAFG 19Sqn. For an sqn-exchange with 3228sqn. To Wildenrath: D-6655, 8058, 8331, 8338, 8341 and 5812.
 - 16: 32-85 and 33-15 G-91R Luftwaffe LEKG-43
 - 23: 20-50 and 22-08 F-104G Luftwaffe JABOG-31 XV214 C-130K Hercules RAF LTW 35-43 and 35-52 RF-4E Luftwaffe AKG-52
 - Dec. 1: 22-11 F-104G Bundesmarine MFG-1

France

• The **ARMEE DE L'AIR BUDGET** for 1979 allowed more aircraft to be ordered than in 1978. 23 Mirage F.1s of which only seven will be delivered this year due to the enormous foreign demands. These 23 a/c raise the total to 179 of the totally 223 planned Mirage F.1Cs for Adl'A. 16 Jaguars have been ordered to bring the French Jaguar fleet to 174 of the 200 planned. Research & development calls for four Mirage 2000s. As originally 20 were planned the entry date into service has been set back with one year. Officially orders for the 2000 stand at 127 and introduction is expected to take place with some 25 a year.

- Movements at **LANN-BIHOUÉ** included:
 - Nov. 1: 100, 106 and 113 Alouette IIIASM 34F
 - 9: 41-78/MM40116 Br.1150 Atlantic ItAF 88Gr.
 - 10: 118-AQ/304 Mirage IIIR CEAM EC.24/118 XV241 Nimrod MR.1 RAF Kinloss Wing 309 Alouette IIIASM 34F
 - 15: 328-EK/200 N-2501 Noratlas CIPAS.328
 - 16: 312-AI/568 CM-170R Magister GE.312
 - 23: 338-HG/35060 T-33A CEVSV.338
 - 27: No.13 Br.1150 ERC (delivery to 24F) Arrival of four Gannet AEW.3s 849Sqn Royal Navy: XL450/R042, XL471/R043, XL472/R044 and XL497/R041 XV674/R054 & XV699/R053 Sea King 824Sqn
 - 28: 10-KJ/34 and 10-KI/44 CM-170R EEVSV.10
 - Dec. 8: FT-21 T-33A BAF
 - 11: 64-IE/139 and 64-IV/177 N.2501 Noratlas
 - 12: XZ280 Nimrod MR.1 RAF Kinloss Wing
 - 14: CBF Alouette II ALAT/Cav.School of Saumur
 - 21: 314-YG/21026, -YF/21051, -YT/21077 T-33A BJ/187 Cessna 310N CEV
 - 26: 160293/LL51 P-3C Orion USNavy VP-30Sqn
 - 27: 12-ZE/83 Mirage F.1C EC.2/12



At Jeddah, Saudi Arabia, SA.330J Pumas 1408 & 1408 on delivery to Pakistan Army mid 77. (H.B. via I.Wilson)

Italy

• Three recent **ACCIDENTS**:
On 5 October, an AB.206A1 of Carabinieri crashed near Palazzago (Bergamo), The chopper involved was CC-47/MM80925 of 2nd Nucleo CC of Bergamo-Orio al Serio.

On 18 October, an SH-34 of 5 Grupelicot of Luni (Italian Navy) crashed near Campo Cecina. All six persons aboard got out safely.

On 24 November, an F-104S of 36Stormo crashed near Matera. The pilot ejected safely.

• The Chief of Staff's committee officially announced the development of the **AM-X PROGRAMME**, a co-production of Aeritalia, Aeritalia and SAAB. Six prototypes will be build and the first flight has been scheduled for 1982. The AM-X will equip 2nd Stormo (now with G-91R), 3 & 6 Stormo (F-104G) and 8 & 32 Stormo (G-91Y)

AMI's requirement calls for 180 aircraft. The Swedish share is unknown but their cancellation of the BL3A and the involvement in this project, might indicate some interest in the AM-X.

• In order to be able to deliver 20 G.222s to Lybia, Aeritalia purchased Rolls-Royce engines to be installed in the aircraft. US vetoed the delivery of the standard General Electric engines for G.222s that would be delivered to Lybia.

To be completely independant, Aeritalia and Alfa Romeo are now evaluating the possibilities to built own engines for the export G.222s.

Delivery to 46AB is now in full progress and eight a/c have already been delivered. With the withdrawal of the C-119 Packets. 46AB will change it status to 46Stormo. 2nd Gruppo will be disbanded, 98th Gruppo will operate the G.222s while 50th Gruppo keeps the C-130Hs.

• Noted at **ORIO AL SERIO/BERGAMO** on 23 November: EI-16/MM80148, EI-13/MM80144, EI-21/MM80170, EI-12/MM80143, EI-19/MM80167, EI-18/MM80150, EI-22/MM80171 EI-../MM80142 all AB.47J wfu

EI-236/MM80390 and EI-246/MM80400 AB.204B EI-258/MM80448 AB.205 EI-81/MM80819 OH-13H

EI-536/MM80597, EI-538/MM80599, EI-542/MM80603 EI-548/MM80609, EI-590/MM80858, EI-609/MM80877

EI-618/MM80886, EI-637/MM80905, EI-650/MM80918 all AB.206A.1

EI-106/MM53-7724, EI-232/MM54-2528, EI-251/MM54-2551 all L.21B

EI-440/MM57233 SM.1019

All aircraft were parked in the hangar of 3rd RRALE (maintenance unit of Esercito).

Parked on the AMI area were three Harvards: RM-5/MM54145, RM-10/MM53766 and RM-13/MM54106.



POSTAGE

In order to be sure of a reduction in postage fees, a minimum of posted issues was to be reached. Suddenly, families of the editors got several issues delivered. Of course both issues and envelopes had to be returned for use in the next shipment. This way of handling was preferred above the idea of filling the envelopes with old newspapers.



ABOVE: Still serving with Aviazione per la Marina Militare, this SH-34J 4-04/149088. (R. Tamburini)
 LEFT: Since the day this photo was made (Oct. 78) F-104S 5-41 has been MM8879. (C. Carrera)

- Movements at RIMINI included:
- Nov. 15: 2-02, 2-04/MM6388, 2-05 and 2-12/MM6406
 all G-91R 14Gruppo/2Stormo
 RM-34/MM61977 S.208 & RM-91/MM80225 AB.47
 GF-49/MM80848 and GF-50/MM80849 NH.500M
- 29: 36-70 P.166/M 636SC/36Stormo
- 30: SA-51/MM6351, SA-81/MM6431, SA-89/MM6439
 all G-91T.1 SVBAA
- Dec. 7: 32/MM54204 and 47/MM54212 MB.326 SVBIA
 36-65/MM51-9253 T-33A 636SC/36Stormo
 GF-82/MM81006 and GF-88/MM81017 NH.500M
- 13: MM61963 PD.808ECM 71Gruppo/14Stormo
- 19: 14-55/MM62016 PD.808RM 8Gruppo/14Stormo

A very interesting OPEN DAY was held by 23Gruppo on 2 December on occasion of logging their 10000th flying-hour on the F-104S:

- STATIC:
- | | |
|---|-----------------------|
| SA-86/MM6436 G.91T.1 SBVAA | 8-62/MM6955 G-91Y |
| 10/MM54274 MB.326 SVBIA | 5-831/MM51-8831 T-33A |
| 20-19/MM54254 TF-104G | RM-91/MM80225 AB.47J |
| 5-04/MM6786 F-104S 102Gr. | -/MM62108 G.222 311Gr |
| -/MM61906 P.166/M 605SC | |
| S-001/MM54401 MB.339A (false MM-serial) | |
| SP66-(8)734 and 66-(7)662 F-4D USAF 52TFW | |
| RT-654 and RT-657 CP-104D RDanAF Esk.723 | |

- VISITORS:
- | | |
|-------------------------|------------------------|
| 06/MM54220 MB.326 SBVIA | -/MM62109 G.222 98Gr. |
| 60/MM54185 MB.326 SVBIA | RR-32/MM61927 P.166M |
| 33/MM54222 MB.326 SVBIA | 31-48/MM61948 PD.808TA |
- 71757 and 71758 F-4E and 71762 RF-4E GreekAF (on delivery to Larissa for 110th Combat Wing)
- The F-104S of 23Gruppo/5Stormo are:
- | | | | |
|--------------|--------------|--------------|-------------|
| 5-30/MM6925, | 5-31/MM6722, | 5-32/MM6875, | 5-33/MM6806 |
| 5-34/MM6927, | 5-35/MM6873, | 5-36/MM6928, | 5-37/MM6736 |
| 5-40/MM6805, | 5-41/MM6879, | 5-42/MM6880, | 5-43/MM6731 |
| 5-44/MM6828, | 5-45/MM6767 | | |

United Kingdom


● From 10-13 November, *TORNADO 88-08* was based at RAF Laarbruch. During this period, prototype No.7, tested how the Tornado could be operated from RAF shelters. Despite the bad weather conditions, the test was said to be more than satisfactory.

● On 4 December, *HMS ARK ROYAL* ended its glorious operational life. Royal Navy's last aircraft-carrier dropped its anchors in Plymouth. But a new HMS Ark Royal will be built.

On the occasion of launching HMS *Illustrious*, it was announced that the third carrier in this class will be named HMS Ark Royal.

In the near future RN will operate five aircraft carriers-cruisers. Three new ones with a ski-jump being HMS *Invincible*, HMS *Illustrious* and HMS *Ark Royal*. Two old ships, HMS *Hermes* and *Bulwark* will be kept in service as either an ASW force or an amphibious assault capacity.

HMS *Invincible* is nearing completion and should be world's first a/c carrier with a ski-jump flight deck. Its design was fixed while RAE was conducting the ski-jump tests at RAF Bedford. As a result the angle of the deck was fixed at 7 deg. Late this year, HMS *Hermes* will dock for installation of a ski-jump with an angle of 12 deg. Tests at Bedford have already reached a 20 deg. ski-jump, so it is possible that the two remaining carriers will get an even greater angle.



FLASH AVIATION MAGAZINE

FLASH GOES OUT INTO THE COUNTRY

The commercial brain of FLASH is active again. Why not ask for a stand at a Dutch air display? Officially it had been forbidden, but what's more difficult for spotters than obeying the rules?

Result: Till late in the afternoon a small FLASH table could be found in one of the display hangars at Leeuwarden. Diplomatic reasoning was needed to prevent the editors from being kicked out of the field.



International Air Tattoo 79



LOCKHEED HERCULES

Newbury, Berks
23, 24 June

● Disclosure of Westland's detailed plans about a *SEA KING REPLACEMENT*, initiated contacts between Westland, Sud Aviation and Agusta. Helicopter companies in Europe have always shown themselves forerunners of the necessary cooperation in this part of the world. If a success formula can be found to cooperate in this new project, it would combine Europe's three biggest helicopter companies. Westland designated the project as WG.34. Drawings reveal a model which could best be described as a large Lynx and only a little smaller than the Sea King.

● Movements at *NORTHOLT* included:

- Oct. 3: 260/A Mystere XX FAF GLAM.1/60
 WP855 Chipmunk T.10 Battle of Britain Flt
 7: XP771 Beaver AL.1 AAC Beaver Flight
 14: 153420/LK9 P-3B Orion USNavy VP-26Sqn
 17: 150496 VP-3A Orion USNavy Headquarters
- Nov. 2: 01 VC-11A USCoast Guard
 5: 71504 YAK-40 Yugosl. AF
 (67-)18049 U-21A USMTM Saudi Arabia
 9: 159119/JUL19 C-9B USNavy VR-56Sqn
 15: 158567/LA6 P-3C Orion USNavy VP-58Sqn
 16: (69-)15608 UH-1H USArmy HQ.SHAPE
 21: 64-BC/98 N.2501 Noratlas FAF ET.64

United States of America

● Next month the fourth and last *ROCKWELL B.1*, 60174, will make its first flight. No.4 is to join the others at Edwards AFB for a.o. ECM equipment tests.

Though USAF decided to carry on with cruise-missiles instead of the B.1, the test programme of this aircraft will continue also in the future.



FLASH AVIATION MAGAZINE

FLASH GOES ON JOURNEY AGAIN



This time the journey ends in the snow near Malmédy, Belgian Ardennes. Editors F.Swinkels and J.van Tuyn have to cease the attempt to reach Ramstein by moped at merely 120km from home (Eindhoven-Ramstein approx. 450km).

Plans call for a two-aircraft test fleet. No.1, 40158 has already been grounded while No.3 40160 is due to be grounded in two years. This would leave No.2 40159 and No.4 60174 for the trials work on the performances of offensive and defensive avionics.

● Movements at *RHEIN-MAIN/FRANKFURT* included:

- Dec. 1: 234 Beech 200 Irish Air Corps
 31-12/MM62012 DC-9-30 ItAF 31Stormo
- 2: 50256/60MAW, 50259/60, 50257/62 C-141As
- 3: 50-06 C-160D Transall Luftwaffe LTG-63
- 5: 148897/BH KC-130F USMarine Corps VMGR-252
 50-73 Transall C-160D Luftwaffe LTG-63
 AO/92 Nord 262D FAF
- 8: 149803/BH KC-130F USMC VMGR-252
- 9: XW788 Dominie RAF 32Sqn
- 10: 5-8103 B.747 IIAF
- 12: 60139/63MAW, 40648/63, 60145/62 C-141As
- 14: 58-17 DO-28D Luftwaffe (no badge)
- 18: 63-12974 and 63-12976 JUH-1H USArmy of
 Electronic Command
- 20: 18010 U-21A USArmy Berlin
- 21: 21811 C-130E California ANG
 5-8311 B.707 and 5-8105 B.747 IIAF
- 22: 60205/63MAW and 69744/60MAW C-141A



Seen on 12 August 78, on the storage area at Davis Monthan, this 'aggressor' T-38A 65-10385. (T.Sgt. D.H.Kuykendall via J.M.Bowdler)



◆◆◆ OPERATION READY THUNDER ◆◆◆

On 25 January, 92TFW will be the first Europe-based USAF unit to take delivery of the A-10 Thunderbolt II. After a six to eight week's conversion at Davis Monthan. Pilots will deliver their own aircraft to RAF Bentwaters.

Specially designed for the European theatre, the introduction of this aircraft is a new challenge to the USAF. Due to its specific mission, complete new systems had to be created. The most obvious the so-called 'Forward Operation Locations'. Less obvious is a proper communication between Army and Air Force, together needing and operating the system. During Joint Air Attack Team (JAAT) exercise at Forth Wragg, it showed that the AH-1 Cobra and A-10 form a splendid team but some organization to translate this into reality will take quite some efforts.

-000-



The famous 'lizard paint' was recently adopted as the standard camouflage scheme for the Thunderbolt. The choice was made from photos of three different painted A-10s. One in the old standard light grey overall c/s. One in the lizard c/s. The third had a dark brown overall coat with a cockpit painted on the underside of its fuselage.

The 'lizard paint' uses dark shades of green, brown and charcoal grey on an all-grey colour.

By the time of changing, future USAF A-10s had already been delivered to Davis Monthan. This means some A-10s for 81TFW will cross the Atlantic in the old c/s as repainting of delivered a/c is due during routine depot-level maintenance.

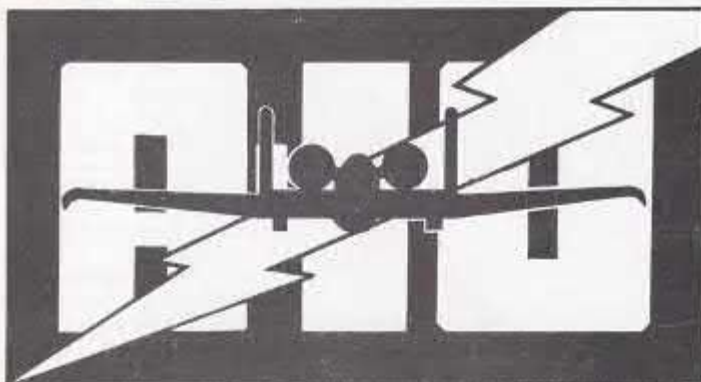
-000-

81TFW will received a grand total of 108 A-10As divided over six squadrons. Of the three existing squadrons 91 & 92TFS have already transferred their F-4Ds to 401TFW at Torrejon. 78TFS will do so in April. Additionally, three new squadrons will be reformed: 510, 511 and 512TFS.

Some 50 a/c will be divided over the various FOLs of which Sembach will be the first in 1980. Another FOL officially announced is Leipheim, the second one to be formed.

Noted at Davis Monthan recently: WR77-222, 223, 225 WR77-226 and 227 A-10As of 81TFW.

-000-



Complaints have risen against the way the A-10 has been presented to the US Senate. Initially the a/c had been presented as a cheap system to counter the Warsaw Pact tanks. Introduction of sophisticated electronic equipment also affected the A-10 and many have now also been included in the A-10 in its present form, raising the price considerably. Some senators now suggest this was done deliberately to keep the initial price low and once production was assured all other necessary instruments could be added.

-000-



Note the black spot on the underside of this A-10, having the shape of a cockpit. (A.Booy)

With the stationing of A-10s in Europe, NATO answers the enormous overbalance of tanks in Eastern Europe. For years the exceptional growth of tanks on the east side of the Iron Curtain had been looked at with evergrowing worrying.

Increasing of NATO tanks stayed out but instead USAF launched a requirement for an anti-tank aircraft (officially close-support). In October, YA-10As 71-1369 & 71-1370 flew an evaluation competition against two Northrop YA-9As. Fairchild won the race and present plans call for 733 production a/c for USAF service: 195 FY77, 144 FY78, 162 FY79 144 FY80 and 88 FY81.

-000-

Seven photos illustrating the weird camouflage schemes, the Thunderbolt II has been put in. All photos were made at Nellis in October. (A.Booy)



● At the end of last year, **THREE AIRCRAFT** had to be **GROUND**ED.

Following an accident with a C-130E, the investigation team discovered frayed control cables. Successively all pre-1973 USAF Hercules were grounded. After initial inspection of 373 a/c, 318 were found to have affected control cables. With the RAF this problem was already actual since years and replaces the control cables of their Hercules every five-years.

For a short period, all E-3A Sentries were grounded after serious problems with a fuel pump.

Within twelve months, all US Navy T-34C TurboMentors were grounded a second time. Following a forced landing of a T-34C at Pensacola NAS, structural failures were found in the oil-pressure sensor system.

● Shortly after ending **REFORGER 78**, plans were announced to move the exercise from the September/October period to January/February. Plans have been realized and ReForGer 79 was to start on 29 January, lasting only one week. What the consequences of this move were on other exercises as Crested Cap was not yet known at the time of writing.

To support ReForGer, two deployments were scheduled: 18 A-10s from Myrtle Beach to Nordholz (W.Germany) & 14 F-111Fs from Cannon AFB to Boscombe Down (UK).

● **EAGLE LOSSES** have increased to nine. On 19 December, an F-15A of 36TFW crashed south of Ahlhorn. Pilot Maj. E. Santarelli ejected safely. On 28 December another one crashed near Daun. Pilot 1Lt. Th. Mascot ejected safely too. Following these accidents all Eagles of 36TFW have been restricted to dry thrust only.

Of the nine accidents three were caused by maintenance defects, four to operational circumstances and two are being investigated. Due to the high rate of flame-outs of the Pratt&Whitney F.100 engines at low altitudes, all Eagles are being installed with a system to restart the engines once a flame-out occurred. Eagles of 32TFS already included the system pre-delivery.

The F-15 damaged during a shelter-fire at Bitburg in July 78 (see FLASH Nr.96/September) has been repaired.

● Movements at **RAMSTEIN** included:

Dec. 6: 148897/BH & 148899/BH KC-130F USMC VMGR-252 BT76-050 and 75-052 F-15A 36TFW
135 & 908 F-5B, 369 & 902 F-5A and 106 & 369 RF-5A. All RNOAF
FX-28 and FX-82 F-104G BAF 10Wing
D-8058 and D-2286 F-104G RNAS 322/323Sq
D-5812 TF-104G RNethAF TCA
XK884 Pembroke RANP 60Sqn
K-4011 NF-5B RNethAF 316Sqn
58-50 DO-28D Luftwaffe JABOG-31
BA-42, 51 and 52 Mirage 5BA BAF 2Sqn/2Wing
TJ64-915 F-4C 401TFW 01553 F-5E 527TFTAS
15: 01542, 01556 and 01560 F-5E 527TFTAS
BA-16 and BA-18 Mirage 5BA BAF 2Sqn/2Wing
FX-51 and FX-80 F-104G BAF 10Wing



- The contents of the next issue is a fixed item on the programme. Fixed item on every other meeting is a discussion why the planned contents were abandoned.

- Standard question after the meeting: 'Sure it was bloody nice! But what on earth did we discuss?'

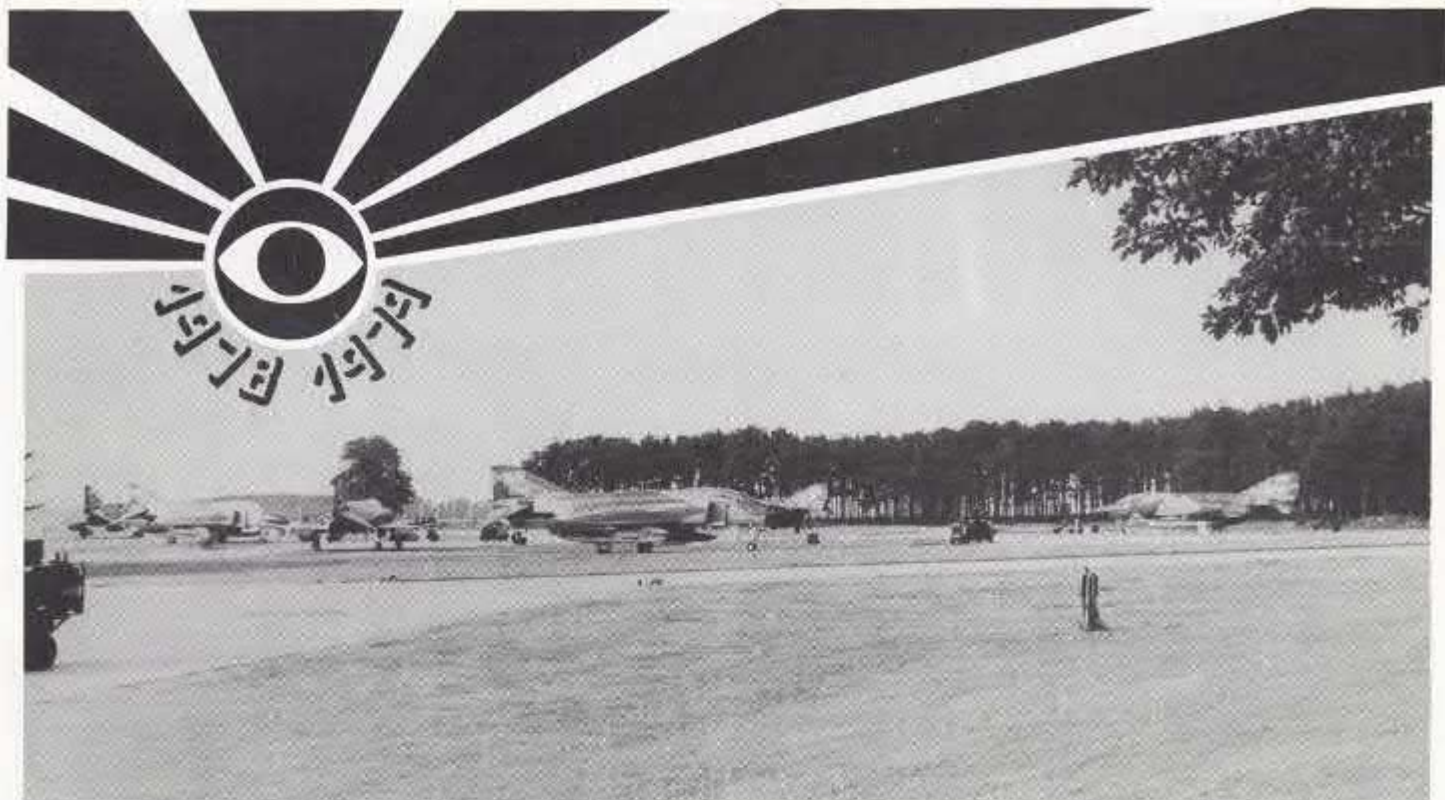
- Our number of subscribers in Southern Nepal has dropped alarming. Who goes there first thing in the morning to examine the situation?

● Movements at **AVIANO** included:

Aug. 10: 24-88 and 20-59 F-104G Luftwaffe JABOG-31
FX-22, FX-26, FX-84 and FX-90 F-104G and
FC-04 TF-104G. All BAF 10Wing
51-85/MM51-9030 T-33A ItAF 651SC/51Stormo
11: 36-10/MM6717 ItAF 12Gruppo/36Stormo
154117/AB733 SH-3H USNavy HS-11
35-37 RF-4E Phantom Luftwaffe AKG-52
10944 and 96592 C-130E 435TAW
14: TJ63-625 and 64-905 F-4C 401TFW
16: 35-19 and 35-33 RF-4E Luftwaffe AKG-51
18: BT75-069, 75-049, 75-077 and 75-070 all
F-15A 36TFW
TJ63-637 and 64-902 F-4C 401TFW
21: 35-37 and 35-47 RF-4E Luftwaffe AKG-52
FC-04 (10W) & FC-07 (1W) both TF-104G BAF
4-4/MM6770 and 4-5 F-104S 9Gruppo/4Stormo
23: 35-07 and 35-47 RF-4E Luftwaffe AKG-52
6-30/MM51-17484 T-33A ItAF 606SC/6Stormo
25: MY69-293 and MY69-286 F-4E USAF 347TFW
71751 & 71752 F-4E Greek AP (on delivery)
Sept. 1: SJ71-397 and 73-188 F-4E USAF 4TFW
6: 21-37 and 25-25 F-104G Luftwaffe JABOG-32
TJ63-637 and 63-569 F-4C 401TFW
SA-77/MM6427 G-91T.1 ItAF SVBAA
8: CR74-654 and CR74-656 F-4E 32TFS
TJ64-905 and TJ63-569 F-4C 401TFW
14: 35-46 and 35-73 RF-4E Luftwaffe AKG-51
SP66-753 and 66-665 F-4D 52TFW
RM-32/MM61968 S.208/M and RM-79 P.166/M
Oct. 19: 35-27 and 35-48 RF-4E Luftwaffe AKG-51
20: 31-53/MM61953 PD.808TA ItAF 31Stormo
31: LN74-184 F-111F 48TFW
Based from 27/9 till 9/10 were six OV-10A Broncos:
13562, 14625, 14674, 14689, 14701, 83825 of 601TCW
Based from 3/11 till 13/11 were four USNavy a/c:
158050/AC501 and 152935/AC506 both A-6E VA-75
158033/AC615 and 158542/AC617 both EA-6B VAQ-136

Fennec T.28 1242 of Corps d'Aviation d'Haiti taken at Tucson International Airport together with four others waiting for a buyer. (A.Wilderdijk)





Date: Friday 29 December 1978. 3 NF-5As of 314Sqn make a low fly-past over the squadron area of Eindhoven air base. 314Sqn has logged its flying-hours. 1978 is nearly over. As in sports, politics & TV, FLASH joins the lot and looks back on 1978 and ahead into aviation 1979.

Date: Monday 1 January 1979. During those last two days of 1978, I collected items I should not forget to mention in this article. F-16s in Holland, Stretched C-141s into service, Warth-Hogs (A-10s) to Europe, to mention a few. Selecting them I noticed they can generally be divided in three categories: EVENTS - NEW PROJECTS - OPERATIONAL

So let's start with the retrospective view on 1978 and the prospects of 1979 using these three categories.

EVENTS

Deelen, Ramstein, Schleswig-Jägel and Abingdon. Four of the better open days in 1978. Deelen illustrated that open days in general have suffered much since the days when defence cuts became topic. On the occasion of 65 years Klu, extra money was available and resulted in an aviation event as Holland hadn't seen for years. To draw attention to this positive development and in respect for the organization-committee, the editorial staff of FLASH decided to award this committee with the 'FLASH 1978' trophy.

Farnborough was far from spectacular. The expectations were not high and turned out to be right. Only the first public appearances of the Mirage 2000 and Sea Harrier made the event of some importance. The aircraft industry was mainly occupied with research and development programmes in 1978. This, of course has its influences on events as Farnborough. For '79 this sets one thinking about Paris Air Show. On the civil side it's bound to be interesting, being on the edge of introduction of a series of new airliners. The military side, however, will still be dull also in June. The Americans will turn up with their F-18 as a possible candidate for the MDAP as a replacement for the F-5. Their A-10 for which international interest is growing. Their AV-8B which needs international interest. Furthermore, there will mainly be the same a/c as at Farnborough.

Greenham Common IAT79 will, undoubtedly beat all records. According to the organization-committee, some 25 C-130 Hercules will be displayed. Apart from the normal stuff, also four Indian MIG-21s are to be present.

There might arise serious problems in arranging aerobatic teams. As reported in the December issue, three

big events will take place on the weekend of 23-24 June. Ramstein is known to be trying to fix another date but this still leaves Greenham and Florennes on 23 June.

NEW AIRCRAFT

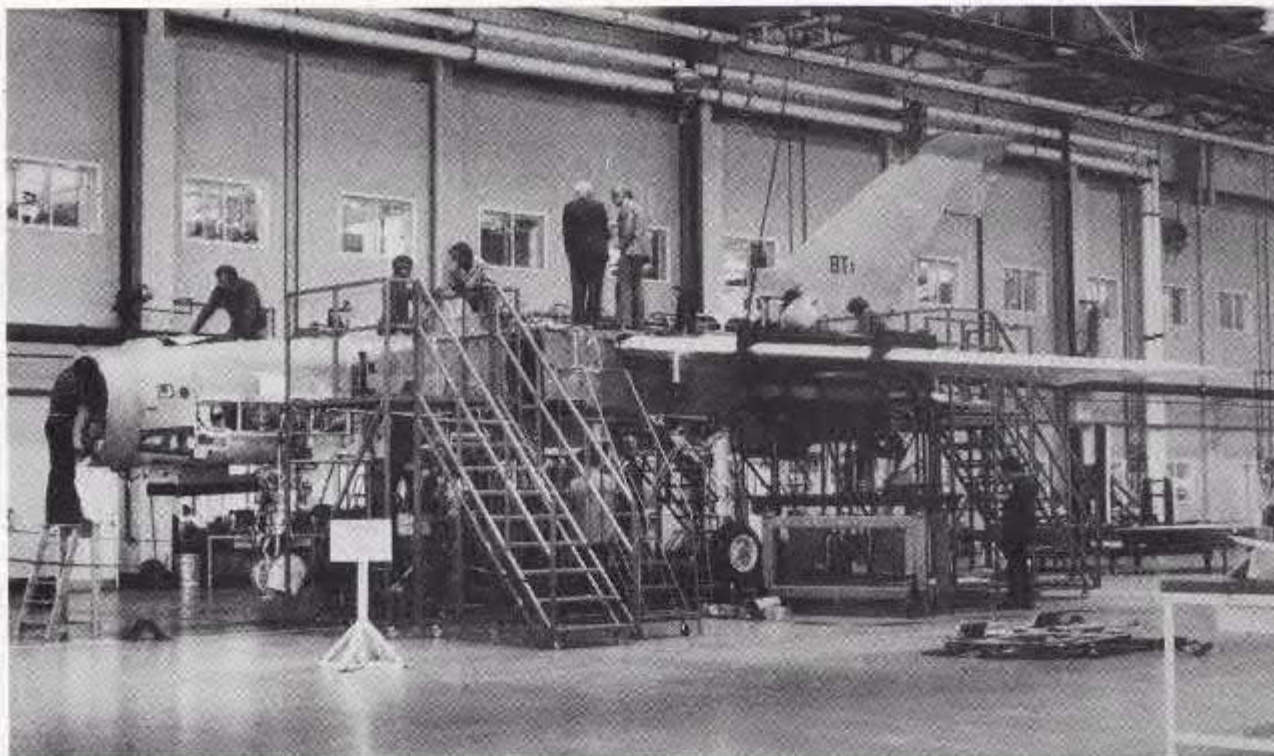
Mirage 2000, Sea Harrier and F-18 Hornet. Three new aircraft added to the existing military aircraft park of 1978. In fact not new at all but just strongly modernized versions of existing models. Nothing really new in 1978 one is likely to conclude but this would be too simply said.

In America it was fairly quiet. In January Mr. Carter stopped the AMST programme, making the YC-14 and YC-15 unemployed. Soon followed the official cancellation of the B.1 production in favour of the cruise missile. Speaking about fighters, the first flight of AV-8B & Hornet were the real highlights. For the rest of 1978, all activities were concentrated on the production of the new-generation fighters and research & development of future generation fighters.

ABOVE: A typical British landscape that no longer exists. RAF Bentwaters in the days it still operated the Phantom. (J.v.Tuyn)

BELOW: The Italian participation in Flugtag 78 at Ramstein made the day: G-91Y 32-21. (J.P. Bergmans)





The biggest event for 1979 will be the first flight of the Rockwell built HiMAT (Highly Manoeuvrable Aircraft Technology) this summer. With this research aircraft, NASA will test the latest technologies on manoeuvrability. Some requirements which will make the news in 1979 are VTOL aircraft, trainers for USAF and USN, Forward Control Aircraft, Delta Dart replacement.

In the U.K., the Nimrod AEW.3 programme got real shape and late 1979 the first of 11 aircraft will go airborne. With the Sea-version of the Harrier, this type started a second youth. In 1979 the first foreign orders (India 24 examples) are expected. China is expected to announce their intentions regarding a mammoth order for Harriers. Delays make it unsure whether the first Tornado will be handed over to the Tri-National Tornado Training Unit at Cottesmore before the year is over.

France made the news several times in 1978. With their Mirage 2000, Dassault entered the fighter-market with a good Mirage III replacement and a European alternative for the F-16. Aerospatiale's Fouga 90 made its first flight in 1978 too and added a French share to the enormous offer of jet trainer aircraft in the world. This year Dassault will again try their 'golden delta wing formula': Mirage 4000. Its first flight had been planned six months after that of its little brother (the 2000 that is) but as it looks now, it will take place in March.

ABOVE: First British production Tornado, BT.1, on the assembly-line at BAe Warton. It will be a dual-control trainer. (BAe)
 BELOW: To be replaced by Sea Kings this year, are all SAR Whirlwinds. Here seen is XP344 of 225qn at Coltishall on 12 June 78. (G.v/d.Veen)



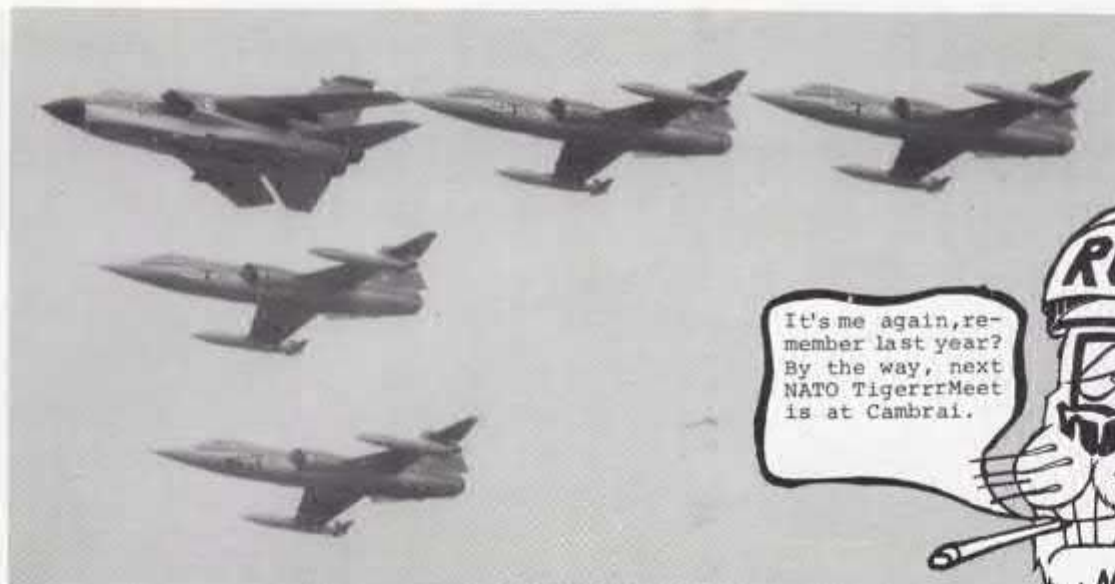
In other European countries all kinds of small projects were undertaken. Spain with the CASA-101 Aviojet and in Sweden the BL3A was cancelled but a new version of the Viggen, the A-20, will be developed. In Italy, the plans for the AMX aircraft have reached an advanced stage. Drawings which were recently published showed a design much alike the A-10 Thunderbolt. Agusta got green light for development of an attack-version of their A-109 Hirundo: the A-129 Mangusta. Germany will continue its search for partners in the TKF-90. The fusion between its three biggest aviation concerns, VFW, MBB & Dornier will also be one of the much discussed matters in 1979.

OPERATIONAL

TAM, deployments to Italy, UK & Norway, Mildenhall tankers to Fairford. A small selection of things that happened in 1978. Following a year of no official air force competitions, last year saw two new ones: TAM & Best Focus. The old ones didn't function very well. The mission of a fighter-pilot has become very complicated since the introduction of electronic warfare. For a proper training 'real wartime' exercises are needed in which all tactics can be tested and analyzed. TAM was therefore bound to be a real success. Furthermore aircraft could operate over the areas they are meant to defend. This advantage caused the biggest problem for the organize of the TAM. Attacks on Hopsten and Laarbruch resulted in a flow of telephone-calls with complaints about noise.

After eight years, preparations on the Tornado programme will be concluded this year. Late August the British Air Defence variant, Tornado F.2, will make its initial flight. Soon followed by the first British production a/c, BT.1, and German's first some weeks later. Delivery to the Tri-National Tornado Training Unit may take place in 1979 but early 1980 seems more likely. This year the Tornado will be in the picture as a possible replacement for USAF F-111s. The chances are small but the aircraft is very suitable for the mission it's required for and additionally it will be a big contribution to NATO standardization.

On the edge of 1978, the Royal Navy lost its fighter aircraft fleet. Its Phantoms and Buccaneers were handed over to the RAF. The fate of HMS Ark Royal remains unknown. Maintenance-costs in case of preservation are of such extend, serious thoughts call for sale or scrap. The absent of fighters for the RN is only temporarily as late 1979 the Sea Harrier will enter service.



To end with something completely different. In 1979, NATO will exist 30 years. An alliance formed just after World War II to defend Western Europe. With the slogan 'one for all and all for one' a strong antipole could be created against the Warsaw Pact. 30 years there has been peace in Europe. That's to NATO many say. Others think this rubbish. Again others confirm it but add the question if NATO is still functional.

NATO will be much in the publicity in 1979 because of its jubilee. Therefore many discussions can be foreseen concerning this subject. If all parties remain reasonable, another reason has been added to look forward to 1979, as talking about armament is necessary at all times.

Jac van Tuyn

TOP PAGE: Last year's best show in Germany was at Jügel-Schleswig on 23 July. Including this fly-past (M. Riedsner).

MIDDLE: Despite the overflowing amount of civil, Paris is and will always be worth a visit.

BOTTOM: One of our readers complained no good photos had been published of the deployment of A-7Ds of S. Carolina & Ohio ANG. At RAF Wittering on 18 July 78 (F. Elzinga).



To be heard at Greenham: 'Quick fetch me some water to cool my camera. It ran hot!'

Read in the Newbury's Daily:

'All five spotters which had to be taken to hospital as they had turned insane during the IAT will soon recover. This according to the latest medical examinations!'

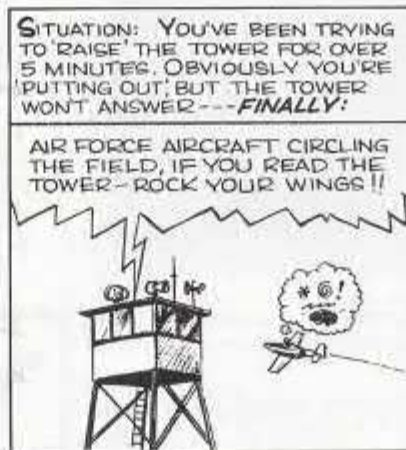
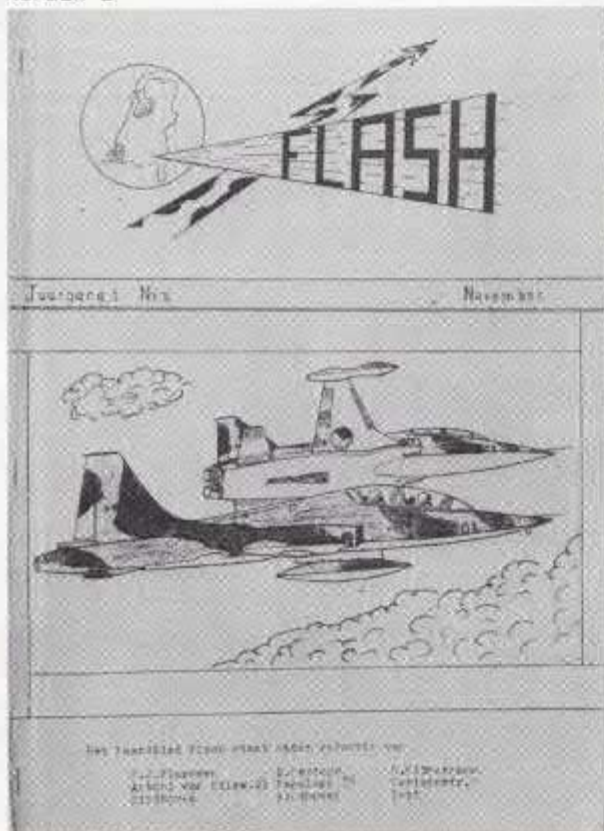




NUMBER 1



NUMBER 2



FINANCIAL PROBLEMS (with an average of three a month):

- Photopage on Paris Air Show. Nice, but you've got to pay it yourself, Peter!
- How do we tell it our readers? The financial situation doesn't allow us to publish the 50th issue.
- The editorial knowledge concerning finance beats everything. Financial problems are solved by raising the expenses by means of an extra photo-page. This remarkable trick became later world-wide known as FFEP (FLASH Financial Emergencies Procedures).
- Despite an extensive argumentation about the F-104 replacement in the March 1975 issue, never any money has been received ... so far!



23 July 1970. Fifteen spotters on the Eindhoven spot. Birth of FLASH on a boaring afternoon. Frank Klaassen, Danny Hertogs and Gijs Hiltermann take the initiatives to start a local magazine for Spotting Group Eindhoven. Results in October: the first issue. Fourteen pages of rubbish on toiletpaper. And proud as they were.

The partiality for the ThunderFLASH has always been evident. The first cover-photo shows four Klu Flashes. Seriallists of this type were frequently repeated. Eversince one of our early editors Frank Klaassen still has the intention to devote a series of articles to this magnificent plane.



NUMBER 6

NUMBER 16

NUMBER 75

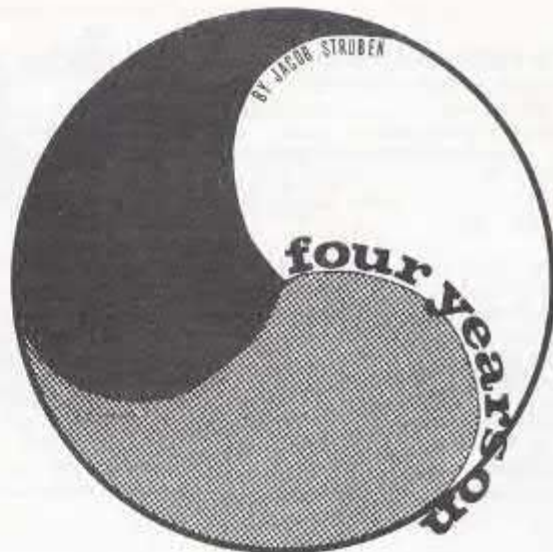
FLASH nearly lost one of her editors. Reported in FLASH Nr.17:

'One of our editors, Gijsbert H, recently ended up as Nr.54 in a cross-country race of 5 kilometres. His last words before he collapsed were devoted to FLASH. Doctors say that he will survive....'

Jan/Febr.1975. FLASH publishes a legally obtained list of squadron-exchanges in Holland. The national intelligence service took measures as in The Hague this was not yet known. Reaction from the editors: 'Don't worry we'll keep The Hague informed on what they're doing'.

aviation

magazine



The Irish Army Air Corps is no large air arm by anybody's standards. In fact, the only smaller military aircraft fleet in Western Europe is that of the Islenska Landhelgisgæzlan (Fluggaeslan) - Icelandic Coastguard (Aviation Division) - who operate a total of two aircraft, in spite of their rather grand name.

A country's military power, as expressed in its equipment, depends on a number of things. These are primarily of an economic and political nature. Hence it is not surprising that a scrupulously neutral, mainly agrarian country of less than four million inhabitants (not counting the six northern counties whose defence is taken care of by the British armed forces), should have an air force of only thirty-three operational aircraft.

Up to the late 'sixties military aviation in the Republic of Ireland was a sedate affair, consisting mainly of endless training flights in Chipmunks and Provosts, the occasional air calibration and aerial photography flights by a Dove, while the only real excitement was provided by medical or shipping emergencies, requiring the assistance of an Alouette III.

Things have changed somewhat, to say the least. The last ten years have seen Ireland's entry into the EEC, an upsurge in industrialization, and, tragically, the deterioration of the political situation in Northern Ireland into what at times came close to civil war.

The security problems on the one hand and the economic developments on the other have led to the recent re-equipment and expansion program of the IAAC, a process which hasn't been completed yet.

On 24 March 1972, the first aircraft, ordered as part of what we now can call the expansion program, Alouette II No.202, was delivered. It was the fifth machine to be delivered in almost eight years, the other four were replacements of crashed a/c (2 Chipmunks, one Provost and a Dove). The IAAC was beginning to wake up.

Alouette No.202 was followed by 8 Cessna FR.172Hs which were flown over from Reims, France, in October 1972. The aircraft, Nos.203 up to 210, were pretty close to the civil standard, the only differences being the provisions for a gunsight in the cockpit, wiring, and two under-wing hardpoints for unguided missile pods. The Cessnas had been ordered because of the acute need for some sort of aerial surveillance of the border area. As far as I know, the rocket pods are not carried on these flights but the Cessna pilots maintain their ground attack proficiency by means of weapons training at the firing range off the coast near Gormanston, at which army camp the Cessnas are based. In the unlikely event of full-scale armed conflict on Irish territory, the Cessnas will be armed and used to support the ground forces and possibly also as forward air controllers.

Four more Alouettes, Nos.211-214, followed in 1973/1974, to reinforce the Helicopter Squadron at Baldonnel. This unit is also called on to provide



aerial surveillance in the north of the country, which rôle is added to the established SAR and Medevac task. One Alouette is always based, on a rotational schedule, at an army camp in Co. Donegal in the extreme north west of the Republic. Some Alouettes had a large Irish tricolour flag painted on the tail boom. This to prevent British Army personnell from firing at the aircraft in case she stray across the border. The change in colour scheme was made after an illegal organization used a hijacked civilian helicopter to bring about the premature release of inmates of an Irish prison. The Alouettes of the IAAC are in fact allowed to cross the border into Northern Ireland in emergencies e.g. on medevac flights.

By 1973 the bulk of the IAAC fleet i.e. the Chipmunks, Provosts, Doves and Vampires were approaching the end of their useful lives. This gave the IAAC the opportunity to adjust their fleet to modern requirements. The first step was the placing of an order for six Super Magisters with Aerospatiale. It was reported at the time that the aircraft would be refurbished, de-navalized CM.175 (ex Aeronavale) but when delivery of the first two, Nos. 215 and 216 was made on August 11th, 1975, it became clear that the Super Magisters were in fact ex Austrian Air Force, except Nos. 219 and 220, which were delivered early 1976 and proved to be aircraft originally intended for the separatist Katanga Air Force but never delivered. The Vampire T.55s were gradually phased out, the last operational flight being made early 1976.

The Super Magisters are primarily used for advanced training, which at first sight seems to be a futile exercise, since there is no genuine jet combat aircraft in service with the IAAC. However, the Super Magister's secondary capability is for ground attack and as such it is the IAAC's high performance combat aircraft, occupying a position not unlike that of the Jaguar in the RAF.

The order for ten SIAI-Marchetti SF.260W Warriors was perhaps the most efficient move to date. These aircraft, serialised 222 to 231, replaced both the primary trainers, about ten Chipmunks and the intermediate trainers, some six Provosts, thus cutting operating costs considerably. But apart from that the choice of the SF.260W followed the IAAC's established policy of buying dual- or multi-rôle aircraft. The Air Corps is especially anxious to have as many aircraft as possible that can be used for combat. With the replacement of the Chipmunks and Provosts completed in April 1977, the IAAC consisted almost entirely of aircraft that could be used in such a way, including the Alouettes, which, theoretically at least, can be used Vietnam style, with door gunners. The only exceptions were the Chipmunks, some of which were retained as a station hacks (Nos. 164, 168, 173, 199 and 200) and the three Doves, only one of which was usually airworthy.

The foregoing purchases fulfilled the requirements of a replacement and border security nature, which doesn't mean that the aircraft are not used for other missions as well. The Alouettes and Cessnas e.g. are also used for VIP transport and other incidental missions such as wildfire surveys.

However, over the last five years another requirement has become increasingly important. It is that of fishery protection. Fishery is one of Ireland's most important industries and now that the country is a member of the EEC, it is called upon not only to protect the depleting fish stocks in its own coastal waters but also in a large section of EEC controlled water (up to fifty miles off the coast, which is a lot of ocean, because Ireland has a very long coast-line) both in the Atlantic and in the Irish Sea. And there is even talk of extending the limits to 200 miles. There is no way this vast area can be controlled effectively by the Irish Naval Service, in spite of the recent and projected growth of its fleet of surface ships, so that the obvious and indeed only answer is the purchase of a number of maritime patrol aircraft. This becomes even more important if oil is found off the Irish coast, as some people think will be.

An extensive evaluation program was carried out by the IAAC early in 1977. Ten different types were demonstrated in Ireland ranging in size from the Fokker F.27 Maritime to the Britten Norman Defender. A provisional decision in favour of the Beech King Air 200 was made and a three-year lease for one civil standard model A.200 was signed in mid 1977. The aircraft, owned by United Beechcraft Sweden, was assigned serial No. 232, but retained a civil colour scheme and operated initially with the aggressive registration SE-GRR, until the Irish type certificate was obtained and the aircraft re-registered EI-BCY. The IAAC serial No. is used as a radio call-sign however. In spite of the fact that only some navigational equipment is not standard, the aircraft was an instant success, especially because of the 10hr patrol endurance.

Nevertheless no final decision to buy a larger number of King Air 200s has yet been made. In June 1978 the Mitsubishi Mu-2 was demonstrated but in spite of its high wing, the type was not chosen to fill the requirement, possibly, among other reasons, because the demonstrator developed a technical fault and had to be replaced by another Mu-2. An EEC proposal to help finance the purchase of up to five, and possibly more fishery protection a/c combined with the apparent satisfaction with EI-BCY/232, has led to a considerable improvement in the King Air 200's chances.

A second example was acquired in July 1978, and this one, No. 234 was bought from Beech in the USA, which seems to indicate a firmer commitment to the King Air 200. The aircraft was delivered in July and after spending a month in Bremen (West Germany) for the installation of special navigation equipment and painting she became operational in late August, appearing on the Irish civil register as EI-BFJ, a registration which is not painted on, whereas the military serial is. It is expected that the purchase of a third King Air 200 will be announced soon. Nevertheless there have been one or two more aircraft demonstrated to the IAAC, including a Mystere 20, although may have been in connection with the Irish government's thinking in the direction of a VIP transport, to be used specifically for the Dublin-Brussels run. A demonstration of the 'Specialized Aircraft Tri-Turbo Three', a modified C-47, was cancelled, so that it seems unlikely that the IAAC will very buy Dakota's with three PT6 turboprops and five-bladed propellers which in a way is pity.



The following is a complete (I hope) list of the aircraft currently in service with the IAAC (November 1978). Also listed are non-operational aircraft at Baldonnell, the IAAC's major base and HQ.

MILES MAGISTER

34 c/n 1028 restored for display purposes by the Technical Wing. Some parts were made from scratch (e.g. windscreens and the wheel parts). There is doubt as to the identity of the a/c, which may be 134, c/n 2189. Unfortunately the c/n plate is lost.



AVRO ANSON C.19

141 c/n 1313 preserved a/c. All markings were painted over earlier this year, except for the national markings under the wings.



DHC.1 CHIPMUNK T.20

164 c/n 0450 active until summer '78, now wfu
 166 c/n 0453 fuselage only
 167 c/n 0463 on dump
 168 c/n 0464 wfu, in good condition
 169 c/n 0552 on dump
 170 c/n 0724 on dump
 171 c/n 0732 on dump
 172 c/n 0745 wfu, incomplete
 173 c/n 0746 on dump
 175 c/n 0754 on dump

CHIPMUNK Mk.22

199 c/n 0392 wfu, incomplete
 200 c/n 0061 on dump

Notes: the aircraft which are wfu, but not on the dump are on charge of the Technical Wing. Not listed are 165 and 174, both of which crashed and were either destroyed or broken up later. 199 and 200 are ex British military Chipmunk T.10s, but are known under their civil designation of Mk.22.



DH.104 DOVE

176 c/n 04368 wfu, incomplete
 194 c/n 04530 wfu, in good condition
 201 c/n 04525 wfu, incomplete

Note: 194 and 201 are with the Technical Wing; 176 may be restored and preserved.

PERCIVAL PROVOST T.51

177 c/n 125 instr. airframe with Technical Wing
 178 c/n 157 probably on dump
 180 c/n 179 on dump

PROVOST T.53

181 c/n 400 on dump
 183 c/n 406 instr. airframe with Technical Wing
 184 c/n 408 on dump
 189 c/n 460 on dump (fuselage only)
 189A c/n 352 on dump (A suffix not painted on)
 190 c/n 461 on dump

Note: not listed are 179 and 182 which were destroyed in crashes.



VAMPIRE T.55

- 186 c/n 15765 on dump, for sale by tender
 187 c/n 15766 idem
 191 c/n 15815 wfu, in good condition, will go to the Irish Aviation Museum, Castle-moat, Swords Road, near Dublin Airp. wfu, incomplete, will go to the Institute of Technology, Bolton Street, Dublin 1, as an instruc. airframe.
 192 c/n 15816
 193 c/n 15817 on dump, for sale by tender. This is the last Vampire built, and the ASI Preservation Group hope to buy and restore her to presentability.

VAMPIRE T.11

- 198 c/n 15563 restored and painted in IAAC cols. by apprentices, now on guard duty outside Apprentice Hostel in front square at Baldonnell. This a/c was previously used as an instr. airframe in RAF Cols (XE977).

ALOUETTE III

- | | | |
|--------------|--------------|--------------|
| 195 c/n 1151 | 202 c/n 1973 | 213 c/n 2116 |
| 196 c/n 1153 | 211 c/n 1983 | 214 c/n 2122 |
| 197 c/n 1194 | 212 c/n 1984 | |

Note: all are in service with the Helicopter Sqn, including 195 and 197 which suffered accidents, but have both been repaired and returned to service this summer (1978).

CESSNA PR.172H

- | | | |
|--------------|--------------|--------------|
| 203 c/n 0343 | 206 c/n 0346 | 209 c/n 0349 |
| 204 c/n 0344 | 207 c/n 0347 | 210 c/n 0350 |
| 205 c/n 0345 | 208 c/n 0348 | |

Note: all are in service with the Army Co-operation Flight at Gormanston, except one which suffered a bird-strike while counting birds over Bunratty Castle on the Shannon river. The a/c ditched and the crew escaped unhurt. At present it is uncertain which of the two Cessnas crashed 204 or 205. The accident happened on 21 September 1978.

CM.170-2 SUPER MAGISTER

- | | | |
|-------------|-------------|-------------|
| 215 c/n 357 | 217 c/n 359 | 219 c/n 298 |
| 216 c/n 358 | 218 c/n 390 | 220 c/n 299 |

Note: all are active with the Fighter Squadron, also known as the 'Jet Flight'. 215 & 218 are ex Austrian AF, 219 and 220 were intended for the Katanga AF but never delivered. All six were completely refurbished and brought up to Super Magister standard before delivery, while most avionics were installed by Aer Lingus at Collinstown/Dublin Apt.

CM.170R MAGISTER

- 221 c/n 79 this a/c was damaged in a belly landing while in service with the FAF and was exchanged with the IAAC for Vampire T.55 185 (c/n 15764) which now is in the Musee de l'Air at Le Bourget. 221 is still in full

FAF colours as 3-KF/79 and is in use as an instructional airframe. The Irish serial is not painted on.

SF.260W WARRIOR

The serials are 222 up to 231, c/ns 289/24.01 up to 298/24.10 in that order.

224 was written off after a landing accident in January 1978, but may be in use as an instructional airframe with Technical Wing. The remaining aircraft are with the FTS, which is divided administratively in A and B Flights. An order for one SF.260W was placed recently to replace 224. The new SF.260W may be allocated serial No.235.

SF.260MC

- 233 c/n 11.09 fuselage only. In Zaire AF cols as 'MG'. This a/c apparently crashed in Zairese service and the fuselage was bought by the IAAC for use as an instructional airframe. The Irish serial is not painted on.

BEECH KING AIR 200

- 232/EI-BCY c/n BB-208 serial 232 not painted on
 234 c/n BB-376

Note: Both are in service with the General Purpose Flight, mainly on fishery protection patrols. Usually one King Air 200 is at Baldonnell on short alert.

Before we leave you, some words of acknowledgement. The help I received from various people at Baldonnell was vital to the above article, and I would especially like to thank Ltnt.Col.Cassidy, Cndt.Hipwell and Sgt.Frank Quinn. Thanks must also go to Liam Byrne, and to several anonymous contributors to Aviation Ireland and its editor Roger Caird. The former for essential aid at the start of my research, the latter for various bits of recent info.





PHOTOGRAPH: Photo 1 & 3. Snow in Holland. For years winter only consisted of rain and storm; with snow Teuge airport looks like a small paradise!

Photo 2. N86JW - Yes, a civil aircraft - Despite of what one would expect, looking at this F-84F. Caught at Ontario ANGB on 7.11.78. (A. Wilderdijsk)

DUTCH REGISTER



NEW REGISTRATIONS -- NOVEMBER 1978 --
 PH-BUL B.747-206B/SCD (21550), KLM NV
 PH-JBF Cessna P.172N (F.1757), Air Service Hol.
 PH-SRS PA-38-112 (78A0651), N.E.A.S. BV
 PH-SRT PA-38-112 (78A0655), N.E.A.S. BV
 PH-SYB PA-44-160 (7995084), N.E.A.S. BV
 PH-ZBS F.28-3000 (11137 ; ex PH-EXS , 5N-CCM)
 Fokker-VFW

MOTORGLIDERS -- SEPTEMBER 1978 --
 PH-626 Fournier RF.5B (51072) H.de Jonge
 PH-635 SF.28A (5772 ; D-KCLB , PH-TER) KNVvL

-- NOVEMBER 1978 --
 PH-641 SF.25C (44122 ; ex PH-ART) A.C.Salland

CHANGES -- NOVEMBER 1978 --
 PH-AVT PA-28-181 (7990075) to Aero Club Teuge
 PH-BIR P.172N (F.1744) Vliegbedrijf Midden Zeeland
 PH-GAI L.21A (18-574) to J.M. Simons
 PH-HLF F.182P (F.0034/182-64085) to Vliegdiens
 Holland Noord BV
 PH-HVD Bo.208C (616) to W.K. Crone
 PH-MLP PA-28R-200 (7335445) to Stichting Vlieg-
 sport Gilze Rijen

PH-OJD P.172N (F.1564) to Central Air Teuge BV
 PH-PRO F.172M (F.1039) to Air Service Holland
 PH-PUT WA-40 Super IV (47) to Brevlex BV
 PH-RVT P.68B Victor (156) Holland Automation I.
 PH-SKC F.172N (F.1673) to Skylight BV
 PH-VCX L.21A (18-939) to D.F.E.Korn
 PH-VSH C.182F (54727) to J.G.M.Ponsioen
 PH-XYZ DR.400 (964) St.Vliegmaterieel Rotterdam

CANCELLED -- NOVEMBER 1978 --
 PH-ART SF.25C (44122) to PH-641
 PH-BNN F.33C (CJ-146) crashed 18-05-78 Gander
 PH-GDR F.150L (F.1078) to OY-...
 PH-LUA F.150L (F.0688) to G-....
 PH-LUY F.172M (F.1354) to G-YORK
 PH-MAU DC-8P-55 (45856) to EC-DDM Aviaco 17-11-78
 PH-SRI DR.400 (856) NEAS BV, to
 PH-WAM L.18C (18-3111) to G-CUBB
 PH-ATO to F-GEGZ; PH-CAS to G-HUFF; PH-KDE to G-IWPL
 PH-NSH to G-BGAX; PH-SLG to 5N-ALF; PH-LEC ex N21123
 PH-SMD ex N30156

Non official cancellations

PH-GAA to OO-LWM; PH-HLG to G-ETUP; PH-KAV to G-....
 PH-LTY to G-SALL; PH-SRO to OO-LWC; PH-TGR to G-HULL
 PH-VDK to G-FOXY



• From 20 December on, a DC-10-30 of Martinair is to be leased to Philippine Airlines for a twelve month's period. The aircraft will fly from Manila to the Far East and Northern America. An option was made on four additional months.



The A4-sized calendar of 1976 printed on fully glazed paper with six large-sized superb aircraft photos is still obtainable. With a little adjustment it is very suitable for 1979. And with a little more also for 1980 and 1981.

On 21 December Martinair's fourth Douglas DC-10 was delivered at Schiphol. PH-MBT took over from 'MAU', a DC-8 now flying with Aviateca. PH-MBT is supposed to be the a/c leased to Philippine Als.

• On 1 January 1980, the resurrection of Schreiner Helicopters should become a fact. Once tried to start offshore flights in the late sixties with BEA, Schreiner Helicopters will make another such attempt for which permission was recently granted by the government. Plans call for two Pumas and Sikorsky S-76, thus making Schreiner a competitor of KLM Helicopters BV.

• Transavia Holland ordered a ninth Boeing 737. The aircraft will be delivered in 1980. This 737-200 is the fifth to be ordered direct from Boeing and will have 130 seats.

• Texel in the spotlight. Tessel Air has been taken over by B.D.Rienks, owner of PH-PCT. Tessel Air will keep operating under its own name and aircraft: a P.172M and a PA-32-260.

Propellor Flight Serv. has offered its Islander for sale. If PH-PFS will leave the country, the least thing to be said is that, with its twelve months, it outdid PH-NVA (once a BN.2A too) which crashed two months after delivery.

• The first FR.182 Skylane with Retractable Gear was delivered by Air Service Holland to Veluwe Air Service. 'ABK' was the twelfth a/c to be produced by Reims-Cessna.

A.S.H.'s Flying School at Schiphol had to be closed due to high landing-fees, limits in flying around Schiphol and the lack of good instructors. D-EBYP C.182P (64420) since October under reconstruction, sold in the Netherlands

D-ECEU F.150 (F.0584), D-ECVE F.172 and D-ECXS C.182P (67750) all bought & resold in Germany

D-EDZK C.T.210 delivered 24 October (D-EDZJ??)

D-EFDI C.T.210 (60305) bought & resold in Germany

D-EIKA C.207 (00153) bought & resold as G-PARA

D-EMLG F.172 (F.0565) bought D-ENCY Bought & sold

D-IBSD PA-27E Aztec (7754027) bought

F-GAAO F.177RG (F.0150) sold in France

N756JN C.U.206G (04129) sold as OO-MTC

N4694A C.414A (0088) delivered 2 September

N6065B C.T.210 sold as D-EGOM

N6339X Cessna 340A (0508) delivered 4 October

PH-JBE PH-MIP and PH-VIR all bought by A.S.H.

Cessna 402B I-ASBN has been registered PH-LTP

and will stay in service with ASH for own use and charterflights. D-IBSD was used for same purposes before PH-LTP took over.

Next month a list of PH-AX.IIs will be published.

HANGAR FLYING - Cessna D-EBFI in one of the hangars of Air Service Holland at Teuge. (I. Wilson)



FOKKER-VFW

F.27 FRIENDSHIP

10111 200 after overhaul Miami, del.8/9 as TG-AIA
10134 200 and 10135 200 both sold to Aviatega
10186 300 VH-MMB/EWA, 26-7-78 to LN-NPH Air Exec.
10266 200 VH-EWG/EWA, 21-10-78 to LN-NPI Air Exec.
10304 400 VH-FNO/Ansett, bought NMA after lease
10328 200 10328 crashed 14 September, just before landing at Manila Apt.
10413 600 PK-GPG/Garuda, TY-ATM Benin AF, TY-AAG Benin AF, PH-FOM. Finally left Holland on 20/11 as TY-BBJ for Air Benin
10572 600 XY-ADY/Burma Airways, crashed Mandalay on 3 October after engine trouble during take off.
10573 600 PH-EXE f/f in Air Ivoire c/s 5-9-78
10574 600 PH-EXP, 20-10-78 as XY-ADZ to Burma AW
10576 600 SU-AZZ ntu, for Uganda Als as 5X-UAP
10577 400M PH-EXK, to Cote d'Ivoire 13-7-78??

F.28 FELLOWSHIP

11142 4000 for Nigeria Airways, del. May 1979
11143 3000 for Cimber Air as OY-BRM
11144 4000 for Nigeria Airways, del. June 1979
11145 3000C for Argentina Navy as 0741/5-T-20
11147 3000 for Argentina Navy as 0742/5-T-10
11148 4000 for Rotterdam Airlines, del. 11/79
11149 4000 for Rotterdam Airlines, del. 12/79
11150 3000C for Argentina Navy as 0743/5-T-21
11151 3000 for Cimber Air as OY-BRN

PH-BBV, currently operating as NLM Cityhopper, had made a demonstration flight to Portugal. TAP seems to be very interested in the Fellowship, especially after the crash of a Boeing at Madeira last year.



At Hannover 78, Cessna T.310M N761MR, was one of the company's demonstrators. Now it has become PH-VDC

For some months now, D-ENNO is based at Rotterdam. The owner of this Mooney M.20F (0518), R.J. Buskop, can't get a Dutch registration and therefore reregistered it in the U.S. as N4995V recently.



1979

In addition to the military article in this issue, a quick glance at what will happen in the civil Netherlands. As it looks so far, 1979, is bound to become a very special year.

KLM. World's oldest airline will celebrate its sixtieth anniversary this year! Founded in October 1919, KLM is old enough to be grandfather of the recently founded 2nd Dutch airline, Rotterdam Al

This year KLM will decide which aircraft will replace their eighteen DC-9 within three to four years. Most likely candidate seems to be the Airbus A.310.

FOKKER. Not the oldest aircraft producer but nevertheless sixty years old. Founded in 1919 and merged with VFW during 69-70, the actual question is whether to demerge or not when VFW will merge with MBB. Maybe resulting in an all-Dutch Fokker again in 1979!

Meanwhile the company is still trying to get money for its F.28 Super Fellowship project.

Another point on Fokker's list will be the People's Republic of China. Last month, negotiations were started for an F.28 production line in China. Some hundreds should be produced according to the Chinese delegation which visited Fokker recently.

R.A.L. Finally taking shape is Rotterdam Airlines. In November it should receive the first Fellowship and together with the Boeing 737 of Christoffel (same owner) service will commence to London/Gatwick Basel and Luxembourg. Klagenfurt and Innsbruck are likely to be added.

SCHREINER. In the news section you can read all about the new off-shore 'airline'. Nice knowing is the arrival of Sikorsky's latest design, the S-76 this year. Production of the chopper started lately.

TOM's VLEIGBEDRIJF. This company, specialized in crop-spraying, was the first to order a two-seat Thrush Commander. This plane is one of the few in which training can be given to unexperienced 'agricultural' pilots. On TOM's request, Ayres started to develop this two-seater and it's likely to enter production in April 1979.

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

PART 20



10497	4196M	f/f 19-09-73 as PH-EXW, 5-215 ntu, 17-10-73 to 5-214 of the Imperial Iranian Air Force, 01-09-76 reregistered 5-8813, current
10498	6194IP	f/f 07-11-73 as PH-EXX, 27-11-73 to 5-215 of the Imperial Iranian Air Force, 15-07-74 leased as EP-IAJ to Iran Air, current
10499	4196M	f/f 25-01-74 as PH-EXA, equipped with cameras in underfuselage part. 15-03-74 to 5-216 of the IIAF, 17-03-74 leased to National Geographic Organisation still as 5-216, 22-08-76 back to IIAF, 01-09-76 reregistered 5-8816, current
10500	4196M	f/f 25-03-74 as PH-EXE, equipped with cameras in underfuselage part. 10-05-74 to 5-217 of the IIAF, 10-05-74 leased to N.G.O., 01-09-76 back and rereg 5-8816, current
10501	6215	f/f 14-05-74 as PH-EXF, 27-05-74 to XY-ADS of Burma Airlines, current
10502	4196M	f/f 02-07-74 as PH-EXI, 11-09-74 to 5-218 of the IIAF, 01-09-76 rereg 5-8817, current
10503	5214C	f/f 08-08-74 as PH-EXK, 28-08-74 to N703A of Aramco, current
10504	6194IP	f/f 21-08-74 as PH-EXL, 11-09-74 to 5-219 of the Imperial Iranian air Force, 05-10-74 leased as EP-IAK to Iran Air, current
10505	6216C	f/f 20-01-75 as PH-EXM, 07-02-75 to G520 'A' of Ghana Air Force, leased to Fokker as PH-FRF (13-3-75/19-3-75), back to Ghana Air Force, current.
10506		' serial not used ', in fact ex c/n 10447. f/f 12-11-74 as F-BSUM and on 19-11-74 re-delivered to Air France/Ministre de Postes(CEP) as such, current
10507	4217M	f/f 24-02-75 as PH-EXR, reregistered PH-FRE (10-3-75/15-4-75). 08-04-75 to G521 'B' of Ghana Air Force, leased to Fokker and on 12-06-75 back to Ghana Air Force, current
10508	6221	f/f 24-02-75 as PH-EXA, 07-05-75 to OB-R1042 of Aero Peru, current
10509	4218M	f/f 25-03-75 as PH-EXB, 5-2601 ntu, 09-04-75 to 5-2604 of Iran.Imperial Navy, current
10510	4218M	f/f 17-04-75 as PH-EXC, 28-05-75 to 5-2602 of the Iranian Imperial Navy, current
10511	6219C/IP	f/f 07-05-75 as PH-EXD, 16-07-75 to 5-2603 of the Iranian Imperial Navy, current
10512	6220C	f/f 26-05-75 as PH-EXE (25-4-75/28-7-75) 5-2604 ntu, rereg PH-FRG (29-7-75/30-7-75), reregistered PH-EXE (30-7-75/04-9-75) on 05-09-75 to 5-2601 of the I.I.N., current
10513	6222C	f/f 13-06-75 as PH-EXG, 5A-ABO ntu, 01-07-75 to 5A-DBO of Lybian Arab Airlines,current
10514	6221	f/f 14-07-75 as PH-EXF, 23-07-75 to OB-R1082 of Aero Peru, current
10515	6222	f/f 07-07-75 as PH-EXK, 5A-ABP ntu, 30-07-75 to 5A-DBP of Lybian Arab Airlines,current
10516	4223	f/f 06-08-75 as PH-EXU, 28-08-75 to 5A-DBQ of Lybian Arab Airlines, current
10517	4223	f/f 05-09-75 as PH-EXV, 29-10-75 to 5A-DBR of Lybian Arab Airlines, current
10518	4217M	f/f 26-09-75 as PH-EXW, rereg PH-FRH (15-09-75/16-1-76) and on 23-10-75 on demonstration tour to Abu Dhabi, 04-12-75 to G522 'C' of Ghana Air Force, current
10519	6222	f/f 09-10-75 as PH-EXA (9-10-75/21-11-75) regd 5A-DBS, reregistered PH-EXA (26-11-75/5-12-75), on 03-12-75 to 5A-DBS of Lybian Arab Airlines, current
10520	4217MT	f/f 12-11-75 as PH-EXX (15-9-75/27-10-75), reregistered PH-FRI (14-10-75/10-12-75), on 03-12-75 to G-523 'D' of Ghana Air Force, current
10521	6222	f/f 17-11-75 as PH-EXB, 13-12-75 to 5A-DBT of Lybian Arab Airlines, current
10522	5224F	f/f 02-12-75 as PH-EXC, 06-12-75 to VH-FCA of Ansett Al of New South Wales, current
10523	6215	f/f 04-12-75 as PH-EXE, 02-01-76 to XY-ADT of Burma Airways, current
10524	5224F	f/f 08-01-76 as PH-EXD, 23-01-76 to VH-FCB of Ansett Al of New South Wales, current



