

FLY

July & August

106 & 107



aviation



magazine



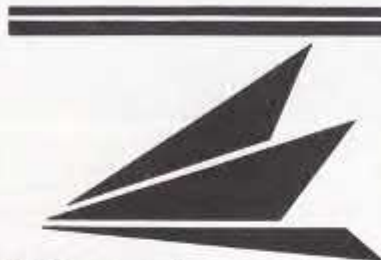
RAMSTEIN



FLASH

AVIATION MAGAZINE

P.O. BOX 855 5600AWEINDHOVEN HOLLAND



FLASH magazine contains all there is to know about today's aviation. Monthly appearing and published by Stichting FLASH aviation.

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SUBSCRIPTION RATES

Benelux.....DFL.29,-/year

Europe.....DFL.33,-/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 106 & 107

JULY & AUGUST 1979

VOLUME 9

This combined July/August issue mainly contains show reports. Because of the big circle it deserves on the aviation calendar, the International Air Tattoo at Greenham Common, takes six pages and another four pages for the remaining air shows. Or at least those of which readers took the trouble to sent in reports.

Although some air shows are still to come in September, it can already be concluded, 1979 will not be a year of outstanding events like in 1978. All events were like on previous occasions. Some better, some worse.

However, this is a remarkable fact, taking in account the international fuel crisis. In a similar situation in 1973, much more shows were affected due to the shortage of fuel. Except for possible open days in September, so far no serious criticism has been heard about these 'fuel waisting' events.

On the other hand, the annual military parade in Belgium on July 21st, saw only 3 F-16s and 3 Alpha Jets. Normally the fly-pass during this parade includes some 15 Mirages and 15 F-104s. The small air force participation was credited to the international fuel crisis. Taking in account the massive flying activities during the Vliegmeeting at Florennes, one can conclude the Belgian air staff preferred the open day above national parades.

In mainly all NATO countries a similar attitude can be encountered concerning open days. The problems concerning the serious shortage of fighter pilots, probably being the clue to this policy. Flying displays at open days are likely to bring in more applications for fighter pilots then parades or other such 'fuel waisting' events.

All large air shows of this year had NATO's 30th anniversary as their motto. IAT, Flugtag, Vliegmeeting, all taking advantage from the fact that NATO herself decided to have only a sober indoor meeting in The Hague.

Like in most other things, IAT 79 also took the lead in the amount of motto's. Celebrating all kinds of milestones it beat all others. 25 years of Hercules, 30 years NATO, 60 years Alcock and Brown crossed the Atlantic, 30 years Canberra, 21 years Phantom, 60 years of aero engine production of Rolls Royce at Derby.

To give organizers of air shows for next year some hints FLASH compiled a list with suggestions:

| | | |
|--------------------|------------------|----------------------|
| 31 years NATO | 25 years MIG-21 | 500th static display |
| 1 year F-16 | 26 years F-104 | of TF-35 AT-152 |
| 25 years Al.II | 20 years F-104G | 25 years Friendship |
| 45 years DC-3/C-47 | 19 years CF-104G | 10 years FLASH |
| 20 years Harrier | 19 years F-104J | 15 years Puma |

Jac van Tuyn

COVER:

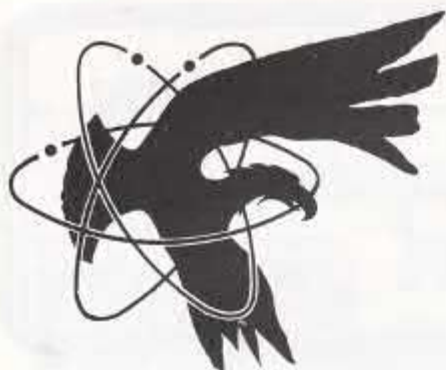
One of the 25 Hercules at the International Air Tattoo 1979. C-130E 2454 of Forca Aerea Brasileira standing in the British rain. (B.Bailey-Hickman)

PAGE 2:

Very early in the morning at 6.00 a.m. is the only time the static display at Ramstein is still clear from people. Illustrated are MB.339A RS-21 Italian AF, G-91T 34-53 Luftwaffe and Nimrod Mr.1 XV257 RAF.

BACK-PAGE:

Again Flugtag 79 at Ramstein. B.Berkemeijer



MILITARY NEWS

Holland

• With two air-to-air refuellings by KC-135s, Major Steef Heyboer flew F-16A J-212 non-stop to Wright Patterson AFB, Ohio. One day later, the flight got to its final destination Hill AFB. Here it will be used in the Multinational Operational Test & Evaluation programme (MOT&E).

It took Major Heyboer almost nine hours to fly from Kleine Brogel (Belgium) to Wright Patterson. For safety reason, the most northern route was chosen to cross the Atlantic. Via Iceland, Greenland and Canada so in a case of emergency, the a/c could always divert to a nearby air base.

A second Dutch F-16A will be flown to Hill AFB by Kapt. Wim Sneek early September.

• Due to metal cracks in the tail-section of NF-5s the air displays by Lt. Könings have become critical. These cracks were recently discovered and subsequently all NF-5s were permitted to fly only a limited amount of flying hours.

NF-5A K-3028, in its red-white-blue colour-scheme, had already to be grounded. During the Flugtag at Ramstein, the spare aircraft, NF-5A K-3041, had only 125 minutes left to fly.

At Ramstein, Lt. Könings, therefore, practised his display with the NF-5B from the static display. In this way he kept the fly-hours low on the 'only' NF-5A in red-white-blue colours.

Correcting FLASH Nr.105: K-3028 and 3041 (not 3020) are painted in the red-white-blue c/s.

• Two Portuguese squadron-exchanges will revive the Dutch air scene. From August 21-28, three T-38 Talons will exchange with 315sqn at Twenthe. The normal pre-arrangements seemed to have been made at the time of the Vliegmeeting at Florennes. Pilots of the two T-38s present, were said to have taken the train to Twenthe to discuss the exchange. A second Portuguese exchange will take place at Gilze Rijen, also with T-38 Talons in October.

Belgium

• Also the Belgian air force will deliver two F-16s to Hill AFB. Joining the first delivery flight was FA-03 flown by Major Jef Deheyn.

The trans-Atlantic flight started from Kleine Brogel. Due to runway-repairs at Beauvechain, the entire 1Wing operated from Kleine Brogel for two weeks. The next delivery flight of F-16s is expected to start at Beauvechain.

• Dates given in FLASH Nr.105 concerning the Mirage crashes were incorrect. Here is the correct list with an update for the more recent accidents:

26.04.79 BA-24 2Sqn/2W crashed nr. Arnsberg (BRD)

02.05.79 BA-61 /3W collision with BA-35(?);

crashed nr. Finnevaux

16.05.79 BA-28 1Sqn/3W crashed nr. Scheldiden (BRD)

17.05.79 BD-08 8Sqn/3W crashed nr. Oreye

In all these accidents non of the pilots got seriously injured. However, in the latest case, one person was killed when the aircraft hit the ground.

NF-5A K-3001 of Klu's Testgroep during trials at Volkel in June.





Phantom FG.1 XV569/S of RAF 43Sqn 'Fighting Coaks' on exchange at Soesterberg.

France

● On June 25, the 19th NATO Tiger Meet ended at Cambrai-Epinoy. Being hosted by Escadron de Chasse 1/12 'Cambresis', fifteen units attended this meet with or without aircraft.

The 19th Tiger Meet saw three new club-members: 11F with Super Etendards, 814 Sqn with Sea Kings and 23TFW with A-7Ds. A critical note deserves the entry of 11F as their unit-badge illustrates a sea horse! 11F, however, is attached to the Air Wing of the aircraft carrier Clemenceau and it so happened that this carrier has a tiger as crest. Additional registrations to those already given in FLASH Nr.105:

| | | | |
|------------|----------------|---------|------------|
| 12-YE/46 | Mirage F.1C | with a | Tiger-tail |
| No.16 | Super Etendard | 11F | Aeronavale |
| X2581/H273 | Sea King HAS.2 | 814 sqn | Royal Navy |
| XW220/DD | Puma HC.1 | 230Sqn | RAF |
| 32-99 | Fiat G-91R | LKG-43 | Luftwaffe |
| 12708 | F-104G | 335Sqn | Greek AF |

The next NATO Tiger Meet is likely to be held at Cameri, Italy. But the original plan to keep it at Montijo, Portugal, is still considered to be an alternative.

● In order to take a decision before the end of this year, the French air force recently started an evaluation programme for a new transition trainer for transport aircraft. GE.319 at Avord is responsible for this training and operates the MD.312 Flamant.

For a replacement of this ancient aircraft, four candidates will be evaluated: Beech C-90 King Air, the Cessna 411 Conquest, the Embraer EMB.121 Xingu and the Piper PA-31T-1 Cheyenne.

The French air force is expected to order 30 new trainers.

The Aeronavale has announced the Falcon 20H as replacement for the P2V7 Neptunes and the C-47s of 56S will be replaced by Nord 262s.

Italy

● Movements at Rimini included:

Jun.25: 46-12/MM61998 C-130H 50Gruppo/46Stormo
 GF-49/MM80848 NH.500M Guardia di Finanza
 4-576/MM51-6576 T-33A 04SC/4Stormo
 0-10653 CT-39A USAF 58MAS/435TAW
 88/MM54239 MB.326 SVBIA

27: 36-03 and 36-56 F-104S 36Stormo
 51-34 and 51-42 F-104S 51Stormo
 Departure of F-104S 5-31 & 5-35 (23Gruppo) for a sqn visit to Esk.723, RDanAF.

July 2: Arrival of seven Jaguars of RAF 20Sqn for a squadron exchange with 102Gruppo/5Stormo: XZ374/CA, XZ381/CD, XZ377/CF, XX962/CK, XZ384/CM, XZ389/CN, XX833/CZ all Jaguar GR.1/T.2s. Support a/c was XV176 C-130K. 35-28 and 35-40 RF-4E Luftwaffe ARG-51

FROM A FACILE PEN.....

CONDOR & EXTENDER

The USAF recently announced two new names:

F-16 Condor
 KC-10 Extender

A name for the F-16 is probably too late to get accustomed to. A similar case was the introduction of Thunderbolt as a name for the A-10A. Everybody refers to this aircraft as A-10 or Warthog.

Wonder whether F-16 Condor will find acceptance!

SQUADRON EXCHANGES

From July 16 till 25, 32TFS had a sqn-exchange with RAF 43Sqn from Leuchars. Operating from Soesterberg during this period were: XT866/O XV569/S, XV579/R, XV581/E, XV585/F. All Phantom FG.1s.

FLYVEVABNET

The Danish Air Force ordered three Gulfstream IIIs for fishery inspection/surveillance, maritime patrol and Search&Rescue. Delivery will take place between late 1981 and early 1982.

F-16 SERIALS - FISCAL YEAR 1978

| | | | |
|--------------|-------|--------------|-------|
| USAF | | Netherlands | |
| 75-0745/0750 | F-16A | 78-0212/0258 | F-16A |
| 75-0751/0752 | F-16B | 78-0259/0271 | F-16B |
| 78-0001/0027 | F-16A | | |
| 78-0038/0076 | F-16A | | |
| 78-0077/0115 | F-16B | Norway | |
| | | 78-0272/0300 | F-16A |
| | | 78-0301/0307 | F-16B |
| Belgium | | | |
| 78-0116/0161 | F-16A | | |
| 78-0162/0173 | F-16B | | |

| | | | |
|--------------|-------|------------------------------|-------|
| | | Iran (cancelled or to USAF?) | |
| Denmark | | | |
| 78-0174/0203 | F-16A | 78-0308/0345 | F-16A |
| 78-0204/0211 | F-16B | 78-0346/0362 | F-16B |

Operating with 16TFTS/388TFW at Hill AFB: HL78-0003,0004,0005,0006,0007,0008, 0009, 0079, HL78-0081,0082,0083,0084,0085,0086 all F-16A/Bs
 Operating with MOT&E at Hill AFB:
 J-212, FA-03, HL78-0001, 0002, 0077 and 0078 all F-16A/Bs.

IAAC - Hs.125

In July, the Irish Air Corps started leasing a Hs.125-600B for training, search&rescue, air ambulance duties and if necessary the transport of VIP especially to European Community Meetings. This lease a/c will be replaced by a Hs.125-700B which was recently ordered.



DERNIER VOL HSS

A formation of 12 HSS-1s, 8 Lynx and 2 Super Frelons, makes a fly-past over BAN St.Mandier. This heliport in the Mediterranean, on a peninsula near Toulon, is the home of 31F. The last Flottille to operate the HSS-1.

On June 22, this formation marked the official withdrawal of this type of helicopter from the Aeronavale after 22 years of service. On January 29 1957, Lt.Chequieres flew the first French H-34 at the Sikorsky plant at Bridgeport, Connecticut. This H-34 was the first of some 260 to enter French service. Most of them went to the ALAT as H-34As while 57 were delivered to the Aeronavale maintaining the USNavy type designation HSS-1.

The French government was in urgent need of an tactical transport helicopter in the guerilla war in Algeria in late 1956. Accordingly, the first H-34/HSS-1s were taken from the production-line at Sikorsky's plant in the States. This gave Sud Aviation time to set up an assembly-line and production-line resp. An initial batch of 13 examples for the Aeronavale arrived at the end of 1957. Serving with 31F & 32F, HSS-1 entered the war in Algeria. As an tactical transport helicopter it started a new element in warfare. Even in emergency evacuations in Korea and Indo-China this kind of transport had never been used. The French military staff in Algeria had much confidence in the HSS-1 and even relied on it to win the war.

When the war ended,, the mission for the HSS-1 changed. Aircraft of 31F & 32F were used in the Anti-Submarine Warfare rôle and were equipped with Sonar AN/AQS-4. 33F changed into a Flottille for assault missions, supporting naval land/shore invasions.

In 1975, the LOI-programme should have relieved the HSS-1s from service. However, this programme was cancelled. 32F got the Super Frelons and 31F & 33F kept soldiering on with the aging HSS-1s. With the arrival of Westland Lynx helicopters, the end of service activities came within sight. June 22,1979 being the exact date.

Serials of HSS-1s in service with the Aeronavale:
 Sikorsky-built: 58-445,453,454,512,550,638,639,640
 58-641,680,681,688,689
 Sud Aviation assembled: 58-922,932,944,954,961,971
 58-983,994,1004,1005,1006,1007 (allocated SA39
 upto SA50 resp.)
 Sud Aviation-built: SA119 upto 144, 147,148,149,150
 182,183



ET MAINTENANT.....

United Kingdom

● On July 19, the first two Jaguars for the Indian Air Force were handed over at BAe Warton. Two months ahead of schedule, Jaguar S JI008 and Jaguar B JI001 will be flown to India and arrive there on July 26.

Both Jaguars are part of a batch of 18 ex-RAF aircraft which will be leased to India (G-29-314/331 ex XX111, XX115, XX116, XX117, XX118, XX720, XX138 XX143, XZ397, XZ398, XX728, XXX725, XX729, XX736 XX734, XX738, XX737, XX740).

The Jaguars are now being converted to the Jaguar International standards and some will be delivered to RAF Coltishall. Here an Indian Conversion Unit will be established. The remaining aircraft will be delivered to India's No.14Sqn.

● 'Some people thought Skylab was coming down'. This was a reaction to the crash of Hunter F.6A XG197/26 on July 6.

On a routine low-level mission just off the coast of Tintagel, the pilot stated troubles with his aircraft and ejected. The unmanned aircraft changed course and flew directly towards shore. Here it skidded across the cliffs, went through two farm walls and a swimming pool and ended up in the downstairs room of a hotel.

Like a miracle nobody was injured and the nearby famous castle of King Arthur was left undamaged.

● Early August, a Lightning Meet was to take place at RAF Binbrook. For all personnel involved or once involved with the Lightning, this meeting had been arranged to celebrate the 20th service year of this aircraft.

Several of the stored Lightnings were re-applied with sqn-markings of RAF units that used to fly the Lightning e.g. 19, 29 & 92 sqns.

Being on the subject of Lightnings. As interim solution to fill the gap in air defence fighters, a third Lightning unit will be formed at Binbrook. Rumour has it, the squadron will be 45 sqn.

United States of America

● Movements at Frankfurt/Rhein Main included:

May 23: 38031 KC-135A 305ARW (tlll 02.05. Emergency landing after lightning had hit the right wing)

26: 10261 EC-135L 305ARW/3ACCS

27: 10320/P-SEBP F.27 Friendship FAF

June 2: A small open day for USAF & ATC personnel:

37990 KC-135A 305ARW 10880 C-9A 55AMAS

RS74-650 F-4E 86TFW UH68-055 F-111E 20TFW

01533 F-5E 527TFTAS 10947 C-130H 435TAW

BT76-041 F-15A 36TFW 00463 C-5A 436MAW

WR77-258 A-10A 81TFW 38083 C-141A 438MAW

WR77-263 A-10A 81TFW 14621 OV-10A 601TCW

96608 UH-1N 7SOS

6: 148888/JQ23 EP-3E Orion USNavy VQ-25qn

7: LU/96 Paris IIR FAF

11: 149668/21 EP-3E Orion USNavy VQ-25qn

79006/76 and 79007/77 C-47 Dakota RSWAF

14: 31676 Boeing E-4B 1ACCS

15: No.260 Mystere XX FAF

16: K-683 C-47 Dakota RDanAF Esk.721

19: AL/88 Nord 262D FAF

28: 1105 C-130H Hercules Sudan AF

July 4: 1100 (!) C-130H Hercules Sudan Air Force (flying cargo for Sudan Airways)

11: 74302/YU-AKD B.727 Yugoslav AF (for JAT)

15: 70524 C-130A Rhode Island ANG

TC-67 C-130H Argentine AF

18: 1101 C-130H Hercules Sudan AF

24: 95960 C-140A Jetstar AFCS Richards-Gebauer

23135 C-12C (delivery flight)

118/4X-JYK B.707 IDF/AF

XV300 Hercules RAF 40/F-BPNX N.262 FAF

748 C-130H GreekAF C-2 F.27M RNethAF

71/84001 C-130E RSWAF 6802 C-130H Port.AF

260/A Myst.XX FAF

25: 160626/BH KC-130R USMarine Corps VMGR-252

Noted 'Pacific Lifters' over this period were:

60 MAW: 50238, 50250, 50260, 50268, 40645, 60151

62 MAW: 38082, 40635, 50227, 50229, 50235, 50237

50248, 60141, 60161, 70023

63 MAW: 40636, 60139, 60156, 60160, 60182, 60208

TOP to BOTTOM: IndianAF Jaguar B JI001 (BAe). Iranian CH-47C Chinook S-4008 at Aviano. USAF F-4E Phantom HR68-533 at Aviano. USAF RF-4C J088-408 at Alconbury. Three of the J0 RF-4Cs at Alconbury had the low-visibility black registration.



-- RAMSTEIN FLUGTAG 79 --

Unbelievable but again extremely good weather on August 5th. Over the years, Flugtag at Ramstein has built up a reputation to organise their event on a weekend with good weather. Despite the many weekends with bad weather during this year, Flugtag picked out a good one again. As a result the Canadian Beer Tent and all the trucks with ice cakes were all sold out at the end of the day.

But what about aircraft? Flugtag 79 could not succeed the high standards of last year's event. Major Ken Schanke tried again to get all the interesting aircraft to Ramstein. Requests for some 200 aircraft had been dispatched via the American Air Attaches in various European countries. To increase the chances for positive response, Major Schanke changed his requests slightly. In previous years the air forces were asked to send a specific kind of aircraft. This year Major Schanke compiled a list of different types of aircraft an air force could choose from if prepared to participate in the display.

The static display didn't contain any real highlights but the amount of NATO aircraft was impressive as always. Far going discussions about Italian participation were promising. However, none turned up. The only Italian aircraft present were company demonstrators.

To get all new generation European jet trainer a/c in the air show, also Spain had been contacted to send their CASA C.101 Aviojet but together with an Alpha Jet, these proved to be failing in this series.

Last year a Portuguese F-86F Sabre was on its way to Ramstein but was not allowed to enter the airways over France as it lacked the installation of an automatic transmitter. This year Major Schanke tried again everything possible but without any luck.

Flugtag at Ramstein is not just an air event. With 500,000 visitors it is the leading event in its class whereas visitors is concerned. Both other big USAF air events at M'hall & Aviano reached 'only' upto 300,000. The Air Tattoo at Greenham Common got 250,000 this year and the Vliegmeeting at Florennes 70,000.

But the visitors at Ramstein are not only entertained by aircraft. All kinds of activities are organised in the typical 'American way'. The social groups of Ramstein Community contribute to the static display. Beat and jazz bands played in hangars where beefburgers were sold by the dozen. On a bench near the Hawaii Club stand, an old Hawaiian was singing folksongs while playing the banjo. A special area had been preserved for board skating. Etc.

The air show faced many problems. Several of the national aerobatic teams could not participate. Red Arrows' pilots were on holidays. Patrouille de France could not change from July 6 (the original date for Flugtag) to August 5th. Asas de Portugal had only limited demonstrations abroad. Patrouille de Suisse had only premission for one demonstration abroad.

For solo jet demonstrations no USAF aircraft could be used. Due to the A-10 crash in England early July all aerobatic displays by USAF aircraft had been forbidden. At the time of Flugtag this restriction was still in force.



STATIC

U.S. Air Force

| | | |
|------------|--------------------|----------|
| 40610 | C-141A | 437MAW |
| 40622 | C-141A | 438MAW |
| 80224 | C-5A Galaxy | 436MAW |
| 96566 | C-130E | |
| 91474 | KC-135Q | 100ARW |
| 2R69-0350 | RF-4C Phantom | 26TRW |
| LN74-0179 | F-111F (y/g) | 48TFW |
| LN72-2448 | F-111F (y/g) | 48TFW |
| RS68-0382 | F-4E Phantom | 86TFW |
| RS74-0657 | F-4E Phantom | 86TFW |
| RS74-.653 | F-4E Phantom | 86TFW |
| WR77-0273 | A-10A | 81TFW |
| 96607 & '9 | UH-1N Det.2/67ARRS | |
| 14675 | OV-10A | 601TCW |
| 01556 | F-5E Tiger | 527TPTAS |
| 10881 | C-9A | 435TAW |
| 12491 | VC-140B | 58MAS |
| 10364 | HH-53C | 601TCW |
| BT76-0036 | F-15A Eagle | 36TFW |
| 0-10653 | CT-39A | 58MAS |

U.S. Army

| | | |
|----------|--------|--------------|
| 0-18025 | U-21A | 56 AvCo |
| 23126 | C-12C | Hq.USAREUR |
| 69-16318 | OH-58A | 8 AvCo |
| 14270 | OV-10 | 73 MIC |
| 60169 | C-12A | ex Iran MAAG |
| 72-21581 | UH-1H | 56AvCo |
| 68-15021 | AH-1S | 8 AvCo |

U.S. Navy

| | | |
|-------------|------------|-------|
| 158573/LN44 | P-3C Orion | VP-45 |
|-------------|------------|-------|

Royal Air Force

| | | |
|----------|--------------|--------|
| XV257 | Nimrod MR.1 | |
| XV792/N | Harrier GR.3 | 3Sqn |
| XX827/BM | Jaguar GR.1 | 17Sqn |
| WV746 | Pembroke C.1 | 60Sqn |
| XL392 | Vulcan B.2 | 617Sqn |

Luftwaffe

| | | |
|-------|--------|----------|
| 50-96 | C-160D | LTG-61 |
| 34-52 | G-91T | LKG-43 |
| 32-65 | G-91R | JABOG-49 |
| 24-07 | F-104G | JABOG-34 |
| 35-19 | RF-4E | AKG-51 |
| 58-29 | DO-28D | LTG-61 |

Nederlandse Luchtmacht

| | | |
|--------|---------|--------|
| K-4018 | NF-5B | 313Sqn |
| C-2 | F.27M | 334Sqn |
| D-8059 | RF-104G | 306Sqn |

Belgische Luchtmacht

| | | |
|-------|------------|----------|
| BA-15 | Mirage 5BA | 3Wing |
| ST-11 | SF-260MB | Swallows |
| FA-01 | F-16A | F-16 OCU |

Armee de l'Air

| | | |
|----------|-------------|---------|
| 30-MC/62 | Mirage F.1C | ECTT.30 |
|----------|-------------|---------|

Aeronautica Militare Italiana

| | | |
|-------------|--------|-----|
| RS-21/MM588 | MB.339 | RSV |
| -/MM62118 | G.222 | |

Norske Luftforsvaret

| | | |
|-------|---------|--------|
| 12263 | TF-104G | 331Skv |
| 17785 | F-104G | 331Skv |

Flyvevabnet

| | | |
|----------|--------------|---------|
| RT-654 | TF-104G | Esk.723 |
| GT-826/A | TF-100F | |
| AT-153 | RF-35 Draken | Esk.729 |

Canadian Armed Forces

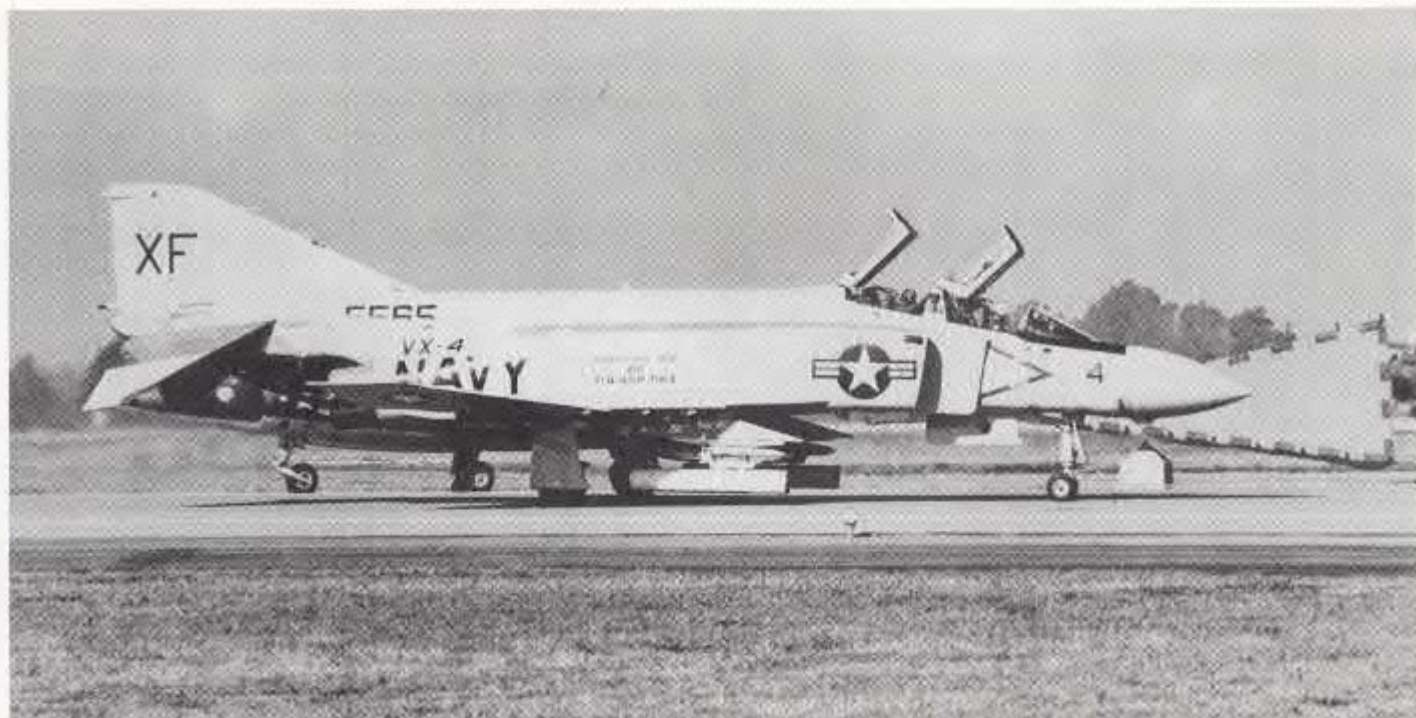
| | | |
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| 133393 | CT-33AN | 1CAG |
|--------|---------|------|

Osterreichische Luftstreitkräfte

| | | |
|-------|------------|---------|
| F/416 | Saab 105OE | (green) |
|-------|------------|---------|

FLIGHT-LINE

| | | |
|---------------------------------|--------------------|-----------------------------|
| F/406 | Saab 105OE | Aust.AF |
| 30-MA/6 | Mirage F.1C | FAF |
| XW630/G | Harrier GR.3 | RAF 3Sqn |
| D-8331 | F-104G | 311/312Sqn |
| K-3041 | NF-5A RNethAF | 313Sqn |
| ST-07,33 | SF-260MB | BAF Swallows |
| T-428 | Saab T.17 | RDanAF |
| I-FOUR | SF.260W Warrior | |
| S-001/MM54438(I-NEUF) | MB.339 | |
| 136233 | COH-58A | CAF 444Sqn |
| 74-22355 | UH-1H | USArmy |
| H/428, B/422, G/427, E/425 | all | Saab 105OE 'Karo-As' |
| A-246, 451, 465, 470, 390 | all | Alouette III 'Grasshoppers' |
| 4/MM6265, 5/MM6248, 8/MM6314 | | |
| 10/MM6244, 11/MM6253, 13/MM6251 | | |
| 16/MM6264, -/MM6310, -/MM566 | | |
| all G-91s | 'Frecce Tricolori' | |
| XX230/230 and XX261/139 | Hawk | |
| T.1 | RAF TWU | |
| 104762, 770, 824, 837, 845 | all | CF-104G 'CAG Demonstr.Team' |



During trials with NATC at Patuxent River, F-4E Phantom 155565. 260 F-4Es of the USNavy are now in the process of being converted to F-4S. The conversion will increase operational life of the aircraft and new avionics are installed incl. leading-edge slats and improved weapon systems. (A.Wilderdijk)

● A series of accidents happened within USAFE during the last few months:

● On June 2, F-5E 01533 crashed on the runway of Spangdahlem. The aircraft was on route from Frankfurt to Spangdahlem to participate in the air show. Reportedly it will be repaired.

● A second accident in connection with the Spangdahlem open house, occurred when F-15A BT76-035 crashed on the approach to Bitburg on June 3. The F-15A had taken off to give a display in the air show at Spangdahlem. Shortly after take off, the controls failed to function and the pilot decided to eject.

● On July 7, A-10A WR77-0253 crashed near RAF Chicksands. This RAF station hosts a USAF Communication Centre and a small air show was given here on this day. Following a low-level demonstration, the aircraft wanted to leave the area when the accident took place, killing the pilot.

As a result of this accident and probably also of the two at Spangdahlem, all air displays by USAF aircraft were forbidden. Initially the restriction was to last a month but during the Flugtag at Ramstein the restriction was still on.

● F-111E UH68-042 of 20TFW crashed late July doing practise weapons delivery runs at the Crowdon Range, Kingston-on-Hull. Both crewmen were killed and attempts were made to recover the wreck from the bottom of the North Sea.

● In contrary to reports in FLASH Nr.105, 363TRW Shaw AFB, didn't take over the readiness exercise 'Salty Bee'. Both 363TRW and 67TRW are involved in 'Salty Bee'. One year 363TRW deploys to RAF Alconbury and the other year, 67TRW goes to Zweibrücken. This year it was 363TRW's turn. Arriving at Alconbury on July 24 were 18 RF-4Cs:

JO65-0927, 66-0400, 66-0407, 66-0408, 66-0444
 JO66-0452, 66-0453, 66-0465, 66-0474, 66-0476
 JO67-0428, 67-0438, 67-0449, 67-0453, 67-0461
 JO68-0575, 68-0576, 71-0254

Another deployment took eight RF-4Cs of 148TRG, Minnesota ANG to Erding. From August 3 till 24, they operated from this German air base.

This year Autumn Forge will not include ReForGer because this exercise was held in January of this year. Autumn Forge will, like in previous years, include Crested Cap and Cold Fire. The first will start on August 28 with the arrival of F-4Es from Seymour Johnson at Ramstein.

The plans for a deployment of F-15s from Langley to Gilze Rijen have been cancelled.

● Movements at Aviano included:

- Apr. 1: 14689,14621,14652,13556 all OV-10A 601TCW
 HR69-268 F-4E and SP66-733 F-4D. Both USAF
 5: 38-37 and 38-65 F-4F Luftwaffe JABOG-36
 HR68-533 (with sharkmouth) F-4E, TJ66-615
 F-4D and ZR68-600 RF-4C. All USAF
 6: LN74-180 and 72-448 F-111F 48TFW
 RM-70 P.166M 6538C/53Stormo
 12: 15-14/MM51-7253 HU-16A Albatross 84Gruppo
 18: 141020 C-131F USNavy C. in C. AFSE
 22: UH68-034, 68-027 and 68-023 F-111E 20TFW
 LN72-451 and 70-375 F-111F 48TFW
 83811,83790,83799,14694 all OV-10A 601TCW
 AR68-554 RF-4C 10TRW
 30: 21-29 and 24-33 P-104G Bundesmarine MFG-2
 TJ64-754 F-4C and HR74-628 F-4E. Both USAF
 May 5: RS74-652, 74-647 and 74-650 F-4E 86TFW
 BT75-065, 75-075 and 76-022 F-15A 36TFW
 70019(438MAW) and 60170(438MAW) C-141As
 9: TJ66-542 and 66-607 F-4D 401TFW
 35-22 and 35-51 RF-4E Luftwaffe AKG-52
 10: 22-93 and 25-54 P-104G Luftwaffe JABOG-32
 TJ66-519 F-4D 401TFW
 12: RS74-052 and 74-652 F-4E 86TFW
 22-36 P-104G and 27-79 TF-104G WGN MFG-1
 FX-20 and FX-46 F-104G BAF lWing
 BT76-030 F-15A eagle 36TFW
 SP63-596 F-4C 52TFW
 UH68-077 F-111E 20TFW
 15: 5-4002, 5-4003, 5-4006 CH-47C Iranian AF
 17: 20-3/MM54428, -/MM54226 TF-104G 20Gruppo
 6-11/MM6542 F-104G 154Gruppo/6Stormo
 3-46 and 3-42 F-104G 28Gruppo/3Stormo
 35-20 and 35-63 RF-4E Luftwaffe AKG-52
 37-09, 38-46 and 38-75 F-4F Luftwaffe
 SH62-259 F-105D AFRES/465TFS
 91526, 91536 and 00300 C-130B AFRES
 18: 01528, 01529, 01530, 01532, 01533 and
 01534 F-4E Phantom Greek AF (re-fuelling
 stop)
 19: SH63-319 and 63-287 F-105F 465TFS/AFRES
 21: CH-02 and CH-06 C-130H Hercules BAF 15Wing
 TH63-261 F-105F 457TFS/AFRES
 22: 21784 C-130E West Virginia ANG
 50266, 60187, 60144, 59408 C-141A 437MAW
 24: 21-18 and 24-33 P-104G Bundesmarine MFG-1
 26: 80749 and 10961 C-130B Ohio ANG
 54287, 54278, 54290, 54292 EB-57E 17DSES
 HR69-244, 68-388 and 74-622 F-4E 50TFW
 UH68-031, 68-046 and 68-072 F-111E 20TFW
 41665, 41687, 41681 and 41664 C-130H 463TAW



International Air Tattoo 1979

RAF Greenham Common, Newbury, Berks Saturday 23 and Sunday 24 June

Being aviation enthusiasts right down to our little toes, it is hard to write a report on IAT 79 without using too many superlatives. Especially to those who haven't been on the spot or who are not carried away by aircraft to that extent, it may be difficult to understand that Greenham Common is THE bi-annual meeting place for military aircraft pilots and aviation enthusiasts

In 1971, it started at RAF North Weald with a good debut. A group of volunteers had organized an air show to give military aircraft pilots an opportunity to meet each other on a non-operational occasion. The RAF Benevolent Fund was closely involved and via the RAF many strings were pulled to get all kind of NATO participants. All financial profits were donated to the RAF Benevolent Fund. Year by year, the International Air Tattoo kept increasing whereas the amount of aircraft was concerned. In 1974 the event, subsequently, moved to RAF Greenham Common due to lack of space at North Weald. The next IAT, in 1976, was a real big improvement. Extensive participation of US Navy, Luftwaffe and a Hunter flight-line made the IAT to a leading event in the European air show business. In 1977, again the number of static participants increased, including Australian Navy and a flight-line of Tiger Meet aircraft.

For this year, the organisation committee had promised to make the IAT even more interesting. Undoubtedly this goal was met very well. A Hercules flight-line was formed of 25 aircraft drawn from 16 different air arms. Highlights on the static were a Spanish P-4C and a Venezulean Canberra. The air display included the second performance of 'Patrouille de Suisse' outside Switzerland. Well organized and a good advertising campaign saw to it IAT 79 reached the 250,000 visitors which had been aimed at. Despite the bad weather on Sunday morning, people from all over Europe came to attend this event. In a circle of 70 kilometers, not a single bedroom was available on this particular weekend. All camping sites were fully booked and the organizers had to turn the Newbury Racecourse into a campaign site.

But the Air Tattoo is changing. This year it was announced as one of Britain's biggest and most exciting outdoor show in 1979. 'Continuous entertainment for the whole family'! Whereas in previous years a meeting took place for pilots and aviation enthusiasts with the general public to cover the expenses, this year it seemed to be changing the other way around. Small changes in organization causes concern for future occasions as both mentioned groups were less enthusiastic about IAT79 as they were in previous years.

Pilots saw there 'good old' officer's mess taken by an invasion of loadmasters and flight engineers from the Hercules meet. Normally, in the evenings this mess was a meeting place for all participating pilots and as there weren't too many of them, all came to know each other. This year, however, the amount of display operators in and around the officer's mess forced the organisers to keep everything tight and strict. So, no nice mess in the mess, this year.

More or less the same complaint comes from the photographing aviation enthusiasts. For their sake special facilities had been created by means of the Friends of the IAT. For £10,- one could join this group which gave free access on both days and in advance newsletters had been issued to the members, informing about the IAT. In these newsletters, the opinion was raised, special attention had been given so good photographs could be taken. Both on Friday and Monday the members had access to the field to witness resp. arriving and departing aircraft. But these special opportunities to take photographs proved to be badly arranged with a minimum of effort to make really something out of this very good initiative.

Two complaints with the same source? Both, more or less, result from the way IAT 79 was organized. The aim for this event can best be marked with a citation from Sir Douglas Badger, IAT's president: 'IAT is now universally acknowledged as one of the highlights of the European aviation calendar. The organisers are determined that the 1979 event will continue the same high standard in flying sequence, great exhibition and displays'. Such a goal demands to do things the professional way. Bigger amounts of money need to be invested to keep this high standard and minimizing financial risks, all attention is devoted to cover the expenses. Subsequently membership money is collected from the aviation enthusiast without giving him that what was the main reason to become a member, and the amount of pilots has increased so much the brotherly spirit within this group was simply liquidated. Next IAT on June 27 & 28, 1981, will evident what the organisers have learned from this year's event. Let's hope they won't be driven too far by the fact that the RAF Benevolent Fund needs as much money as possible.



Over the two days June 14th & 15th, Sir John Alcock and Sir Arthur Whitten Brown flew across the Ocean, to become the first men ever to make the trip non-stop. They took-off from St. Johns in Newfoundland, finally landing in a bog at Clifden in County Galway, Ireland, 16 hours and 28 min. later. That of course was in 1919, and the a/c used was a converted Vickers Vimy bomber. On that historic trip there was a third passenger - "Twinkle Toes" - a little lucky black cat belonging to Sir John.

On June 21st 1979, Twinkle Toes again flew the Atlantic Ocean non-stop - this time in the hands of Sir John's nephew, Squadron Leader Tony Alcock (commander of 'B' Flight of 568sqn at Wattisham). The aircraft used on this occasion was a McDonnell-Douglas Phantom FGR.2 (XV424), and in the second seat was Flight Lieutenant Norman Browne (a navigator) from 195sqn at RAF Wildenrath), taking the rôle of the original navigator, Sir Arthur Whitten Brown.

In 1919 Alcock and Brown won a price of £10,000 given by Lord Northcliffe, the newspaper magnate. On June 21st, the Alcock and Browne partnership opened the largest flying display in Europe -- the 1979 International Air Tattoo at Greenham Common.

The RAF painted the Phantom in unique and dramatic livery, depicting three aviation milestones - the 60th anniversary of the Alcock and Brown flight, the 30th anniversary of NATO and Rolls Royce's 60 years of aero engine production at Derby.

The total airborne time for the latest crossing was 4 hours 45 minutes, from Gander to Greenham Common, of this, the time taken to track over the original course was only 3 hours and 31 minutes -- or, more than 4½ time faster.

Alcock and Browne fly the Atlantic --- again



On landing at Greenham Common, Alcock and Browne were congratulated by Chief of Air Staff, Air Chief Marshall Sir Michael Beetham and welcomed by World War II flying ace, Sir Douglas Bader and Chairman of the Air Tattoo, Air Marshall Sir Denis Crowley-Milling.

The Victor K.2 (XL231) primary tanker used by Sqn.Ldr.Alcock to top up his fuel tanks on the re-enactment of his uncle's flight, came from 57 sqn based at Marham, this too was later exhibited in the static park at Greenham Common.

An epic flight to mark three milestones in Aviation History. B.Bailey-Hickman



unCOMMON GREENHAM



HERCULES MEET

On 23rd August 1954, the first Lockheed Hercules took to the air. This was YC-130 53-3397, the first of well over 1,500 of its kind to fly. Now 25 years later, this 'workhorse of the Free World' is still going strong in over 30 different versions, belonging to operators in 44 different countries.

A little celebration was felt to be appropriate to mark such an event in aeronautical history. Together the Lockheed Aircraft Company and the International Air Tattoo at Greenham Common decided to mark the occasion with a 'Herc Meet' at IAT 79. The main object in mind was to gather together at Greenham Common, 27 C-130s of various marks, to illustrate the different uses and operators of this venerable old bird. During the week prior to the IAT at Greenham Common, C-130s began arriving in Britain from all over the world. Some had flown in especially to take part in 'The Meet', while others just happened to have their schedules altered slightly so as to be available from Greenham Common.

On Thursday 21st June, the crews meet at a special symposium, to swap ideas and experiences on operating the Herc in different circumstances. Meanwhile all crews were cleaning and preparing their aircraft for the judging of a competition to find the 'best presented' aircraft at the meet, with due regard for its age and maintenance standards over its lifetime: The 'Concours D'Elegance Trophy'. Nine presentations were made in all, at a special ball held for the occasion on Saturday 23rd June, resulting in the following trophies being presented:

- 1) CONCOURS D'ELEGANCE TROPHY
Royal New Zealand Air Force (from Whenuapai AB)
- 2) SPIRIT OF THE MEET TROPHY
U.S. Coast Guard (from Kodiak AFB, Alaska)
- 3) AIRCRAFT COMMANDER'S TROPHY
Col. Ibrahim Suleman (Royal Saudi Air Force)
- 4) CO PILOT'S TROPHY
Maj. Amos Scott (Canadian Air Force, Edmonton)

- 5) NAVIGATORS TROPHY
Maj. James Perkinson (Tennessee ANG, Nashville)
- 6) FLIGHT ENGINEER'S TROPHY
Sen. Master Sgt. Robert L. Keitt (USAF, Pope AFB)
- 7) LOADMASTER'S TROPHY (1)
M. Langlandsbraaten (R. Norwegian AF, Gardemoen)
- 8) LOADMASTER'S TROPHY (2)
T. Sgt. Milton R. Pohle (USA, Woodbridge)
- 9) CREW CHIEF'S TROPHY
War. Off. B. Peyton (Royal New Zealand AF)

When speaking to Wg. Cdr. Ken Gayfer (RNZAF) on Sunday June 24, about his team's triumph in taking the main award, several interesting points were made about the selection for the 'Concours D'Elegance' and in particular about the New Zealand entry.

The team inspecting the aircraft went over each one with a fine-tooth comb. Such things as the data of flight publications, the cleanliness of the inside of the wheel-wells were taken into consideration. They even went to the trouble of taking the ladders off the walls, to check behind them to make sure that the 'blanks' were stowed in their correct pouches. Very little was missed!

NZ7001 was brought to Britain for two main reasons. Firstly it had just come off a major maintenance check, and secondly, it was the testbed for the 'H' model of the C-130, being the first to have the -15 engines fitted. In Lockheed's books this was an interesting airframe.

The flight to Britain was a particularly arduous one, the route taken was -- Auckland (NZ) -- Pangapanga -- Hickam (Hawaii) -- Travis (Calif.) -- Washington --- Lajes (Azores) -- Lyneham (UK). This represented six days of flying 'against' time (losing 2 - 3 hours of time zone every time the aircraft moved) with minimum ground time at each port of call. A specially augmented crew of 12 was involved in the flight, to cover the long hours of flying, and to look after the 23 passengers who also made the trip. The whole crew was involved too in preparing the aircraft for exhibition at Greenham Common.

NZ7001 (c/s KIWI 943) had not made the trip to Britain simply to be at Greenham Common. In this case a routine flight was adjusted timewise, to fit in with the Herc Meet. No. 40sqn, among other



tasks, is 'Foreign Affairs Tasked', carrying freight in support of the New Zealand High Commissions world wide. This can cover anything from furniture to carpets and decorations, infact anything that needs supplying from New Zealand. The opposite of course works too. On its return to NZ, '01 was carrying organ pipes which had been made in the U.K., for a church in New Zealand, and propellers for the RNZAF Andovers. All this and passengers too, made for a pretty uncomfortable journey.

An especially touching piece of news for the trip was that Wg.Cdr.Gayfer (who had only just converted to C-130s), was to take over command of No.40 sqn at 06.00 hrs, on 25th June. Carrying off the major trophy, is quite a way to take over a squadron!

Prior to this command, Ken had spent 7 years on a ground staff posting; before that he was a strike man on A-4 Skyhawks -- and wait for it -- previous to that he flew Sunderland Flying Boats!

The RNZAF has 5 C-130Hs on strength, of which one is always on major overhaul. No.40 sqn has only eight crews, who are fully tasked all of the time. An illustration of how well utilised their fleet of Hercs really is, was a comment made by the Australians when New Zealand first acquired the Herc, who asked 'Why did they always use the same callsign?'. A very simple answer - 'It's the same aeroplane!'. NZ7001 has over 10,000 flying hours logged in just 15 years -- a very busy little squadron!

Mention must be made of some of the other participants at the meet, especially the entry of 928 TAG AFRES. 50023 C-130A is the 'First Lady of the USAF's Lockheed C-130 Hercules Fleet', which in September 9th, 1956, was the first production model C-130 to be accepted by the USAF from the Lockheed Corporation. Its name 'City of Ardmore' comes from its first base, at Ardmore AFB, Oklahoma.

As mentioned earlier, the USCG carried off the 'Spirit of the Meet' trophy. Certainly the aircraft was immaculate in its clean, simple colour scheme. I for one, noticed the enormous amount of work put in by the crew in cleaning and touching-up paint - work with sprycans -- even in the pouring rain on Thursday afternoon, when a very wet UK editor was tramping along the line of Herc trying to take photographs.

At the very last moment on Friday night, before the show opened on the Saturday morning, an extra RAF C-130K had to be added to the line-up, to make the required 25 aircraft. It's a great pity that the Belgian AF C-130H CH-05 could not make its arrival a little earlier, to complete the line. It actually arrived on the evening of Saturday.

A unique show of aircraft, illustrating a very varied cross-section of the C-130 versions and operators. It was felt that the crews of the participating aircraft had gained as much from being there, as we the spectators, from coming to look at such an impressive exhibition.

Participants in the Herc Meet:

| | | | |
|----------------|----------|---------------------------|-----------------------------------|
| 50023 | C-130A | USAF | 928TAG/AFRES |
| XV200 | Hercules | RAF, Lyneham Trans. Wing | |
| 1602/'5' | HC-130H | USCoast Guard, Kodiak AFB | |
| 37876 | C-130E | USAF | |
| 4224 | C-130H | Venezuelan AF | |
| NZ7001 | C-130H | R.New Zealand AF, | 40sqn |
| A97-008 | C-130H | R.Australian AF, | 36sqn |
| 6805 | C-130H | Portuguese AF, | Esc.501 |
| 1619 | C-130H | R.Saudi AF, | 16sqn |
| TC-67 | C-130H | Argentine AF | 1 ^o Br.Aerea |
| 436/4X-FBW | C-130H | Israeli DF/AF | |
| 96566 | C-130E | USAF, | 435TAW |
| 41640 | C-130A | USAF, | Tenn. ANG/105TAS |
| TK.10-7/301-07 | KC-130H | Spanish AF, | Esc.312 |
| 130316 | C-130E | Canadian AF, | 435/436sqn |
| 955/UN | C-130H | R.Norwegian AF, | Skv.335 |
| 2454 | C-130E | Brazilian AF, | 1 ^o /1 ^o GT |
| 70493 | C-130D | USAF, | N.Y.ANG/139 TAS |
| XV208 | Hercules | RAF, | RAE F'borough |
| B-678 | C-130H | R.Danish AF, | Esk.721 |
| 60220 | HC-130P | USAF, | 67ARRS |
| 10941 | C-130E | USAF, | 39TAS |
| 95827 | HC-130H | USAF, | 67ARRS |
| 149797/JM | C-130F | USNavy, | VR-24 |
| XV302 | Hercules | RAF, Lyneham Trans. Wing | |



Not only the amount of participating aircraft or their rare appearance make Greenham Common so interesting. Also the flying display adds an unique facet to this event. In a seven-hour air display, all kinds of items are presented which are closely watched by an international jury. Divided in various categories, all items have a chance to win several trophies.

For the flying display three trophies were awarded on Sunday, June 24th:

- EMBASSY JET AEROBATIC TROPHY - best solo jet demonstration
- SHELL U.K. OIL TROPHY - best overall flying display, excluding solo jet competitors and display teams with more than six a/c
- INTERNATIONAL DISPLAY SWORD - best overseas demonstration

Nine judges are equally divided over the three categories. Each display can be given a maximum of 60 points by each judge. The flying act is judged in Presentation of Aircraft, Orientation of Display and Accuracy of Display. Every part with a maximum of 20 points.

● Presentation of the aircraft is the most interesting one. All manoeuvres are carefully examined whether they are difficult to fly. Here, of course, the flying performances of different kind of aircraft are taken in account. An Atlantic is not supposed to make a vertical climb-out. But for an Eagle this is the least thing to do.



The only restrictions for the pilot laid on by the IAT are 100ft. straight&level and 200ft. for rolls. All other restrictions are from own air forces and therefore all USAF participants ended up at the bottom of all final results.

The USAF has very tied restrictions for their pilots wanting to give a flying display. Eagle performances at several shows are often an insult to the aircraft. For this reason, the F-15 at the IAT was flown by LtCol.A.Pruden, sqn.commander of 32TFS. Accordingly he flew the display himself as he wanted to feel how it is when pilots of his squadron are requested to give such limited demonstrations in such a hell of an aircraft.

● Orientation of the display is another thing the jury watches carefully. For this purpose three imaginary lines are laid across the field: a crowd line, display axis (runway) and display line (square to runway). To give the jury a helping hand, seven dayglow markings had been set out on the field. The jury's task is to give upto 20 points for how each aircraft crosses these markings and if the manoeuvres are symmetrical.

● Accuracy of Display speaks for itself, containing things as whether a looping is entered at the same level as when leaving the looping. If the passes are straight and at the same level. Etc....

EMBASSY TROPHY RESULTS

1) Lt.Wolf, Saab 1050E (B/402) Austrian AF

A few reasons why Lt.Wolf was considered the best solo jet aerobatic performer; included many of the larg variety of manoeuvres. No repeat of manoeuvres. Certain manoeuvres were made square to the public which results in short time needed to return for the next manoeuvre. Despite the bad weather, Lt.Wolf scored many points also on Sunday morning.

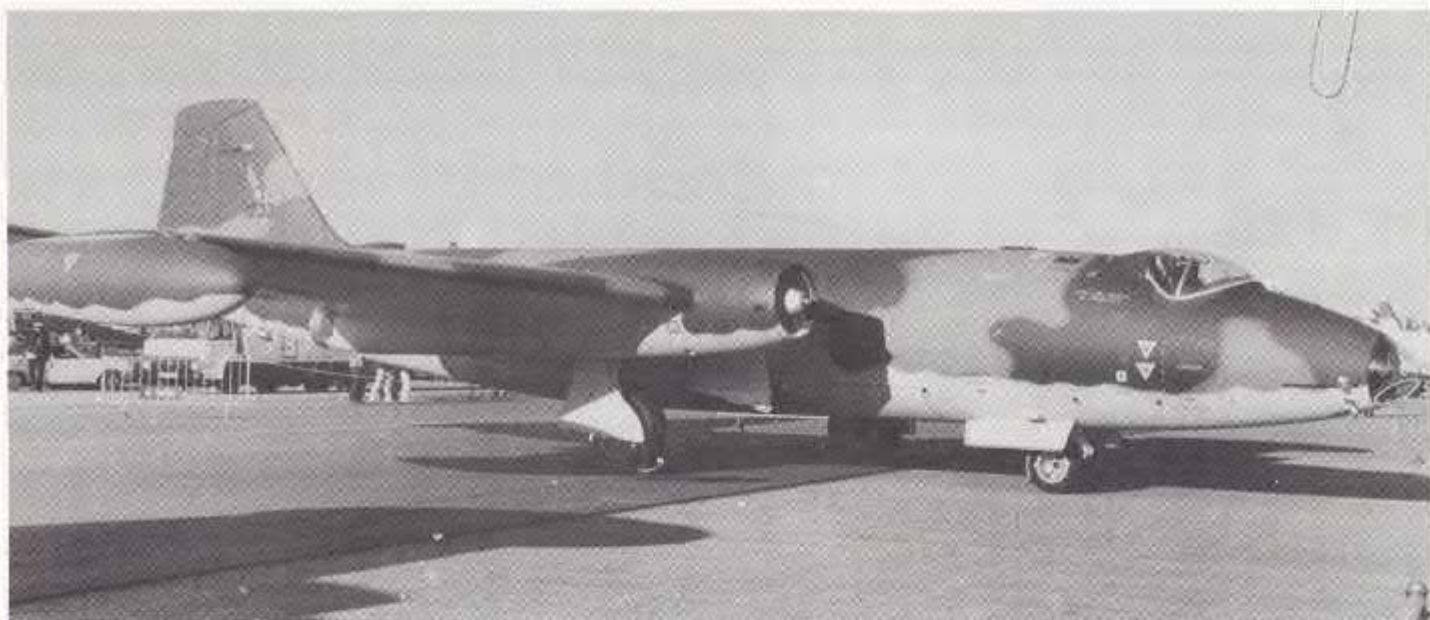
Flt.Connor many times flew his Phantom upto the limits which have been set to the Phantom. With a great variety, he was continuously engaged in manoeuvres.

3) Maj.Smit, NF'5A (K-3028) RNethAF, 316sqn

Just as could be expected from Maj.Smit, he also flew his NF-5 upto the limits for possible manoeuvres. Also including the famous seven rolls in a low-level pass. Two factors made the jury decide not to give the highest score His four point hesitation role was not straight in level and Maj.Smit used the whole length of the runway. The latter effects in a long time needed to start the next manoeuvre.

Lt.Wolf ended far above all others. Most displays for this category ended up with nearly the same score. Except for the American displays which all ended up at the bottom of the list with a minimum score of points.

A special recommendation by the jury was given to the Harrier display. Although this display contained only the standard operational manoeuvres, the pilot flew them perfectly.



STATIC

| | | | | | | | | |
|---|------------------|-------------|--|--------------------------|------------|--------------------------------------|-----------------|---------|
| Royal Air Force & Army Air Corps | | | Belgische Luchtmacht/Force Aeri- enne Belge | Ejército del Aire | | | | |
| XV262/62 | Nimrod MR.1 | St.Mawgan | BA-10 | Mirage 5BA | 3 Wing | C.12-40(40896) | F-4C | Ala12 |
| WR965/65 | Shackleton AEW.2 | 8Sqn | FT-28 | T-33A | 11Esc | Schweizerische Flugwaffe | | |
| XT275/A | Buccaneer S.2B | 15Sqn | FT-29 | T-33A | 11Esc | J-1704 | Venom FB.54 | |
| XZ395 | Jaguar GR.1 | 54Sqn | CF-05 | Merlin IIIA | 15 Wing | Flyvevabnet | | |
| XR724 | Lightning F.6 | 5/118sq | Canadian Armed Forces | | | AT-157 | TF-35 Draken | Esk725 |
| XV424 | Phantom FGR.2 | 56sqn | 10735 | CP.107 Argus | 415Sqn | M-071 | Alouette III | Esk722 |
| XV501/O | Phantom FGR.2 | 29Sqn | 104760 | CF-104G | 1 CAG | Fuerzas Aerea Venezolanas | | |
| XJ784 | Vulcan B.2 | 44Sqn | Armee de l'Air & Aeronavale | | | 1233 | Canberra B.82 | |
| XL231 | Victor K.2 | 57Sqn | 4-BB/556 | Mirage IIIIE | EC.4 | U.S. Air Force, Navy and Army | | |
| XH167 | Canberra PR.9 | 39Sqn | No.42 | Atlantic | | 80217 | C-5A Galaxy | 436MAW |
| XZ445/Q | Harrier T.4 | 233 OCU | Luftwaffe & Heer | | | 60152 | C-141A | 437MAW |
| XS738/U | Dominie T.1 | 6FTS | 20-01 | F-104G | JABOG-31 | 80258 | B-52G | 416BW |
| XX499/G | Jetstream T.1 | 6FTS | 20-02 | F-104G | JABOG-32 | 37990 | KC-135A | 305ARW |
| XF445/O | Hunter FGA.9 | 2TWU | 32-80 | Fiat G-91R | JABOG-49 | 10880 | C-9A | 435TAW |
| XL619/06 | Hunter T.7 | 2TWU | 35-03 | RF-4E Phantom | AKG-51 | 24461 | CT-39A | 58MAS |
| XX265/140 | Hawk T.1 | 1TWU/234sqn | 35-07 | RF-4E Phantom | AKG-51 | 24198 | VC-140B Jetstar | 58MAS |
| XS641 | Andover C.1 | 115sqn | 72-29 | UH-1D | Heer | 31213 | C-12A | 58MAS |
| XX553/07 | Bulldog T.1 | Lond.UAS | Aeronautica Militare Italiana | | | 14630 | OV-10A Bronco | 601TCW |
| XW902/H | Gazelle HT.3 | CFS(H) | 30-07/MM40122 | Atlantic | 30St | HR68-392 | F-4E Phantom | 50TFW |
| XP359 | Whirlwind RAF | Recrut. | Nederlandse Luchtmacht & Marine | | | AR68-568 | RF-4C Phantom | 10TRW |
| 'XX824' | Jaguar(eplica) | RAF Re. | D-8051 | F-104G | 311/312Sqn | 01551 | F-5E Tiger | 10TRW |
| KF183/3 | Harvard T.2B | AAAE | K-4016 | NF-5B | 313Sqn | UH68-054 | F-111E | 20TFW |
| XS765 | Basset CC.1 | AAAE | 209/V | SP-2H Neptune | 320Sqn | WR77-231 | A-10A | 81TFW |
| XX919 | BAC 1/11 | RAE | 263/K | UH-14A Lynx | 7Sqn | CR77-158 | F-15B Eagle | 32TFS |
| XJ608 | Sea Vixen FAW.2 | RAE | Norske Luftforsvaret | | | 95785 | HH-53C | 67ARRS |
| WH774 | Canberra PR.7 | RAE | 890 | CF-104G | 334Skv | 159441/AG-110 | F-14A | VP-143 |
| WK163 | Canberra B.6 | RAE | 4633 | CF-104D | 334Skv | 159584/AG-602 | EA-6B | VAQ-138 |
| XP820 | Beaver AL.1 | AAC | | | | 160418/AG-013 | E-2C | VAW-121 |
| XR244 | Auster AOP.9 | AAC | | | | 160564/AG-301 | A-7E | VA-66 |
| WP964 | Chipmunk T.10 | AAC | | | | 153437/LE-4 | P-3B | VP-11 |
| LB312 | Taylorcraft | AAC | | | | 141023 | C-131F | M'hall |
| XT624 | Scout AH.1 | AAC | | | | | | |
| XT131/B | Sioux AH.1 | AAC | | | | | | |



SHELL U.K. OIL THROPY RESULTS

- 1) Patrouille de Suisse, six Hunter F.58s Swiss AF
With the largest amount of aircraft in this category, Part. de Suisse was able to display a great variety of manoeuvres and formations. As these manoeuvres were also flown Perfectly, this resulted in the highest score.
- 2) Karo-AS, four Saab 105OE, Austrian AF
Apart from their standard perfect display, Karo-As introduced a new manoeuvre; Starting in line abreast formation, they entered a barrell roll and in this roll the formation changed to box. For an outsider this looked like a manoeuvre that failed completely. Experts, however, assured the manoeuvre was perfectly flown.
- 3) Panavia Tornado GR.1 (XX974) RAF, A&EE
A very good display, taken into consideration that only a few days before one of the other prototypes had crashed. Prior to the show, it was expected the Tornado was not allowed to give a demonstration until the investigation on the Tornado crash had been concluded. But a Tornado turned up and for a very mysterious reason ended up third in a category it didn't belong in.

INTERNATIONAL DISPLAY SWORD RESULTS

- 1) Maj. Soons, F.27 Troopship (C-10) RNethAF, 334sq
Remaining 'on deck', Maj. Soons started his display in a sensational way. With a short take off, he levelled a few feet above the runway and ejected oil in the engine's exhausts, resulting in the well-known smoke trail. During the major part of the display the F.27M laid down this thick smoke trail on the runway (and public uch...uch). Especially on Saturday when there was no wind, the manoeuvres flown at the beginning of the display could still be seen by the smoke trails in the sky at the end of the display.
- 2) Lt. Wolf, Saab 105
- 3) Maj. Smit, NF-5A

On Sunday evening, all trophies were handed out by Sir Denis Crowling-Milling. Attended by approx. 1500 invited guests, this took place in an enormous tent set up near the officer's mess.

By Barry Bailey-Hickman and Jac van Tuyn



DISPLAY

(Saturday per item from 10.30 till 17.40)

- 2) WH791 Meteor T.7 and XH304 Vampire T.11 'Vintage Pair'
- 3) H-207 Hughes 500MD R.DanAF
- 4) 50-62 C-160D Luftw. LTG-61
- 5) TF956 Sea Fury FB.11 and LS326 Swordfish Royal Navy Historic Aircraft Flight
- 6) XX280/142 Hawk 1TWU/63Sqn
- 7) XZ203 Lynx AH.1 and XZ341 Gazelle AH.1 AAC Centre
- 8) B/402 Saab 105OE AustrianAF
- 9) XV181 C-130K 'Falcon Para Team'
- 10) JY-RJG and JY-RJH Pitts Special, Jordanian Falcons Display Team
- 11) WR963 Shackleton AEW.2 8Sqn
- 12) WV908/A188 Sea Hawk FGA.6 RN Historic Aircraft Flight
- 13) XP514, XP535, XR540, XR572, XR955, XR987, XR991, XR993, XS101 Gnat T.1 'Red Arrows'
- 14) CR77-081 F-15A USAF 32TFS
- 15) XW863/42, XX397/43, XW891/49 & XW894/52 Gazelle HT.2 Royal Navy 'The Sharks'
- 16) XX766/14 Jaguar GR.1 2260CU
- 17) T12B-13/745-13 C.212 SpAF
- 18) WR77-234 A-10A USAF 81TFW
- 19) 14684 OV-10A Bronco 601TCW

- 20) XV488/RPhantom FGR.2 2280CU
- 21) 84-38 CH-53G Heer HPR-35
- 22) WT804/831, XE682/835, WT806/838 and XF977/865 Hunter GA.11 RN 'Blue Herons'
- 23) 61-16 Atlantic Bundesmarine
- 24) T-430 Saab T.17 RDanAF
- 25) UH68-023, 68-057 + another F-111E 20TFW
- 29) WJ817 Canberra PR.7 13Sqn
- 30) XV185 Hercules C.1 LTW
- 31) XX974 Tornado GR.1 A&EE
- 32) B/422, C/423, G/427 and H/428 Saab 105OE Aust.AF 'Karo-As'
- 33) G-BCMY BN2A-21 Defender
- 34) 4-BI/603 Mirage IIIE FAF
- 35) G-BBOH, -BDXZ Pitts Special 'Marlborough Display Team'
- 36) Four AH-1S US Army 503AvCo
- 37) N-2A Goodyear Nrip 'Erope'
- 38) XW309/V J.Provost T.5B 6FTS
- 39) XM605 Vulcan B.2 50Sqn
- 40) XV354, XV357 Buccaneer S.2
- 42) P7350 Spitfire B.of B.Flt
- 43) PA474 Lancaster B.of B.Flt
- 44) 2406, 14, 15, 23, 29 and 26 T-37C PortAF 'Asas de Portugal'
- 45) XV748/B Harrier Gr.1 2330CU
- 46) XZ588 Sea King HAR.3 TtFlt
- 47) K-3028 NF-5A RNethAF 313Sqn
- 48) G-BCDZ HS Coastguarder

- 49) XP749/A Lightning F.3 LTF
- 50) 21-18 and 21-27 F-104G WGN MFG-2 'Vikings'
- 51) XZ232/BM333 Lynx 702Sqn
- 52) XV263 Nimrod MR.1
- 53) C-10 F.27M RNethAF 334Sqn
- 54) 01560 F-5E Tiger 527TFTAS
- 55) J-4002, 4025, 4026, 4027 4028 & 4030 Hunter F.58 Swiss AF 'Patr.de Suisse'

OTHER AIRCRAFT ON THE FIELD:

- I/429 Saab 105OE Austrian AF
K-3020 NF-5A RnethAF 313Sqn
131 and 574 F-5A RNCAF 338Skv
2430 T-37C Po.AF Asas de Port.
A-713 Twin Bonanza Swiss AF
XX764/13 Jaguar GR.1 2260CU
XP764/B Lightning F.3 LTF
XV760/F Harrier GR.3 2370CU
XX230/129 Hawk T.1 1TWU/63Sqn
XW352/R Jet Provost T.5B 6FTS
XX524/04 Bulldog T1 London UAS
XW884/CU41 Gazelle HT.1 'Sharks'
WV267/836 Hunter 'B.Herons'
58-06 DO-28D Luftwaffe
XW215/CM & XW235/DM Puma HC.1
XJ407 Whirlwind HAR.10 32sqn
No.76 Nord 262D FAF ET.65
LP363/GN-F Hurricane B.of B.Flt
XV208 C-130K Hercules C.1 LTW
12491 VC-140B USAF 89MAW
CH-09 C-130H BAF 15 Wing

SHOW REPORTS

Portes Ouvertes at Reims (France) on May 6, 1979 (M.J.Gerards, P.Bigel)

| | | | | | | | | |
|-------------|--------------|----------|---------------------------|------------|-------------|-------------|-------------|----------|
| STATIC | | | | | | | | |
| 35-11 | RF-4E Luftw. | AKG-51 | 30-QG/31 | CM-170R | SLVSV.30 | 30-MI/18, | -MM/71, | -MR/76 |
| No.2/F-TFVT | CAP.10 | GI.312 | HANGAR | | | 30-MT/72, | -MF/9 all | Mirage F |
| XF/218 | MH.1521M | SLVSV.12 | 30-FF/29, | -FI/31 and | -FO/37 | 30-QB/14192 | T-33A | SLVSV.30 |
| 11-ED/A100 | Jaguar A | EC.1/11 | all Mirage F.1C ECTT.3/30 | | | 30-QH/152 | CM-170R | SLVSV.30 |
| 4-AO/575 | Mirage IIIE | EC.1/4 | FLIGHT-LINE | | | 30-O./454 | CM-170R | SLVSV.30 |
| 13-SD/44 | Mirage 5F | EC.3/13 | 30-FA/75, | -FC/68, | -FH/30 | 30-QN/187 | MH.1521M | SLVSV.30 |
| 33-NM/342 | Mirage IIIR | ER.2/33 | 30-FK/33, | -FN/36, | -FB/41 | 33-NC/348 | Mirage IIIR | ER.2/33 |
| 30-FD/70 | Mirage F.1C | EC.3/30 | 30-FE/27, | -FJ/32, | -FL/34 | 67-FI/? | Alouette 3 | EH.2/67 |
| 30-FG/78 | Mirage F.1C | EC.3/30 | 30-FQ/74 | all | Mirage F.1C | 64-BY/32 | N.2501 | ET.3/64 |
| 30-MK/20 | Mirage F.1C | EC.2/30 | 30-MA/6, | -MG/73, | -MU/17 | 312-BP/90 | N.2501 | GI.312 |
| 30-QA/70684 | T-33A | SLVSV.30 | 30-MN/77, | -MS/15, | -M./18 | AP/17 | Mirage IVA | |
| | | | | | | No.1/F-TFVU | CAP.20 | GI.312 |

25 Jaar Licht Vliegwezen at Brasschaat (Belgium) on May 19, 1979 (Sp.Group Ypenburg, J.Dubbeldam, N.A.Wiltens)

| | | | | | | | | |
|----------------|----------|---------------------|------------------------------|-------------|----------------|------------------------------|-------------|-------------|
| STATIC | | | | | | | | |
| EI-434/MM57227 | SM.1019E | 20Gr. | BDE/1193 | SA.341F | Gazelle Alat | A12, A13, A14, A15, A16, A20 | | |
| EI-852/MM81011 | A.109A | ALE | OT-ZPA/M1 | AL.III | 40Smaldeel | A21, A22, A24, A26, A29, A30 | | |
| EI-854/MM81013 | A.109AT | ALE | 68-15196 | AH-1S | USArmy 8AvCo | A31, A35, A37, A38, A40, A42 | | |
| EI-622/MM80890 | AB.206A | ALE | 70-16029 | AH-1S | USArmy 503AvBa | A44, A46, A48, A49, A53, A54 | | |
| EI-802/MM80824 | CH-47C | 1 ^o RALE | 72-21214 | OH-58A | 503AvBa | A57, A59, A61, A62, A65, A66 | | |
| EI-351/MM80722 | AB.205A | ALE | 70-15028 | CH-47C | 205AvCo | A67, A68, A69, A72, A73, A75 | | |
| ST-21 | SF.260MB | Belg.AF | A-246, 390, 451, 465 and 470 | all | Al.III | A76, A77, A78, A80, A81, A90 | | |
| B-65 | Bo.105C | RNethAF | 'Grasshoppers' | | | A93 and A95 | all | Alouette II |
| XZ335 | Gazelle | AH.1 AAC | HANGARS | | | B-02/LB, | B-03/LC, | B-05/LE |
| XZ205 | Lynx | AH.1 AAC | A32, A55 and A63 | Alouette II | | B-06/LF, | B-07/LG, | B-08/LH |
| XT618 | Scout | AH.1 AAC | B-04/LD | Islander | BN.2A | B-09/LI, | B-10/LJ, | B-11/LK |
| 72-11 | UH-1D | Heer | 16Sqn | | | all | | |
| 85-02 | CH-53G | Heer | OTHER A/C ON THE FIELD | | | G01, G02, G03 | SA.330H | Puma |
| BAH/1155 | SA.330B | Puma | A03, A04, A05, A06, A08, A11 | | | 7668 | Alouette II | Heer |
| | | | | | | 71-20367 | OH-58A | Kiowa |
| | | | | | | | | USArmy |



Portes Ouvertes at Chateaudun (France) on May 27, 1979 (P.Bigel, C.D.Taylor)

| | | | | | | | | |
|-----------|--------------|------------|--------------------------------|-------------|-----------|---|-------------|-----------|
| STATIC | | | | | | | | |
| 1023/22 | Alouette II | | 070-MA/110 | Nord 262D | EAA.601 | 63-VR/84 | N.2501 | ET.63 |
| 2338 | Alouette III | | 314-YG/21029 | T-33AN | ex GE.314 | ADG/1177(?) | SA.330 | Puma |
| 298 | MH.1521M | Broussard | -/202 | CM-170R | Magister | 314-VT/21042 | T-33AN | ex GE.314 |
| 286 | MD.312 | Flamant | 63-WG/85 | N.2501 | ET.63 | HANGARS | | |
| -/A13 | Jaguar A | | FLIGHT-LINE (incl. stored a/c) | | | -/A39 | Jaguar A | |
| -/E15 | Jaguar E | | 329/1703 | Alouette II | | 2-EE/425 | Mirage IIIE | EC.2/2 |
| 2-PB/8 | Mirage IIIC | ex EC.2 | 67-IA/2061 | Al.III | EH.3/67 | 2-EJ/449 | Mirage IIIE | EC.2/2 |
| 3-JE/588 | Mirage IIIE | EC.2/3 | 67-JB/2261 | Al.III | EH.1/67 | -/550 | Mirage IIIE | EC.2/2 |
| -/317 | Mirage IIIR | | 070-MG/315 | MH.1521M | EAA.601 | 13-PB/20 | Mirage 5F | EC.2/13 |
| 13-PI/25 | Mirage 5F | EC.2/13 | 319-CK/187 | MD.312 | ex GE.319 | -/158 | MH.1521M | |
| 13-PM/47 | Mirage 5F | EC.2/13 | 319-DH/248 | MD.312 | ex GE.319 | OTHER A/C ON THE FIELD | | |
| 12-ZE/83 | Mirage F.1C | EC.2/12 | 319-DQ/2.2 | MD.312 | ex GE.319 | 155, 208, 257 | MD.312 | (Dumped) |
| -/334 | CM-170R | Magister | -/142 | MD.312 | | Plus the many N.2501 and H-34s that have been here since 1977 | | |
| -/9 | Mystere | IVA | -/294 | Mystere | IVA | | | |
| 12-YQ/90 | S.Mystere | ex EC.1/12 | -/520 | Jodel | D.140R | CEV | | |
| 070-ME/14 | MS.760 | Paris | 64-IA/136 | N.2501 | ET.1/64 | | | |

Portes Ouvertes at Villacoublay (France) on May 20, 1979 (P.Bigel, J.Dubbeldam, N.A.Wiltens)

| | | | | | | |
|------------|---------------|-------------|---------|---------------------|---------|---------------------------------|
| STATIC | | | | | | |
| 61-2D/F86 | C-160F | ET.2/61 | LO/38 | MS.760 | ET.2/65 | LY/57 and 62, 77, 61, 78, 79 |
| 12-2E/83 | Mirage F.1C | EC.2/12 | FG/141 | Caravelle | ET.1/60 | 53, 93 all MS.760 Paris II |
| 11-ED/Al00 | Jaguar A | EC.1/11 | AO/92 | Fregate 262D | ET.1/65 | OTHER A/C ON THE FIELD |
| JCA/1028 | AS.350B | Gendarmerie | P/291 | Mystere 20 | ET.1/60 | AC/68, AK/77, AL/88, AP/93 all |
| Q/1115 | Al.III | ET.1/60 | LV/57 | Paris MS760 | ET.2/65 | Fregate N.262D ET.1/65 |
| 67-SI/07 | Al.II | EH.3/67 | -/99 | CM-170R | CEV | 67-IA, -ID, -IE, -IF all Al.III |
| 67-IB/2020 | Al.III | EH.3/67 | HANGARS | | | JAK & JBF Al.III Gendarmerie |
| CF/250 | MH.1521M | ET.2/65 | AJ/86 | Fregate N.262D | ET.1/65 | 55-KD/91 N.2501 ETOm.55 |
| 451 | Guepard Ce.43 | CEV | IT/91 | Fregate N.262D | ET.CEAM | CAR/151 N.2501 EC.57 |
| JAA/2126 | U.206F | Gendarmerie | LF/27, | LJ/95, LI/30, LD/26 | | 701 C-47 Dakota 56S |
| AB/248 | Cessna 411 | CEV | LP/56, | LM/80, LR/59, CO/75 | | 238 Mystere XX ET.1/60 |

Air Show at Spangdahlem (W.Germany) on June 3, 1979 (editorial)

| | | | | | | |
|-----------|----------------|---------|-----------|----------------------|---------|--------------------------------|
| STATIC | | | | | | |
| SP74-1053 | F-4E Phantom | 52TFW | AT-157 | TF-35 RDAF | Esk.725 | SP64-790 F-4C Phantom 52TFW |
| SP74-1047 | F-4E Phantom | 52TFW | R-340 | F-104G RDAF | Esk.723 | SP66-664, 754, 735, 768, 804 & |
| LN72-2444 | F-111F | 48TFW | RT-654 | TF-104G RDAF | Esk.723 | 66-825 all F-4D 52TFW |
| SP66-7555 | F-4D Phantom | 52TFW | 11-MV/A93 | Jaguar A FAF | EC.2/11 | SHOW |
| SP69-7579 | F-4G Phantom | 52TFW | 11-MM/AP8 | Jaguar A FAF | EC.2/11 | 40555 C-130E-II 7SOS |
| BT76-0040 | F-15A Eagle | 36TFW | 14684 | OV-10A Bronco | 601TCW | WR77-0263 A-10A 81TFW |
| WR77-0258 | A-10A | 81TFW | XX843/T | Jaguar T.2 RAF | 2Sqn | LN73-0716 F-111F 48TFW |
| ZR69-0350 | RF-4C Phantom | 26TRW | XX972/DF | Jaguar GR1 RAF | 31Sqn | 14643 OV-10A Bronco 601TCW |
| BA-01 | Mirage 5BA BAF | 2Wing | XV334/D | Buccaneer RAF | 15Sqn | SP63-440, 443, 596 F-4C 52TFW |
| 20-67 | F-104G Luftw. | JB-33 | XV792/N | HarrierGR1 RAF | 3Sqn | SP66-667 and 745 F-4D 52TFW |
| 38-75 | F-4F Luftw. | JB-35 | HANGARS | | | PHOTO: Jaguar A 11-MV/A93 |
| 32-13 | G-91R Luftw. | JB-49 | Q1533 | F-5E Tiger (crashed) | | (B.Berkemeijer) |
| A-010 | F-35 RDAF | Esk.725 | SP72-122 | F-4E Phantom | 52TFW | |



Abent Hus at Karup (Denmark) on June 10, 1979 (J.Dubbeldam, N.A.Wiltens)

| | | | | | | |
|----------|------------------|------------|----------|---------------|------------|--------------------------------|
| STATIC | | | | | | |
| 61-20 | Atlantic WGNavy | MFG-3 | XV864/S | Buccaneer RAF | 16Sqn | SHOW |
| WR960 | Shackleton AEW.2 | 8Sqn | XP764/B | Lightning RAF | LTF | A-001, 009, 012 and 017 A35XD |
| XH133 | Canberra PR.9 | RAF 39Sqn | XV784/D | Harrier GR.3 | RAF 48Sqn | Draken Esk.725 |
| B-680 | C-130H | Esk.721 | XV731/BZ | Wessex HC.2 | RAF 189Sqn | AR-108,110 Draken S35XD Esk729 |
| T-406 | T.17 Supporter | St.Flt | XP142 | Wessex HAS.3 | RM 737Sqn | T-420, 421, 422, 424 Supporter |
| WR77-260 | A-10A USAF | 81TFW | BA-50 | Mirage 5BA | BAF | T.17 Army Flight Service |
| 01532 | F-5E Tiger | USAF 10TRW | 905 | F-5A RNOAF | 717Sqv | K-3020 NF-5A RNethAF 313Sqn |
| BT76-036 | F-15A USAF | 36TFW | K-4012 | NF-5B RNethAF | 313Sqn | XZ131/M Harrier GR.3 RAF 48Sqn |
| RS74-637 | F-4E USAF | 86TFW | AR-107 | S35XD Draken | Esk.729 | Fly-past of 4 F-104Gs RDAF |
| 31-55 | G-91R Luftw. | LKG-41 | R-888 | CF-104G | Esk.723 | Fly-past of 4 F-4s WGAf |
| 22-00 | F-104G Luftw. | JB-31 | G-799/M | F-100D | Esk.730 | Fly-past of 4 F-100s RDAF |
| XX964/BL | Jaguar GR.1 | RAF 17Sqn | U-277 | S.61A | Esk.722 | XP749/A Lightning F.3 RAF LTF |
| | | | M-019 | Alouette III | Esk.722 | XV488/R Phantom FGR.2 228OCU |
| | | | H-207 | H.369HE | Army Flt | BT75-088 F-15B Eagle 36TFW |

Portes Ouvertes at Landivisau (France) on June 17, 1979 (2nd TASW)

| | | | | | | |
|------------|--------------|---------|-----------|-----------------|-----|---------------------------------|
| STATIC | | | | | | |
| No.33 | MS.760 | SLR | 118/B | SA.321G | 32F | AC/3 Mirage IVA |
| 315-QW/362 | CM-170R | GE.315 | No.24 | Br.1050 Alize | 4F | OTHER A/C ON THE FIELD |
| 314-LH/E13 | Alpha Jet | GE.314 | No.330 | P2V7 Neptune | 25F | Nos.7, 9, 12, 14, 17 all Super |
| 3-XC/A8 | Jaguar A | EC.3/3 | No.27 | Br1150 Atlantic | 24F | Etendard 14F |
| 3-JS/529 | Mirage IIIIE | EC.2/3 | HANGARS | | | Nos.3, 5, 10, 11, 18 all Super |
| 12-2B/80 | Mirage F.1C | EC.2/12 | No.4 | F-8E (FN) | 12F | Etendard 11F |
| FC-03 | TF-104G BAF | 1Wing | No.6 | S.Etendard | 11F | Nos.6, 7, 11, 12, 14, 16, 17 |
| 35-38 | RF-4E Luftw. | AKG-51 | No.4 & 40 | Etendard IVM | -- | 20, 23, 25, 30 & 41 F-8E 12F |
| No.109 | Etendard IVP | 16F | SHOW | | | Nos.101, 103, 108, 120, 163 all |
| No.8 | S.Etendard | 11F | No.67 | Atlantic | 24F | Etendard IVM and No.56 Et- |
| No.8 | F-8E (FN) | -- | No.53 | Br.1050 Alize | 4F | endard IVM 16F |
| No.89 | Al.III (ASM) | 34F | 163/Q | SA.321G | 32F | 64-BK/148 N.2501 ET.64 |
| | | | | | | No.302 Alouette II 22S |

Vliegmeeting at Florennes (Belgium) on June 22 & 23, 1979 (J.Dubbeldam, N.A.Wiltens)

STATIC
 RS-04 Sea King Mk.48 40Smdl
 BR-13 Mirage 5BR 42Sqn
 MT-49 CM-170R CPS-VVS
 AT-07 Alpha Jet
 FA-02 F-16A F-16 OCU
 CH-03 C-130H 15W/20Sqn
 FX-70 F-104G
 BA-26 Mirage 5BA 3W/1Sqn
 ST-21 SF.260MB EPE-EVS
 FT-15 T-33A 11Sqn
 K-3045 NF-5A RNethAF 314Sqn
 XZ234/VL743 Lynx HAS.2 702Sqn
 RT-662 CF-104D RDAF Esk.726
 GT-927 TF-100F RDAF Esk.730
 26-05 F-104G Luftw. JB-31
 31-26 G-91R Luftw. LKG-43
 ZR69-372 RF-4C USAF 26TRW
 AT-153 Sk.35XD RDAF Esk.729
 RS74-652 F-4E USAF 86rPW
 LN74-184 F-111 USAF 48TFW
 30-FJ/32 Mirage F.1C FAF EC.30
 370 F-5A RNoAF 336Skv
 627 TF-104G RNoAF 331Skv
 WR77-264 A-10A USAF 81TFW

SHOW
 LN70-386 F-111F USAF 20TFW
 B-63 Bo.105C RNethAF GPLV
 No.41 F-8E(FN) Aeronavale
 RS-01 Sea King Mk.48 40Smdl
 10915 T-38A Portuguese AF
 WR77-269 A-10A USAF 81TFW
 FB-01 F-16B F-16 OCU
 FX-17 F-104G
 OT-ZPA/M1 Al.III 40Smdl
 OT-2KD/B4 H-34A 40Smdl
 XX825/AC, XZ386/AJ, XZ369/AP &
 XX836/AZ all Jaguar GR.1/T.2
 RAFG 14Sqn

312-BG/159 N.2501 FAF GI.312
 14675 and 13556 OV-10A USAF
 A-246, 390, 451 and 465 all
 Alouette III 'Grasshoppers'
 ST-11 and ST-35 SF.260MB 'The
 Swallows'
 A42, A46, A48, A57, A59, A61 &
 A68 Alouette II 'Blue Bees'
 AT02, AT04, AT05, AT08 & AT09
 all Alpha Jets
 XZ689/747 Lynx HAS.2 R 702Sqn
 XZ131/M Harrier GR.3 48Sqn
 104762, 795, 835, 839 and 848
 all CF-104G CAF 1CAG

BA-37,40,41,53,62 Mirage 5BA
 CH-04, 05, 06, 11 C-130H 15W
 BT76-036, 76-048 F-15A USAF
 1,4,6,8,9,10,13,- all G-91s
 'Frecce Tricolori'
OTHER A/C ON THE FIELD
 70-99 OH-1D Luftw. HTG-64
 A90 Al.II 'Blue Bees'
 A05 Al.II
 CM-01/02 Mystere XX 15Wing
 50-29 C-160D Luftwaffe
 XV806/H Harrier GR.3 4Sqn
 AFJ SA.341F ALAT
 10890(?) T-38A Talon Port. AF

PHOTO: T-38 Talon 10915 (J.Schets)



Open Dag at Twenthe (Holland) on September 15, 1979

On September 15, the Koninklijke Luchtmacht will organize her annual OPEN DAG at Twenthe, Enschede. For some 100 persons this event already took place on June 15.

These particular people attended Twenthe on this date as they had read so in the newspapers. Originally Twenthe open day was to take place on June 16 but a crowd of over 100,000 people would do unrepairable damage to the crops on the field. Accordingly, it was decided to postpone the event until September 15. Although this change in date was widely announced, still people from Belgium, Germany and even U.K. stood at the gate of Twenthe in the early morning of June 16.

But the unfortunate people were not sent back empty-handed. In a hangar, a small static show had been arranged. Including a restaurant and a film about the F-16.

As it looks, the open day at Twenthe will be affected by the fuel crisis. The air show will see less participants as the organizers had wanted to display. Confirmed so far for the air display are NF-55, F-16, F-27, Bo.105, Mirage F.1C, Spitts Special, Gilze Aero Club. Also an F-15 Eagle was to give a display but this, of course, strongly depends whether USAF's restriction for air displays will be raised. For photographic aviation enthusiasts, special facilities have been arranged. On Friday, Sept. 14, from 17.00 - 19.00 hrs, it will be possible to take photos of the static display. On Saturday, a special enclosure will be created for enthusiasts to take photos of the air display. Everybody who is interested must contact the Public Relation Office at Twenthe for confirmation. All requests must be received before Sept.10. The address is: Public Relation Office, Vliegbasis Twenthe, Postbus 5013, 7500 GA Enschede.

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

| | | |
|---------------|--------------|----------------|
| B.Berkemeijer | J.Schets/SGS | Spotting Group |
| P.Bigel | J.Schoofs | Ypenburg |
| J.Dubbeldam | C.D.Taylor | E.I.S.G. |
| D.O'Mahony | G.Weinmann | M.A.G. |
| D.Mattiuazzo | H.Wilderdijk | 2nd TASW |
| K.Riemersma | N.A.Wiltens | |

Credits: BAR and SEAR.

U.S. NAVAL AVIATION TODAY, by W.L.A.G., is the most comprehensive study of U.S. Naval Aviation ever compiled by an enthusiast group. The book consists of 120 pages (A4 sized), with 99 photos, 24 unit drawings and contains full details on the flying units of the USN/USMC and their a/c. Appendices covering fin codes, bases and ships with aviation supplement facilities are also included. Available from WLAG, 16 Spence Avn. Byfleet, Weybridge, Surrey, KT14 7TG, U.K. Cost includes postage: U.K. & Forces £ 2.75, Overseas surface mail £2.95/\$6.25, air mail on request. Payment to WLAG in £p or US Dollars only.

WANTED: Correspondence in France to exchange b/w negatives of military a/c. Write in French to: G.Bussi, Via Guastafredda 45, 29100 Piacenza, Italy.

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| Spanish & Portuguese Military Aviation | DFL.15,95 |
| Dutch Military Aviation | DFL.15,95 |
| British Civil A/c Register | DFL.15,95 |

THE TRUE STORY OF TWO FUJIS

Strolling around at Geldersche Luchtvaart Maatschappij (GLM) one can almost hear the people think: 'How long before a Fuji will crash?'. This rare and improbably way of thinking needs an explanation.

In the winter of 1977, Dutch Tiger Moth PH-CSL ran into a Fuji Fa.200 of Seaport Aviation. The Moth was repaired within a few months but Fuji PH-GIN sustained unreparable damage to the tail-section. Except from the aft-cockpit section, the aircraft was still in excellent state. As PH-GIN had always been a beautiful and good flying aircraft, it was stored with the intention to repair it when a tail-section became available. Of course a new tail-section could be bought in Japan but as you may know the Dutch have a reputation of being a little stingy.

Accordingly it was decided to wait for another Fuji to crash WITHOUT damaging its tail!



'GIN hugged by a Tiger Moth



PH-HBG seen young and still intact.

So it happened that in August 1978 such a crash occurred: a Fuji of Benelux Aviation. Without serious injuries the occupants got off but what was 'more' important in this case, also the tail was left intact.

It took some time to move the wreck from the Flevoolder to Lelystad Airfield and to clear it for sale. However, it was bought by GLM and moved to Teuge where the fusion could start. But..... Mid 1979, GLM decided to move their facilities from Teuge to Lelystad thus causing some delay. On July 30, both Fuji's were moved to Lelystad in the same truck. Here the rebuilding could finally be started.

The complete rebuilding should last four weeks and a date for a first flight had not yet been determined at the time of writing.

Hold on! That's not all there is to the story. The question remains whether the aircraft will be registered as PH-GIN or PH-HBG? What makes the aircraft: the front or the back?

PH-GIN is likely as it takes the greater part of the rebuilt aircraft and is also some 10 months younger than 'HBG'. Parts taken from 'HBG, on the other hand, contain the registration and the construction plate.

Perhaps another alternative will be found. As to rebuild the aircraft as PH-WHATSOEVER with for example construction number GIM-1. Something similar had once been done by Aero Ypenburg on a Tiger Moth, applied with c/n AY-1.

Yet another alternative is to paint PH-HBG on one side and PH-GIN on the other side of the fuselage. Although the Rijksluchtvaartdienst (Dutch FAA/CAA) probably won't like this idea.

By the way, will the aircraft be red like 'GIN or green like 'HBG?

This reminds of an old song of the Fortunes: 'You've got your troubles, I've got mine'.



PH-GIN being prepared for its move to Lelystad

'HBG and 'GIN before being married.





● Recently a photo was received, illustrating Harvard F-BVQD. The photo (by WAP productions) refers to FLASH nr.103 when this aircraft was mentioned to be a candidate for the Dutch Register. This french registration had only been applied for the demonstration to S.B.O.V. at Hilversum. The Harvard had been stored ever since its withdrawal from the French Air Force. In fact, the unit badge is still visible.



● Six months ago, Business Air Service had the intention to buy a second Mystere XX. However, the plan was abandoned and now B.A.S. even sold their only Mystere PH-BAG. It was sold via Falcon Jet Corporation to an unknown American Company.

Not that BAS is running so badly but due to the merge with Jetstar Holland, the Mystere became superfluous. Jetstar Holland took over all jet service from BAS with their Corvettes.

● Schreiner expanded their home fleet with two aircraft. Recently a Chieftain and a Twin Otter were accepted. Both are expected to operate from Rotterdam rather than be flown to Africa.

● Regular visitor, Robertson PA.30-160 Stoll crashed at Teuge on May 26. Approaching the airfield N7335Y had lost too much height and crashed following a ground loop. The tail section remained undamaged but landing gear and engines were both dislocated.

● HELICOPTERS. An AB.212 was recently demonstrated to Philips. Philips Vliegdiens is looking for a large Helicopter to replace the AB.206 and two Beechcrafts.

In July, the AB.212 I-SNAE also gave a demonstration to Schreiner Airways BV.

Schreiner has ordered two SA.365C.2s which are to supplement the Sikorsky S-76s. The latter are expected to arrive later this year.

Also soon to be delivered are two S-76 Spirits to KLM Helicopters. These will replace Sikorsky S-58DT and ET. The youngest of these oldies is still seventeen, by the way.

● A new aircraft type to enter the Dutch Register will be Aerospatiale TB.10 Tobago. Presently TB.10 F-ODKB c/n 12, is being inspected by the Rijks-luchtvaartdienst.

The aircraft has been acquired by Aviation Francaise, the Dutch agency of Aerospatiale. Accordingly, this agency claims to have sold five aircraft of this type.

F-ODKB has been bought by REN stichting at Teuge. As PH-ARC it will replace the Fuji of this Aeroclub.

● Braniff International started services at A'dam On June 2, Boeing 747 N611BM landed at Schiphol, commencing regular flights (see photo: R.Leeuw/AC)



Above :- F-ODKB, a TB.10 Tobago of Aviation Francaise

- Soon to be registered PH-RGF will be this first Pitte S.2A for Holland.

Below :- N7335Y after its crash at Teuge.



DUTCH REGISTER JUNE 1979



| REG. | RLDno | TYPE | C/N | OWNER | REMARKS |
|--------|-------|-----------------------------|--------------|--|---|
| PH-AIC | 2886 | Cessna 340A | 340A-0094 | Air Service Holland BV | ex D-IFDF, N1395G (new) |
| PH-ANS | 2890 | Thunder AX6-56 Bolt | 205 | H.S.J. Habers | (new) |
| PH-AVE | 2418 | Piper Super Cub PA-18-135 | 18-3856 | St.Hobby Vliegtuigen | to Jatra-Bussum |
| PH-BYL | 2843 | Reims Cessna F.172N | 1809 | Air Service Holland BV | to Airborne Air Service |
| PH-CBU | 2887 | Piper PA-32RT-300 | 32R-7985102 | Netherlands European A.S.BV | ex N2113Z (new) |
| PH-CIA | 2350 | Reims Cessna F.172M | 1396 | Air ServiceHolland BV | (new) |
| PH-DMN | 2483 | Piper PA-34-200 | 34-7250219 | Mondileder BV | to Netherlands E.A.S.BV |
| PH-DMN | 2483 | Piper PA-34-200 | 34-7250219 | Netherlands European A;S;BV | (out) |
| PH-EIJ | 2741 | Morane Saulnier 150ST Rall. | 3141 | Aviation Francaise BV | to De Grootte Molen BV |
| PH-FTP | 2868 | Fokker F.27-600 Friendship | 10589 | Fokker-VFW BV | to 5H-MRM (out) |
| PH-FTR | 2865 | Fokker F.27-600 Friendship | 10450 | Fokker-VFW BV | (out) |
| PH-HAC | 2897 | Piper Aerostar 601P | 0640-7963295 | Holland Automation Int. | ex N8236J (new) |
| PH-IOO | 2784 | Reims Cessna F.172N | 1758 | J.Visser | crashed 29-5-79 (out) |
| PH-LDH | 2004 | Piper PA-28R-200 | 28R-7255308 | D.H. de Beer | to OO-LDH (out) |
| PH-LTO | 2794 | Cessna 414A | 414A-0097 | Air Service Holland BV | (out) |
| PH-LTR | 2896 | Cessna 340A | 340A-0666 | Air Service Holland BV | (new) |
| PH-MBU | 2882 | Reims Cessna F.172N | 1785 | Air Service Holland BV | ex PH-AYK II (new) |
| PH-PHB | 2339 | Raven S-55A | 238 | Public Air Nederland BV | (out) |
| PH-PUF | 2894 | Raven RX-6 | RX6-257 | C. Hoogstede & L.v.Tongerren | (new) |
| PH-RVR | 2370 | Partenavia P.68B | 075 | Pan Eurohome Air BV | to F-GCCD (out) |
| PH-RVU | 2891 | Partenavia P.68B | 187 | A.M.A. Sales BV | (new) |
| PH-SAY | 2892 | DHC-6-300/310 Twin Otter | 626 | Luchtvaartmij Schreiner Aws | (new) |
| PH-SEB | 2884 | Cessna P.206A | 0173 | Armita Nederland BV | ex OO-GJP, D-EKSA D-EPKU, N2673X (new) |
| PH-WEL | 2863 | Piper PA-28RT-201 | 28R-7918098 | Netherlands European A.S. BV | to Arrow Teuge (new) |
| PH-YSI | 2893 | Thunder AX6-56A | 108 | A.P.H. Kurvers | (new) |
| PH-ZBT | 2866 | Fokker F.28-4000 Fellowship | 11135 | Fokker-VFW BV | to G-JCWW (out) |
| PH-198 | 505 | Slingsby "Prefect" | 741 | Gilzer L.vc. Illustrious | (out) |
| PH-242 | 560 | Rhönlerche II | 160 | F.L. Rutten & D.M. Meeuse | (out) |
| PH-305 | 975 | Ka 7 | 7093 | ZC Noordooatpolder | to Groninger Studenten |
| PH-308 | 973 | Sagitta 013 | 006 | W.H. Zillen | to P.J. Eijlander |
| PH-357 | 1168 | Ka 6CR | 6455 | Zweefvliegclub Den Helder | to D.P. Mak |
| PH-439 | 2397 | Glasflügel Holighaus Hornet | 54 | H.L. van der Linden | to J. Regeer e.a. |
| PH-478 | 2092 | Ka 8 B | 8952 | Europees Centrum voor - Ruimtevaarttechniek | to Gelderse Zweefvliegclub |
| PH-634 | 2881 | ASW 20 | 20222 | West Brabantse Aero Club | (new) |
| PH-661 | 2888 | PIK-20D | 20655 | Aero Club Salland | (new) |
| PH-671 | 2895 | Twin Astir | 3249 | Aero Club Salland | (new) |
| PH-672 | 2883 | Mistral C | MC 024779 | Twentsche Zweefvliegclub | (new) |
| PH-673 | 2885 | LS 3-a | 3382 | P. Schipper | (new) |
| PH-675 | 2889 | Astir CS Jeans | 2235 | E.C.voor Ruimtevaarttechniek | (new) |



DUTCH REGISTER JULY 1979



| REG. | RLDno | TYPE | C/N | OWNER | REMARKS |
|--------|-------|-----------------------------|-------------|-----------------------------|-------------------------|
| PH-ADF | 2086 | Reims Cessna F.172M | 1072 | Air Service Holland BV | (out) |
| PH-AFH | 2910 | Morane Saulnier 150ST Rall. | 3175 | Aviation Francaise BV | (new) |
| PH-ARW | 2899 | Piper PA-28-236 Dakota | 28-7911187 | Netherlands European AS BV | ex OO-HCX (new) |
| PH-ATW | 1802 | Reims Cessna F.172N | 1802 | Air Service Holland BV | to St.Vl.Zestienhoven |
| PH-AVU | 1817 | Piper PA-28-180 Cherokee | 28-5359 | St.Vliegmaterieel Rotterdam | (out) |
| PH-BAG | 2585 | Dassault Mystere 20 | 126 | Business Air Services BV | to USA on 6 June (out) |
| PH-BET | 2513 | Reims Cessna F.172M | 1380 | Bravo Victor BV | to Airborne Air Service |
| PH-BOR | 2642 | Reims Cessna F.172N | 1656 | Air Service Holland BV | to Lvb 'De Kempen' BV |
| PH-CAM | 2901 | Piper PA-31T Cheyenne II | 31T-7920059 | Netherlands European AS BV | ex N23600 (new) |
| PH-CBU | 2887 | Piper PA-32RT-300 | 32R-7985102 | Netherlands European AS BV | to D.H. de Beer |
| PH-CJV | 2594 | Piper PA-31 Navajo | 31-7712101 | H. Veth BV | to Netherlands E.A.S.BV |
| PH-EAH | 2905 | Piper PA-28-181 | 28-7990445 | Netherlands European AS BV | (new) |
| PH-EBE | 2510 | Rockwell 112B | 535 | Gelderse Luchtvaart Mij BV | to Martinair Holland BV |
| PH-ECT | 2903 | Reims Cessna F.150L | 0883 | Air Service Holland BV | ex D-EECT (?) (new) |
| PH-FTL | 2848 | Fokker F.27-200 Maritime | 10587 | Fokker-VFW BV | to D2-03 Sp. SAR (out) |
| PH-FTS | 2908 | Fokker F.27-400 Troopship | 10591 | Fokker-VFW BV | (new) |
| PH-GEO | 2913 | Reims Cessna F.172N | 1837 | Air Service Holland BV | (new) |
| PH-HBS | 2911 | Cameron V-77 | 423 | Holland Balloon Service BV | ex G-.... (new) |
| PH-HMK | 2898 | Reims Cessna F.172N | 1836 | Air Service Holland BV | (new) |
| PH-HOG | 2177 | Fokker S.11.1 Instructor | 6275 | Int. Beleggings societeit | (out) |
| PH-IVP | 2404 | Piper PA-34-200T | 34-7670281 | Inverpak BV | to P.M.C. de Wit |
| PH-JPG | 2566 | Cessna 310Q | 310Q-0687 | A.T.H.O. BV | to Air Service Holland |
| PH-KAZ | 1503 | Piper PA-18-150 Super Cub | 18-849 | H.C. van Staveren | ex PA-18-125 |
| PH-KFF | 2907 | Cessna P-206 | P206-0141 | Netherlands European AS BV | ex PH-KFF, N2641X (new) |
| PH-KNF | 2902 | Piper PA-18-135 Super Cub | 18-3826 | Amsterdamse Club voor Zwvl | ex R-136, 54-2426 (new) |
| PH-LDB | 2847 | Piper PA-28-181 | 28-7990353 | Netherlands European AS BV | to Mondileder BV |
| PH-MAP | 1300 | Piper PA-18-150 Super Cub | 18-8576 | Reclamair NV | to Air Service Holland |
| PH-MBU | 2882 | Reims Cessna F.172N | 1785 | Air Service Holland BV | to Reclamair NV |
| PH-MBV | 2912 | Reims Cessna F.172N | 1979 | Air Service Holland BV | (new) |
| PH-MDF | 2904 | Reims Cessna F.172N | 1842 | Air Service Holland BV | (new) |
| PH-MOE | 2768 | Reims Cessna F.150M | 1406 | Air Service Holland BV | to St.Vl.Zestienhoven |
| PH-OTD | 1905 | Cessna U-206A | U206-0653 | Vergunst AviationBV | (out) |
| PH-PAC | 2909 | Reims Cessna F.182Q | 0118 | Air Service Holland BV | (new) |
| PH-PLE | 2416 | Cessna E-310Q | 00925 | Air Service Holland BV | to F-GCCB (out) |
| PH-PRM | 2914 | Piper PA-44-180 | 44-7995279 | Netherlands European AS BV | (new) |
| PH-PVG | 2433 | Reims Cessna F.172M | 1473 | Vlind Air BV | to Netherlands E.A.S.BV |
| PH-PVW | 2826 | Piper PA-18-135 Super Cub | 18-3535 | Luchtvaartbedr. 'De Kempen' | to P.W.H.Vermeulen |
| PH-REN | 1099 | Jodel DR-250 | 36 | Stokkings meubelindustrie | to Stokkings Beheermij |
| PH-SCE | 2268 | Aerospatiale SA.316B | 1890 | Schreiner Airways BV | to U.S.A. (out) |
| PH-SMW | 2398 | Piper PA-28R-200 | 28R-7635284 | Arrow Teuge BV | to Netherlands E.A.S. |
| PH-TMH | 2906 | Piper PA-38-112 Tomahawk | 38-79A0261 | Netherlands European AS BV | (new) |
| PH-284 | 958 | Ka 7 | 7058 | Vliegclub Haamstede | to Delftse Studenten AC |
| PH-295 | 961 | Ka 8B | 8122 | J. Regeer | to Aero Club Salland |
| PH-329 | 1154 | Rhönlerche II | 3052/BR | Zweefvliegclub Uden | (out) |
| PH-372 | 1179 | Ka 8B | 8680 | Vliegclub Haamstede | to Delftse Studenten AC |
| PH-399 | 2551 | SZD-24-4A 'Foka - 4' | W-349 | J. Goodblood | to E.Polak & Goodblood |
| PH-403 | 2900 | Sagitta 013 | 21 | W.J. Kroon & J.J. Brants | ex PH-403 (1387) (new) |
| PH-606 | 2675 | Mini Nimbus HS 7 | 58 | Sound-Tape Sales Uithoorn | (out) |



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5. August

