

FLASH

NOVEMBER 1972





FLASH VOLUME 3 NR 26 NOVEMBER 1972

- Editors: G.A.Hiltermann - Secretary
 G.J.van Tuyn - Technical lay-out
 F.J.Klaassen - Coordination & Research
 J.A.Engels - Coordination & Research & Photo Ser.
- Except for payments ALL mail concerning FLASH should be sent to the following address:

"FLASH Magazine"
 P.O.Box 855
 Eindhoven
 Netherlands

- "FLASH" is a monthly appearing, non-professional magazine specialized in military aviation.

.....

PREFACE:

Dear Reader,

We received several letters from subscribers concerning the sending of FLASH, so we tried to find a solution for this problem. If you wish to receive the magazine in an envelope instead of folded in a cover, then please remit DFL 0,20 (being the extra costs) for one month, DFL 0,40 for two months ect.

A message for our readers who stand in connection with Mr. C.Bruschi and Mr. F.Balboni, our Italian correspondents. We received a letter from them in which they announced their provisional withdrawal from the aviation scene, due to personal reasons. The editors of FLASH would like to express their thanks for the cooperation we received from them in the past.

The interest for FLASH Photo Service Nr.13 proved to be overwhelming; we are still back in the production of all prints so if you didn't receive a message from the FPS yet, don't worry. In order to give our poor photographer a bit more time, no new list will appear in this issue.

Sorry for the length of this month episode but there's one more thing. We have reached a period of the year in which it is difficult to give each issue a satisfactory contents. Therefore once again a request for copy, such as articles, news-items, movements, photographs, etc. Please realize that it's not per definition the duty of the editors to fill 16 page each month.... We need your cooperation.

By the way how do you like the new cover?

The Editors.

.....

- | | | |
|--------------------------|--|------------------------------------|
| Regular correspondents: | | For this issue our special thanks: |
| J.van de Oever (NL) | | to: E.Bogaards B.Marselis |
| H.R.Productions | | F.v/d.Berk K.Riemersma |
| Spotting Department (NL) | | S.G.Eindhoven A.Luft |
| P.A.Jackson (UK) | | S.G.Valkenburg |

The subscription-fee of FLASH which should be regarded as a donation, amounts to a minimum of DFL 15,- or equivalent, for a one year- or DFL 7,50 for a six month subscription. Dutch readers may also send DFL 4,- for a three month subscription.

All payments should be sent to the following giro number: 2696854 t.n.v. G.A.Hiltermann, Verleunstraat 8 in Best (Dutch readers) or via an International Money Order to the same address (Foreign readers).

-- All advertisements in FLASH are free of charge.

-- Please do not publish any information out of FLASH elsewhere without permission from the editors.

.....

M O V E M E N T S

Volkel (R.Neth.A.F.)

F.van de Berk

- September 25: XV417 "E", XT906 "T" Phantom FGR.2 RAF 2Sqn L'bruch
WV318 Hunter T.7 RAF 15Sqn Laarbruch
26: XV485 "W", XV467 "R" Phantom FGR.2 RAF 2Sqn L'bruch
27-83 c/n 5912 TF-104G Luftwaffe JABO G-32 Lechfeld
27: XV441 "Y" Phantom FGR.2 RAF 2Sqn Laarbruch
28: 156175 "HL" Hercules EC-130Q U.S.Navy VQ-4Sqn
FX-89 c/n 9153 F-104G BAF 10Wing
FC-12 c/n 5109 TF-104G BAF 10Wing Kleine-Brogel
29: 104733(silver), 104899(cam) CP-104G CAF Sollingen

Leeuwarden (R.Neth.A.F.)

H.R.Prod.Sp.Dep.

- August 29: DT-884 s/n 18884 T-33A R.Dan.A.F.(also on 30-8)
30: FX-70 c/n 9119 F-104G BAF
September 5: FX-17 c/n 9039, FX-90 c/n 9154 F-104G BAF
6: 08, 31, 27, 21, 61, 25, 59 and 29 Saab Draken R.S.A.F. on
their way home with '76' C-47 (See FLASH Nr.25)
13: 20-08 c/n 2008 F-104G Luftwaffe
14: 25-61 c/n 9007 F-104G Luftwaffe
20: 91-28 c/n 150 P-149D Luftwaffe
21: AR-101 c/n 35-1101, AR102 c/n 35-1102 Saab Draken RDAF
25: FX-13 c/n 9032, FX-21 c/n 9046 F-104G BAF 10Wing
26: 156175 "HL" EC-130Q U.S.Navy
October 4: FX09 c/n 9024, FX80 c/n 9138, FX81 c/n 9139 F-104G BAF
FC-05 c/n 5102 TF-104G BAF
5: 25-37 F-104G Luftwaffe JABO G-31 Norvenich
16: FX10 c/n 9027, FX26 c/n 9057, FX86 c/n 9147 F-104G BAF
BA-35, BA-49 Mirage 5BA BAF
18: FX-98 c/n 9171 F-104G BAF
OT-GED CP-44 C-119 BAF
19: EC-03 c/n 5788 TF-104G BAF
20: FT-21 s/n 51-17513 T-33A BAF

Valkenburg (M.L.D.)

S.G.Valkenburg, H.R.Prod.Sp.

- July 4: XS495 "V-Q", XS508 "V-M" Wessex HU.5 R.N Albion /D
59-11 (c/s 4867) DC-28D Bundesmarine
5: 71-08 c/n 8168, 70-47 c/n 8107, 70-96 c/n 8156 UH-1 GAF
80-94 s/n 58-1617, 80-98 s/n 58-1637 H-34A.S.A.R.
156175 (c/s UV-5) EC-130Q U.S.Navy
7: 157311 LR-11 P-3C Orion U.S.Navy VP-24Sqn
10: 152177 (c/s RV-1) LM-3 P-3A Orion U.S.Navy VP-44Sqn
28: 157315 LR-31 P-3C Orion U.S.Navy VP-24Sqn
31: 24-33 (c/s OBIT 095), 24-28 (c/s OBIT 090) F-104G Luftwaffe
August 3: XS766 "41", XS704 "45", XS769 "50" Hiller Raven R.Navy
12: 17764 Bell UH-1 U.S.Army
14: 150514 (c/s 3-DDR) LW-2 P-3A Orion U.S.Navy VP-68Sqn
152173 (c/s HP 05) LM-2 P-3A Orion U.S.Navy VP-44Sqn
18: 147567 (c/s F-XCYD) P2V-7 Neptune Fr.Navy
22: OT-ZAA RM-1 Pembroke BAF 15Wing Melsbroek
23: 76-88, 75-86 Alouette II HEER
29: 150609 (c/s VVT-184) LW-3 P-3A Orion U.S.Navy VP-68Sqn
70-74 UH-1D Luftwaffe
September 1: 136753 (c/s NAVY 36753) C-1A Trader U.S.N "Mildenhall"
157315 LR-31 P-3C Orion U.S.Navy VP-24Sqn
4: 152161 LM-10 P-3A Orion U.S.Navy VP-44Sqn
5: XR441 (c/s NAVAIR 821) Heron R.Navy
6: MT-34 (c/s BE502), MT-46 (c/s BE504), MT-37 Magister BAF
12: 136753 (c/s NAVY 36753) C-1A Trader U.S.N "Mildenhall"
13: 71-73 UH-1D Luftwaffe

Valkenburg cont.

September 14: 46-90 (c/s T-362) s/n MM52-6057 C-119G It.A.F.
 46-93 (c/s T-363) s/n MM52-6029 C-119G It.A.F.
 46-36 (c/s T-365) s/n MM52-6025 C-119G It.A.F.
 46-61 (c/s T-364) s/n MM52-5866 C-119J It.A.F.
 15: 59-23 (c/s MISSION 8996) DO-28D Bundesmarine
 51-11 (c/s MISSION 5111) C-160D Transall Luftwaffe
 18: 131599 VC-118B U.S.Navy Keflavik
 59-23 (c/s DCN 8996) DO-28D Bundesmarine
 19: 90414 C-54 U.S.Marines Corps (c/s VM 90414)
 21: 80-80 s/n 58-1567 H-34A Kriegsmarine
 22: 146034 C-1A Trader U.S.Navy VR-24Sqn (c/s JM-034)
 24: 136756 (c/s NAVY 36756) C-1A Trader U.S.N VR-24Sqn
 25: OT-ZAD RM-4 Pembroke BAF
 17243 UH-1D U.S.Army
 26: 15608 UH-1D U.S.Army
 24461 (c/s TECK 25A and 25B) T-39A USAF
 10677 (c/s AF 10677) VT-39A USAF
 58-04 (c/s MISSION 5804) DO-28D Luftwaffe

Dijon (FAF)

K.Riemersma

OPEN DAY 17, September 1972:

2-HC 19036 T-33A (ex 7-JB) 339-WM 463 Mystere XX (Mirage nose)
 30-ME 324 Vautour 2N 7-AX 72 Mystere IVA
 2-HH 7 MH-1521M Broussard 10-SQ 83 Super Mystere B.2
 64-IF 116 N-2501 Noratlas 11-RF 42125 F-100D Super Sabre
 13-SB 50 Mirage M5F 33-TK 362 Mirage IIIRD
 2-HL 189, 2-HN 247, 2-HD 229 MD312 Flamant
 2-HG 35, 2-HM 45, 2-HJ 79, 143, 2-HI 151 CM-170R Magister
 Mirage IIIB: 2-FG/203, -FL/212, -FM/206, -FR/213, -FS/208, -FT/226,
 2-FU/204
 Mirage IIIB: 2-ZB/257, -ZC/258, -ZD/264, -ZE/260, -ZG/262, -ZH/263,
 2-ZI/265, -ZJ/266, -ZL/268, -ZM/269
 Mirage IIIC: 2-FA/3, -FB/8, -FE/5
 Mirage IIIE: 2-EA/432, -EB/410, EC/478?, ED/433, EE/425, EF/449, EH/426,
 2-EL/479, EK/488, EL/423, EM/456, EN/440, EQ/529?, ER/434,
 2-ES/436, ET/418
 2-LA/402, LB/403, LC/405, LD/401, LE/404, LF/443, LG/427,
 2-LH/447, LI/461, LJ/577, LL/504, LM/430, LN/454, LO/429,
 2-LP/539, LQ/517.

Diepholz (Luftwaffe)

A.Luft

October 12: stored Noratlas Luftwaffe:

52-83 c/n 100 to D-AMFA ; 52-84 c/n 101 to D-AMFB
 53-08 c/n 126 to D-AMFC ; 53-09 c/n 127 to D-AMFD
 53-10 c/n 128 to D-AMFE ; 53-13 c/n 131 to D-AMFF
 53-15 c/n 133 to D-AMFG ; 53-16 c/n 135 to D-AMFH
 53-17 c/n 136 to D-AMFI ; 53-24 c/n 144 to D-AMFJ
 53-26 c/n 146 to D-AMFK ; 53-29 c/n 149 to D-AMFL
 53-35 c/n 158 to D-AMFM ; 53-38 c/n 161 to D-AMFN
 53-42 c/n 172 to D-AMFO ; 53-44 c/n 174 to D-AMFP
 53-49 c/n 179 to D-AMFQ ; 53-50 c/n 180 to D-AMFR
 53-53 c/n 183 to D-AMFS ; 53-54 c/n 184 to D-AMFT
 53-57 c/n 187 to D-AMFU ; 53-23 c/n 142 to D-AMFV
 52-39 c/n 041

Bierset (BAF)

P.v.Gemert, J.v.Tuyn

October 19: CH-02 C-130H BAF 15Wing
 ST-17 Marchetti BAF
 MT-47 c/n 302 CM-170R BAF

FRENCH AIR POWER PART 3

l'Armee de l'Air (part 6).

Compiled and written by F.J. Klaassen; special thanks this time to: P.Jackson, G.Bruma, E.Ragas.

The Mystere IV was the first really successful fighter aircraft produced by the French aviation industry. The Mystere IVA had been developed from the earlier Mystere II, about 150 of which were delivered to the FAF, entering service with a.o. Escadre 10 in 1953.

The first examples of the Mysteres IVA came in service in the year 1955, (re)equipping 6 units, namely, Escadre 2 at Dyon (formerly flying Ouragan, Vampire and Mystere II), Escadre 5 at Orange (formerly Mistral and Mystere II), Escadre 7 at Nancy, Escadre 8 at Caraux (ex Mistral unit), Escadre 12 at Cambrai (Ouragan) and Groupement Ecole 314 at Tours.

In total 421 Mysteres IVA were produced by Dassault, namely 321 aircraft for the FAF and 100 for the Indian Air Force (including some a/c originally built for the Armee de l'Air). Later about 60 machines (all ex FAF) were sold to Israel.

At present the Mystere IVA is still in service with 3 FAF units:

Escadre 7 at Nancy Ochey

Escadre 8 at Caraux

Groupement Ecole 314 at Tours-st.Symphorien.

We'll try to give a complete list of all operational Mystere IVA:

c/n	Escadre 7	Escadre 8	Gr.Ec.314	c/n	Escadre 7	Escadre 8	Gr.Ec.
9			-TL(ex ZH)	68	-AM		
11			-TQ	70	-AI		
12			-ZX	72	-AX(ex 314-ZQ,ZD)		
14			-TX	75	-NX		
15			-ZY	79			-TM
16			-ZA	80			-ZQ(exTP)
17			-VX(ex TC)	81	-CA(ex 314-ZU)		
18			-TT	83			-TN
21			-TK	84			-TD
22			-TG	86			-ZN
23			-ZK	97	-AV		
24			-ZT	100	-CH		
25			-ZS(ex ZZ)	101	-CO		
26			-TW	104			-TL
27			-ZO	105			-ZM(12-XW)
28			-TY	108			-TR
29			-TP(ex 3-MJ)	111			-ZO(12-XF)
31			-TA	113			-TF
32			-ZW	114	-CR		
36			-TE	116	-AD		
39			-ZI	117	-AN		
40			exTE,TT	122	ex AV		
44			ex TX	123			-TS
45			-TJ	124	ex AX		
46			-ZS	126	-CC(ex AY)		
47			-TB	127	-AS		
48			-ZF	129	-AT		
49			-ZK	130	-AU		
50			-TH	133	-AE		
54			-TB	137	-AL		
60	-AP(ex 314-ZQ)			139	-CJ		
61			-TN	141	-AR		
65			-ZE	142			-MB
66			-TV	145	-CN		

c/n	Escadre 7	Escadre 8	Gr.Ec.314	c/n	Escadre 7	Escadre 8	Gr.Ec.314
146		-NC(ex 7-CN)		193	-CS		
147	ex 7-AP			194	-CV		
149	-AB			195	-AF		
168	ex 7-AM			197	-CH		
177	-AH			198	-CT		
178	-CW(ex AA)			200	-CF		
179	ex 7-CP			202	-CI		
180	-AQ			206	-AK		
181	-AC			217	-CL		
182	-AE			233	-CP		
183	-CH			234	-AO		
184	-CD(ex CE)			235	-CP		
185	-AY			241	-CQ		
186	-CB			245		-NB	
187	-CU(ex CW)			276		-NJ	
188	ex 7-CU			312		-MO	
189	-CW			315		-MS	
190	-AG			324		-NH	
191	-AC						

N.B: 326-381 to Indian AF as IA1001-1056
 382-392 to Indian AF as IA1310-1320
 393-421 to Indian AF as IA1321-1349
 (IA1311-20 passed through Sharjah 22-10-58 on delivery)
 Israel aircraft are probably around the 210-320 range of c/ns.
 A few additional c/ns: 94 was 5-AR; 106 was 12-XX; 107 was 12-XY;
 112 was 12-XZ.

More on another variant, the Super Mystere B.2 in the next issue.

One of the most impressive aircraft from Mr. Pompidou's air arm is the Sud Aviation Vautour, some 150 of which have been built. The first variant was the Vautour IIA, a single-seat ground attack aircraft; 30 aircraft were produced by hard working Sud people, including 25 for Israel (e.g. 05).

More successful were the Vautour IIB two-seat bomber (a total of 40 aircraft built) and the Vautour IIN (70 machines).

The aircraft entered service in 1957 with Escadre 6 (based at Oran), Escadre 30 (at Tours) and Escadre 92 (at Bordeaux). The present situation is as follows:

-- Escadre 30 de Chasse Tours Temps at Reims:

Escadrille 1/30 "Loire" received its first Vautour IIN in February 1961, then based at Creil, code 30-0A; the squadron was disbanded on 31-3-65 and most of its aircraft were divided between esc. 2/30 and 3/30. The unit became GAM 85.

Escadrille 2/30 "Normandie Niemen" changed its Mistral for Vautours IIN in 1960 at Oran (although the unit was then called GC II/6, code 6-0A; II/6 was disbanded in 1962 and all aircraft went to Esc. II/30 at Orange); unit to Reims later. Code is 30-MA.

Escadrille 3/30 "Lorraine" was reformed at Tours in 1952, receiving Meteors NF.11; in 1957 the Vautour IIN came, replacing the Meteors; the unit was renumbered 3/30 in 1958 and moved to Reims in 1960. Code 30-FA.

-- Escadre 92 de Bombardement at Bordeaux:

Escadron I/92 "Bourgoigne" code 92-AA; the aircraft of Escadron II/92 were handed over to Escadron I/92 early 1970. The type is Vautour IIB.

-- Escadron de Marche 85 "Loire" at Hao (Pacific) with Vautours IIB and N. "Loire" was Esc I/30 until march 1965; aircraft are taken from Esc.30 and 92 when needed.

Here are the figures:

Escadron II/30 "Normandie" Vautour IIN:

reg	c/n	
30-MA	306	(ex 6-QA)
30-MB	314	
30-MC	302	
30-MD	315	
30-ME	324	(ex 30-OG)
30-MF	318	
30-MH	321	
30-MI	310	(ex 30-MM)
30-MK	334	
30-ML	330	
30-MM	339	
30-MN	338	
30-MO	336	(ex 30-OK, 30-FW)
30-MP	345	
30-MQ	333	(ex 6-QQ)
30-MR	343	

Escadron III/30 "Lorraine" Vautour IIN:

reg	c/n	
30-FA	370	(ex 30-OF, 30-MN)
30-FB	347	
30-FC	348	
30-FD	365	
30-FE	350	
30-FF	364	(ex 30-OM)
30-FG	366	
30-FH	357	(ex 30-FV)
30-FI	354	
30-FJ	355	(ex 30-FV, 30-FH, 30-MI)
30-FK	368	(ex 30-OJ)
30-FL	357	
30-FM	358	
30-FN	369	(ex 30-FX, 30-OH)
30-FO	349	(ex 30-FI)
30-FQ	352	

Some Vautours are also operated by the "Centre d'Instructions des Forces Aeriennes Strategiques 328" at Bordeaux (some carrying 328 code)

Other Vautours IIN include:

313 (30-GI), 320 (30-OM), 339 (30-MB), 340 (30-OL), 349 (30-FD),
351 (30-FF), 352 (30-FG), 356 (30-FK), 359 (30-FN), 360 (30-FO),
361 (30-OA), 363 (30-OD).

All Vautours IIB are assigned to Escadre 92:

reg	c/n	
92-AA	601	(ex 92-AJ)
92-AB	602	(ex 92-AK)
92-AC	603	(ex 92-AL)
92-AD	604	(ex 92-AM)
92-AE	607	(ex 92-AO)
92-AF	610	(ex 92-AC)
92-AG	611	(ex 92-AR)
92-AH	612	
92-AI	613	(ex 92-AT)
92-AJ	614	(ex 92-AU)
92-AK	615	(ex 92-AW)
92-AL	619	(ex 92-AW)
92-AM	620	(ex 92-AX, 92-AY)
92-AN	621	

reg	c/n	
92-AO	623	
92-AP	627	(ex 92-BB)
92-AQ	629	
92-AR	631	(ex 92-BE)
92-AS	632	(ex 92-BF)
92-AT	633	(ex 92-BG)
92-AU	634	(ex 92-BH)
92-AV	635	(ex 92-BI)
92-AW	636	(ex 92-BJ)
92-AX	637	(ex 92-BK)
92-AY		
92-AZ		

An oldie, probably no longer in service with the Armee de l'Air is the DOUGLAS C-45, French designation D-18. The first of these machines entered service in 1954; 1383-2294 are all ex RCAF and went to the FAF on the dates given. Here are a few serials:

RCAF serial	c/n	SOC RCAF	ex USAF	code	c/s
1383	6250	19.3.62	43-35683	W	F-RAEY
1384	6298	19.3.62	43-35707	Z	
1390	7155	19.3.62	43-77213		
1391	7158	19.3.62	44-77215	M	
1430	CA5	12.5.59		A	
1444	CA19	12.5.59		B	
1448	CA23	12.5.59		C	
1452	CA27	12.5.59		D	
1456	CA31	12.5.59		E	
1459	CA34	12.5.59		F	
1460	CA35	12.5.50		G	
1462	CA37	12.5.59		H	code 99-KA
1464	CA39	12.5.59		I	
1465	CA40	12.5.59		J	
1475	CA50	12.5.59		K	
2281	CA79	12.5.59		L	
2233	CA81	12.5.59			
2285	CA83	12.5.59		N	
2286	CA84	12.5.59		O	
2287	CA85	12.5.59		P	
2289	CA87	12.5.59		Q	
2292	CA90	12.5.59		R	
2294	CA92	12.5.59		S	F-RAEZ
HB116	5854	19.3.62	43-35485		
HB117	5855	19.3.62	43-35486	T	
HB122	5868	19.3.62	43-35492	U	
HB140	5890	19.3.62	43-35553		
HB142	5716	19.3.62	43-35450		
HB212	5264	19.3.62	43-35690		

.....to be continued.

CORRECTIONS AND ADDITIONS

Flash Nr. 23 and 24:

Page 13: Best Hit:

Fait G-91R : 2-32, 2-34

Hughes 500 H.A.F. : 70-8208

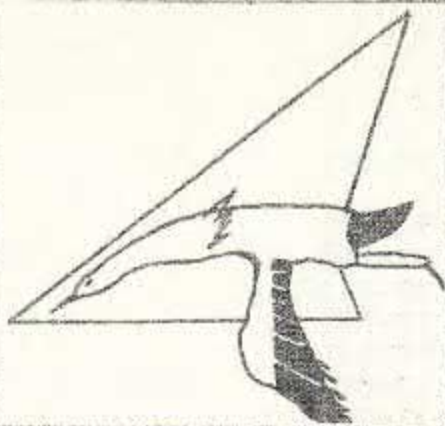
C-47 H.A.F. : KN762

F-84F H.A.F. : 28811, 26621, 27789, 36869, 26879,
26941, 26952

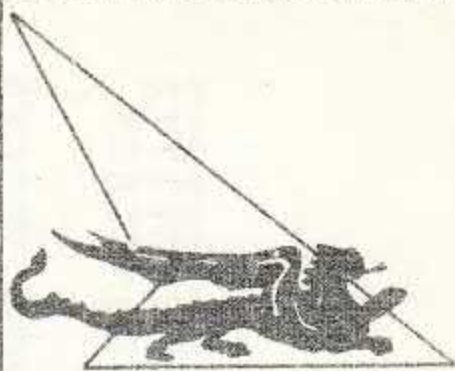
T-33A H.A.F. : 21024 (orange overall)

.....

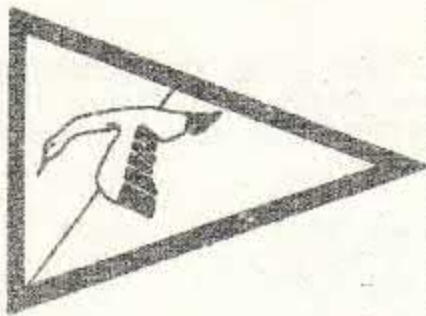
2 ESCADRE
MIRAGE III
SPA-103 and
SPA-3
REG: 2-EA



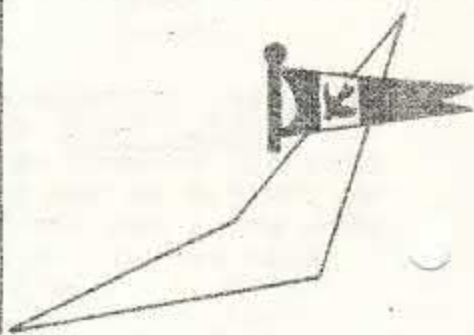
2 ESCADRE
MIRAGE III
REG: 2-ZA
SPA-19



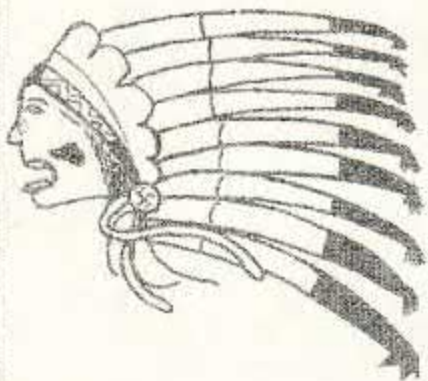
3 ESCADRE
MIRAGE III
REG: 3-JA
SPA-67



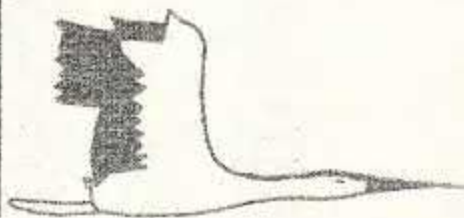
3 ESCADRE
MIRAGE III
REG: 3-IA
SPA-95



4 ESCADRE
MIRAGE III
REG: 4-BA
SPA-124



4 ESCADRE
MIRAGE III
REG: 4-BA
SPA-163



10 ESCADRE
MIRAGE III
REG: 10-BA



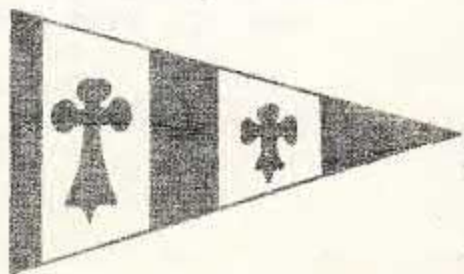
10 ESCADRE
MYSTERE B.2
REG: 10-SA



11 ESCADRE
B-100
REG: 11-BA
SPA-86



11 ESCADRE
B-100
REG: 11-MA
SPA-97



12 ESCADRE
MYSTERE B2
REG: 12-ZA



12 ESCADRE
MYSTERE B.2
REG: 12-ZA



12 ESCADRE
MYSTERE B2
REG: 12-YA
SPA-162



12 ESCADRE
MYSTERE B.2
REG: 12-YA



13 ESCADRE
MIRAGE III
REG: 13-PA



13 ESCADRE
MIRAGE III
REG: 13-QA



30 ESCADRE
VAPOUR 2N
REG: 30-MA



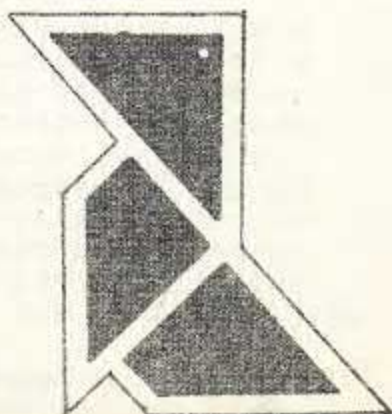
33 ESCADRE
MIRAGE III
REG: 33-CA
SAL-33



33 ESCADRE
MIRAGE III
REG: 33-NA
SAL-61



33 ESCADRE
MIRAGE III
REG: 33-TA
SAL-11



THE EINDHOVEN SPITFIRE

Compiled and written by
L. Baltussen and F. Klaassen.

Since 27 October 1971 a Spitfire coded H-15 is balancing on its pole in front of the officers-mess, just outside the gate of Eindhoven AB. Not that before this date there wouldn't have been a Spitfire at Eindhoven, on the contrary! For more than 7 years it was a familiar sight to see a Spit standing there, although the aircraft was painted in RAF colours. This interesting metamorphose (it's one and the same Spitfire) was the reason for FLASH to give you a report on the stirring life of this aircraft; here it is in chronological order:

- 15 April 1944. Spitfire LF Mk IX C serial MK959 is handed over by Supermarine to the Royal Air Force and taken in service with Nr. 39 Maintenance Unit at RAF Colerne.
- 3 May 1944. Assigned to Nr. 302 (Polish) Squadron at RAF Chailey, serial "X ? (unknown)". With this squadron the aircraft flew several missions to occupied Europe.
- 15 June 1944. The aircraft is assigned to Nr. 329 "Free French" Squadron at RAF Merston serial became 5A-K. It flew 6 missions to France while serving with this sqdn.
- 30 August 1944. After having served with Nr. 84 Group Support Unit and Nr. 3501 Serving Unit for a short time, the Spitfire goes to RAF Detling, flying with Nr. 165 Sqn as SK-M; 28 missions to Europe (a.o. to Brussels, Amsterdam, the Hague, Arnhem, Geilenkirchen) were the result.
- 16 December 1944. The Squadron moves to RAF Bentwaters.
- 15 April 1945. MK959 carried over to Nr. 29 Maintenance Unit at High Ercall and taken in store there.
- 16 September 1946. "Within the frame of the so-called Target 1 agreement between the British and Dutch governments, 35 Spitfires are to be handed over to the Netherlands Air Force.
- 25 September 1946. Supermarine Spitfire MK959 is being tested by pilot Frits Vijzelaar at High Ercall; as a result the Dutch gouvernement buys the Spit MK959; one day later the aircraft is officially turned over, and although the Dutch roundels are painted on the fuselage and upper wing-halves, the RAF roundels were not removed from the lower wing halves.
- 29 September 1946. The Spit is flown over to Twenthe AB; a few weeks after its arrival the aircraft is taken in use with the Fighter-School at Twenthe as H-15.
- 31 August 1951. The Spitfire is assigned to Nr. 322 Sqn and goes with this sqn to Soesterberg AB; the serial is no longer H-15 but 3W-15.
- 25 April 1954. The aircraft is carried over to Volkel AB.
- 28 Mei 1954. Phased out from the inventory of the R.Neth.A.F.
- 15 July 1954. Used for decory purpose at Volkel AB.
- 11 August 1954. The a/c is to be used for an exposition at Haarlem and is taken away from Volkel; after this exposition and a/c is wrongly transported to Eindhoven AB instead of Volkel; for a short while the Spitfire was placed on the scrap-yard. Later it is decided to give the aircraft a more worthy place on the airbase. Parts are gathered from all places and the aircraft, that had been painted silver-grey in the early fifties, is being camouflaged again. The serial and registration number couldn't be painted on the aircraft as due to the weather influences it was not possible to establish its identity; only the Dutch roundel reappears. The Spitfire is placed on the 315Sqn area as a monument.
- Medio 1955. The Spitfire is loaned to Nr. 14Sqn RAF, then situated on Eindhoven AB were it's needed for a ceremony. Not confirm the appointment, the Spitfire remains on the British camp, where the RAF roundel is painted over the Dutch one. The aircraft

is placed as a gate-guardian at the entrance of the British camp. In September the Koninklijke Luchtmacht confirmed the unauthorized story of the Spitfire by handing the aircraft officially over to Nr.14Sqn. RAF, Eindhoven, in remembrance to the Battle of Britain. By then the Spitfire had already been repainted in its original RAF camouflage pattern.

4 October 1961. Nr 14Sqn RAF leaves Eindhoven and the Spitfire is returned to the Dutch; identification of the a/c even more difficult, as the serial MJ289 has been painted on the aircraft by the British. After a thorough inspection the Supermarine Spitfire LF Mk IX C is placed on a pole in front of the officers-mess as MJ289 coded VL-V in January 1964.

In the years that follow the serial as well as the code were subject to doubt with several people, which resulted in the fact that on 31 August 1971 the Spitfire is removed from its pole for a large technical inspection. During this inspection two construction-plates were discovered, which reveal that the true identity of the aircraft is MK959; the Dutch registration had been H-15. It was decided that the Spitfire would be painted in this way.

Finally, on 27 October 1971 the Spitfire is placed on its pole again now in Dutch marking and serialized H-15. If you don't believe it, go and see for yourself!

.....

FOKKER-PRODUCTION LOCKHEED (R)F-104G STARFIGHTER III

Compiled and written by
B.Marcelis and E.Bogaard.

c/n	U.S.serial	Air Force	Code(1)	Code(2)	Note
8071	65-12753	WGAF	JA-107	23-72	at Luke AFB
8072		WGAF		23-73	
8073		WGAF	JA252	23-74	
8074		WGAF	JA123	23-75	
8075		WGAF	JA124	23-76	
8076		WGAF		23-77	
8077	65-12754	WGAF		23-78	at Luke AFB
8078		WGAF		-	w/o
8079		WGAF		23-79	
8080		WGAF		23-80	ex D-8080, cr 6/63 at Schiphol, repaired and to WGAF! w/o in 1969
8081		WGAF		23-81	
8082		Neth.AF.	D-8082		
8083		Neth.AF.	D-8083		
8084		Neth.AF.	D-8084		
8085R		WGAF	EA101	23-82	
8086R		WGAF	EA102	23-83	
8087R		WGAF	EA103	23-84	
8088		WGAF		23-85	
8089		Neth.AF.	D-8089		
8090		Neth.AF.	D-8090		
8091		Neth.AF.	D-8091		
8092		WGAF		23-86	
8093		Neth.AF.	D-8093		
8094R		WGAF	EA104	23-87	
8095R		WGAF	EA105	23-88	
8096R		WGAF		23-89	
8097		WGAF	JA247	23-90	
8098		Neth.AF.	D-8098		
8099		Neth.AF.	D-8099		w/o 6-2-67 Franeker
8100		WGAF	JD256	23-91	
8101R		Neth.AF.	D-8101		w/c 14-7-70 Steenwijk
8102R		WGAF	EA106	23-92	

8103R	Neth. AF.	D-8103		was KG203
8104	Neth. AF.	D-8104		
8105	Neth. AF.	D-8105		
8106R	WGAF	EA107	-	w/o 13-6-66 Harlingen collision with 8160
8107R	Neth. AF.	D-8107		
8108R	WGAF	EA108	-	w/o 23-4-65
8109	Neth. AF.	D-8109		
8110	Neth. AF.	D-8110		
8111R	WGAF	EA109	23-93	
8112R	Neth. AF.	D-8112		damaged 30-10-63 but repaired
8113	WGAF	EA110	23-94	
8114	Neth. AF.	D-8114		
9115	Neth. AF.	D-8115		
8116R	WGAF	EA111	23-95	
8117R	Neth. AF.	D-8117		w/o 9-2-70 Cuxhaven
8118R	WGAF	EA112	23-96	
8119R	Neth. AF.	D-8119		
8120	Neth. AF.	D-8120		
8121	Neth. AF.	D-8121		w/o 25-6-71 into sea
8122R	WGAF	EA113	23-97	
8123R	Neth. AF.	D-8123		w/o 18-1-68 Paderborn
8124R	WGAF	EA114	23-98	
8125R	Neth. AF.	D-8125		
8126R	WGAF	EA115	-	w/o 12-11-64
8127R	Neth. AF.	D-8127		
8128R	WGAF	EA116	23-99	
8129R	Neth. AF.	D-8129		
8130R	WGAF	EA117	24-00	
8131R	Neth. AF.	D-8131		
8132R	WGAF	EA118	24-01	
8133R	Neth. AF.	D-8133		
8134R	WGAF	EA119	24-02	
8135R	Neth. AF.	D-8135		w/o 12-7-65 Hoogwoud collision with 8147
8136R	WGAF	EA120	-	w/o 22-6-65
8137R	WGAF	EA121	24-03	
8138R	Neth. AF.	D-8138		
8139R	WGAF	EA231	24-04	
8140R	WGAF	EA232	24-05	
8141R	Neth. AF.	D-8141		
8142R	WGAF	EA233	-	w/o 11-5-64 nr Bremer- /hafen
8143R	Neth. AF.	D-8143		
8144R	WGAF	EA234	24-06	
8145R	Neth. AF.	D-8145		
8146R	WGAF	EA235	24-07	
8147R	Neth. AF.	D-8147		w/o 12-7-65 Hoogwoud /collision with 8135
8148R	WGAF	EA236	24-08	
8149R	WGAF	EA237	24-09	
8150R	WGAF	EA238	24-10	
8151R	WGAF	EA239	24-11	
8152R	WGAF	EA240	24-12	
8153R	WGAF	EA241	24-13	
8154R	WGAF	EA242	24-14	
8155R	WGAF	EA243	-	w/o 19-3-65
8156R	WGAF	EA244	24-15	
8157R	WGAF	EA245	24-16	
8158R	WGAF	EA246	24-17	
8159R	WGAF	EA247	24-18	
8160R	WGAF	EA248	-	w/o 13-6-66 Harlingen /collision with 8106
8161R	WGAF	EA249	24-19	
8162	WGAF	BB255	24-20	

8163R		WGAF	EA250	24-21	
8164R		WGAF		24-22	
8165R		WGAF		24-23	
8166		WGAF		24-24	
8167		WGAF		24-25	
8168R		WGAF		24-26	
8169		WGAF		24-27	
8170		WGAF	BB231	24-28	
8171		WGAF	EA126	-	w/o 23-8-65
8172		WGAF	BB-232	24-29	
8173R		WGAF		24-30	
8174R		WGAF		24-31	
8175		WGAF	BB233	24-32	
8176		WGAF		24-33	
8177	67-14893	WGAF		24-34	at Luke AFB, returned
8178R		WGAF	BB234	24-35	<u>to</u> Germany
8179R		WGAF		24-36	
8180R		WGAF		24-37	
8181		WGAF		24-38	
8182		WGAF	BB-235	24-39	
8183	63-13690	WGAF		24-40	at Luke AFB.

.....
CORRECTIONS AND ADDITIONS

FLASH Nr.14:

Page 13 and 14: P-114 and P-119 had a mid-air collision on 2-10-1963 near Horn.

.....
ADVERTISEMENTS --- ADVERTISEMENTS --- ADVERTISEMENTS

- Wanted: a correspondent in France, Italy, Denmark, Japan and USA to exchange top-quality B&W negatives. Futhermore info about the Spanish, Portuguese, Turkish and Greece Air Force. Please contact: Jan v/d.Oever, P.O.Box 8006, Eindhoven, Holland.
- DUTCH AERO SERVICE: Our new illustrated catalogue, loaded with titels (about 500), has come out. It is illustrated with photos on fully glaze paper. If you are interested in excellent black and white photographs of military a/c (this month lists of Best Hit, Helicopter Meet, T.W.M. etc.) here's the address for a free copy: Editor D.Hertogs, Pagelaan 36, Eindhoven, Netherlands.

.....
NEWS ----- NEWS ----- NEWS ----- NEWS

- The Air Focre screapheap at Gilze-Rijen received two more addition the last weeks:
 - F-104G D-6669 of 312Sqn crashed near Kassel on 13-10-1972 after the pilot lost one of his wingflaps. He managed to eject savely.
 - S-11 E-5, crashed on Soesterberg in March 1972 after the pilot tried to start from the field only 130 meters without using his flaps. His effort ended in the trees. The a/c is w/o.
- The T-33A of the R.Neth.A.F. that went to the Turkish AF. left Twenthe AB on 15-9-72:

M-1 s/n 51-4511	became "511"	M-27 s/n 52-9922	became "922"
M-2 s/n 51-4512	became "512"	M-28 s/n 51-17541	became "541"
M-6 s/n 51-9029	became "029"	M-39 s/n 51-4961	became "961"
M-16s/n 51-17553	became "553"	M-41 s/n 51-4952	became "952"
M-21s/n 51-17491	became "491"		

.....

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER-PHOTO: Some readers may have had to look twice when they saw this Phantom RF-4C; the result of some artist's work during exercise "BIG CLICK" held at Sola (Norway) earlier this year.

PHOTO 1 : A very nice actionshot of K-687 at the Sola runway; this photo was taken during the "BIG CLICK", an equivalent to our well-known ROYAL FLUSH.

Copyright: N.Larsen

PHOTO 2 : We just cannot get enough of it; don't you? Here's another picture we took there, one of the winning Greek RF-5A's.

Copyright: H.Engels.

PHOTO 3 : In this issue you will find the story of Dassault Mystere and as an additional gift a shot of 8-NV at Cazaux.

Copyright: E.Moreau

PHOTO 4 : Just a nice portrait of another old-timer; an North American F-100D Super Sabre from the Arizona Air National Guard, 54025.

Copyright: F.Klaassen

PHOTO 5: French aircraft-photographer Eric Moreau carefully installed his camera, took up the lightning and then it started to rain. One day later he took this picture of a Vautour of the French Air Force.

Copyright; E.Moreau

PHOTO 6 : During his voyage through Southern Europe, our editor took this Thunderflash 3-05 of the Italian Air Force; note the sleeping guard under the aircraft. Sad detail: while being at Emmen (Switzerland) he dropped his camera in a canal, therefore no photographs of Swiss Hunters in this issue.

Copyright: G.Hiltermann

PHOTO 7 : A huge aircraft, this Voodoo. Nice to know perhaps, is that this particular aircraft visited Eindhoven AB on June 4th 1964, together with 60018 and 60019; of course it was painted silver then, belonging to 81 TF. This photo was taken at Richards Gebaur AFB.

Copyright: H.v/d.Laar

NEWS ----- NEWS ----- NEWS ----- NEWS

-- As we reported in the FLASH of last month nine T-33As of the R.Neth.A.F. went back to the BAF. Here are more details:

- M-42 s/n 51-4151 ex FT-5 (BAF), back to FT 5, left Holland 8-8-72
- M-43 s/n 51-4152 ex FT-4 (BAF), back to FT-4, left Holland 3-8-72
- M-44 s/n 51-4231 ex FT-6 (BAF), back to FT-6, left Holland 7-8-72
- M-45 s/n 51-4233 ex FT-7 (BAF), back to FT-7, left Holland 7-8-72
- M-46 s/n 51-6662 ex FT-7 (BAF) cr 8-6-60 Woensdrecht AB.
- M-47 s/n 51-6661 ex FT-11 (BAF), back to FT-11, left Holland 7-8-72
- M-59 s/n 51-4062 ex FT-3 (BAF), back to FT-3, left Holland 4-8-72
- M-60 s/n 51-6663 ex FT-9 (BAF), back to FT-9, left Holland 4-8-72

-- The Turkish AF lately received some C-160's (all ex Luftwaffe). The registrations consists of an O followed by the c/n of the a/c. e.g. c/n D-23 (ex 50-15) to "023", c/n D-40 (ex 5032) to "040", c/n D-29 (ex 50-21) to "029".

