

# FLASH

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**military aviation magazine**

**DISPLAY REPORTS SP.A.F. WGAF TRANSPOR**



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

- Dear Reader,

We never published much information on aviation in the United Kingdom ; the reason does not lie in the fact that we don't think it is interesting for our readers, but is simply due to the fact that British magazines like South East Air Review, Blackbush Air Review, Scottish Airnews, South West Air News, Anglia Aeronews, etc. (which are also very popular on the continent) publish them too, and in most cases earlier and more complete than we can. However, since we received several letters requesting for more info on the British airscene, we decided to give it a try. From now on you can also find reports and movements from Alconbury, Mildenhall, Finningly, etc. in FLASH. British readers let's hear from you!

The editors.

- The following back-issues are still available: Nrs 10,12,21-36, for DFL 1,25 each.

Closing-date for next issue is 30 October.

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COVER PHOTO:

NF-5B K-4007 of the R.Neth.AF. just before taking off from Eindhoven AB. The a/c belongs to 314Sg. Together with all the other NF-5's of 314Sqn this a/c moved to Gilze-Rijen from 24/9 till 15/10, due to runway repairs at Eindhoven AB.

NEWS - - - NEWS

With sepial thanks to: Aeropress, ASA, SEAR, F.v/d.Berk, J.Creegan, Ch.Emrich, P.v.Gemert, P.J.Hooper, J.L.Hortshuis, H.R.Spotting Productions, P.Jackson, A.Laft, H.Radier, B.Ullings, P.Vercruijse, P.v.Wijngaarden.

ROYAL NETHERLANDS AIR FORCE

- On 3 September the last 21 S-11's in Dutch AF colours (12 are air force and 9 Navy) were phased out. The last official flight was made by the "197" of the Navy
- A new Wasp, the 247 will be delivered to the MLD as replacement for the "241", which crashed in 1969 in the North Sea.
- One of the in Holland preserved ex French Navy HUP-2 Retrieves, the 130082, has been delivered to the Anthony Fokker School at The Hague.
- A Dutch NF-5 made a heavy landing at the runway of Twenthe AB on 12/9; the a/c was severely damaged.

Eindhoven: As we reported in our last issue, a squadron-rotation took place between 314Sqn and 3 Aerobrigata from 4-12 September. The RF-104G were 3-38 (and not 3-39), 3-41, 3-42, 3-43. Transport a/c was a Hercules on 13/9 being 46-14.

September 16: PB63-835, PB64-517 C-130E USAF (They visited Eindhoven, for para-droppings, to celebrate the liberation of Ehv.

Gilze-Rijen: 316Sqn had a rotation with 13Esc FAF: Mirages 13-QK, QH, QA, QF. On 3-10-73 K-3071 crashed during take off from Gilze-Rijen. The NF-5 is w/o.

Volkel: Here also a rotation with Italian F-104G's took place:

The rotation lasted from 7 till 15 August. Supporting a/c was C-130H 46-06 MM61992. Regs: 5-11 MM6556, 5-20 MM6603, 5-04 MM6547

Beek: Presently sitting here are six ex French Navy C-45's, mentioned in the last month's FLASH under Monchen-Gladbach, plus five U-6A Beavers and one U-1A Otter all ex Coleman Barracks. All a/c arrived at Beek between the 10th and 14th September.

The TC-45J's are N61911 (ex FN 706, BuAer. 134706), N61908 (ex FN 38), N61907 (ex FN 54), N61910 (ex FN 15), N61906 (ex FN 558) Beavers are N26873 (ex USAF O-16531), N93438 (ex USArmy 56-388), N93433 (ex USArmy 51-16813), N93434 (ex USArmy 56-381) and N43440 (ex USArmy 56-396) and the Otter is N93441 (ex USArmy 55-3321)

These aircraft are offered for sale by Masin Aircraft, Köln. A new a/c had arrived on 23/9, namely N61904 (ex FN 29), a TC-45J.

Ypenburg: 334Sqn moved temporarily (till December) to Ypenburg, due to runway-works at Soesterberg.

- Troopship C-7 is in overhaul at Ypenburg.

This will be the first MLD Troopship.

September 26: 17757 F-104G RNoAF (for overhaul)

27: 13187 C-130E Tur.AF OT-ZAB RM-2 Pembroke BAF

ROYAL BELGIAN AIR FORCE

- Till now 6 Mirage 5B are confirmed to have crashed: BA-25 on 28-3-72 near Bitburg, another one on 25-3-73, on 15-6-73 BR-30 collided with a German gilder, 6-9-73 two Mirages collided over Crete (Greece) during NATO-exercises (both pilots were killed) and 13-8-73 BR-01 crashed at Lesse.
- F-104G FX-97 crashed on 25-7-73 in Germany.
- The Belgian Governement decided to order 33 Alphajets as a replacement for the Magisters and T-33s.

Bierset: On 25/8 the following Mirages BA-30,31,32,33,35,36,42,47,48,59 BA-61,63 -

Brustum: Decoy aircraft here are Thunderstreaks:

FU-21,36,51,66,82,92,105,134,156. Glidertuga at this AB are Stampes V43 (1185) and V52 (1194). Apparently not all SV-4b's have been withdrawn.

Kleine-Brogel: Here two squadron-rotations took place: late August with 6 RHAFF F-104G's (!!), two regs being FG-711 and FG715 (this last one is ex Spanish AF). From 10 till 19 September 31Sqn went to Luxeuil, while FAF's 4th Escadré visited Brogel with 4 Mirage 3E's

Keiheuvel: A small air-show was held at this gilder-airfield near the Dutch border. Military participants were: S-58 OT-ZKK (B-11), Alouette II OL-A30,48,53,59,62,68,76,79 of the "Blue Bees" (from Werl in W-Germany), Mirage 5BA BA-12 (3Wing/1Sqn), F-104G FX-83,69 of the "Slivers", SM-26QF ST-24 and some RAF a/c: XL-387 Vulcan, XP-696 Lightning F.3 (2260CU), XP-814 Beaver, XW-359/360/373/375/420 Jet Provost of the "Poachers".

#### ROYAL DANISH AIR FORCE

Skydstrup: movements of 16/8:

724 Sqn Hunters: E-423,402,408,409,427,412,419,418,420,401  
ET-274,271,272  
730 Sqn F-100's: G-769,266,782,775,773,781,777, GT-983  
T-33A's: DT974,905,835,492,102 C-47: K-685,681  
S-61A: U-481

Karup: movements of 20/8:

727 Sqn F-100's: G-303,747,261,225,262,748,790  
725 Sqn Drakens: A-009,007,013,020,005,003,002,012,016  
729 Sqn Drakens: AR-113,104,102,107,112  
Drakens TF-35: AT-153,156 C-45: N-618 C-47: K-685,686  
T-33A: DT-450, 516, 566  
35-11, 35-48 RF-4E Luftwaffe AG-51 Leck  
BR-12, BR-07 Mirage 5BR BAF 42 Sqn Florennes  
59-24 DO-28D Bundesmarine

Aalborg: movements of 21/8:

723Sqn F-104's: R-347,755,756,646,347,753,340,348,701,754,711,349,658,  
R-341,647,814,645,700,771,703,966  
TF-104's: RT-683,657,682,655  
C-47: K-685 S-61: U-279  
F-5A RNo4F: 211, 214, 222, 224, 227, 578

#### FRENCH AIR FORCE

The first operational Jaguar squadron is not, as we told you last month Esc 3/7 but 1/7 Provence, which changed reg, from 7-A to 7-H.

#### ITALIAN AIR FORCE

The first two CH-47C helicopters for the Army are E.I.800 MM80822 c/n 001 and E.I.801 MM80823 c/n 002

Some crashes: On 1 June 2 G-91PAN of Frecce Tricolori collided, causing the death of the 2 pilots; on 5 July a G-91T crashed while taking off at Decimomannu; a Tracker of 41 Stormo crashed when shortly after take-off from Catania, one of the engines failed; due to an accident at Brindisi a Fiat G-91R of the 32Stormo had to be written off.

Guidonia: (near Rome) on 13/6: RR-10 (MM61693), RR-14 (MM61692), RR-18 (MM61708), RB-16 (MM61725), RB-18 (MM61650), all C-45; RR-32 (MM61921), RR-33 (MM61902) Piaggio P-166M; 142-5 (MM61804 c/n 19) Fiat G-222. By the way MM stands for Matricola Militare (military serial).

Torino-Caselle:

March 22: RM-5 (MM54145) Harvard; 51-90 C-160D Luftwaffe  
27: 51-53 54906, 51-67 38305 F-86K; 46-04 C-130H  
April 28: 64-II, 62-QF, 62-QW, 62-QN Noratlasses FAF  
May 3: RM-15 MM53830 Harvard

Cameri: This year's "Tiger Meet" was held here from 19-25 June. A/c present on 21 June include:

- 68007/UH F-111E 79TFS USAF Upper Heyford  
- 66-7667/BT, 66-7698/BT, 66-7720/BT F-4D 53TFS USAF Bitburg  
- 12-YI, 12-YM, 12-YC, 12-YP Super Mystere B.2 12Esc. FAF Cambrai  
- FX-20, FX-29, FX-79 F-104G 31Sqn BAF Kleine-Brogel  
- 35-08, 35-26 RF-4E AG-52 Luftwaffe Leck  
- FG-22274 F-104G & FG-22278 TF-104G 335Sqn HAF Tanagra  
- 104827, 104840, 104869 CF-104 and 104666 CF-104D 439Sqn CAF Sollingen  
- 53-02, 04, 05, 09, 15, 20 F-104S 53 Stormo ItAF Cameri  
Support a/c were: OT-CBN/CP-34 and OT-CAQ/CP-17 C-119G BAF, SM-5 C-118 ItAF, 46-09 and 46-12 C-130H ItAF, 133339 T-33A CAF, 12-XE T-33A FAF, RM-39 S-208M ItAF, RS-12 G-91Y ItAF

Vergiate: on 31/8 two C-119J Packets were withdrawn from use 46-55 and 46-59, C-119G's were still in service: 46-94, 46-37, 46-36 and MM52-6020.

ROYAL NORWEGIAN AIR FORCE

Mystere 20 053 is camouflaged now.

Operational sqns at this moment are: 331 with F-104G at Bodo, 332, 336, 338 and 718 with F-5A at Rygge, Rygge, Orland and Sola resp, 717 with RF-5A at Rygge, 330 with Sea King at Sola, 335 with C-47 and C-130H at Gardermoen, 339 with UH-1B at Bardufoss, 719 with UH-1B and Twin Otter at Bardufoss, 720 with UH-1B on various air bases. 334 is/will be disbanded to be re-formed with CF-104 at Bodo afterwards.

The Bell 47J's were sold to civil (JT-O c/n 632 became LN-ORW)

ROYAL AIR FORCE

Cottesmore: following Canberra's are in service with No.2310CU:

WT488/Y (T.4), WH848/E (T.4), WD944 (T.4), WE192 (T.4), WH919/V (B.2), and WJ677/X (B.2). Canberra B.2 WJ674 of this unit crashed on August 2.

Abingdon: Battle of Britain Display on 15-9-73:

Some remarks: A USAF Phantoms fly-past took place about 2kms away and an F-111E flew past, took 2 minutes to turn round and then flew back. Four CF-104's flew over once quite high. (this was better than at Finningley in 1963 where 4 USAF F-100's flew straight down the runway, at the right time at low level, over Lindholme airfield, 8 kms away!). The Jindvik target drone was interesting, not often do we see an Australian reg. even though it is a pilot-less a/c. Note that it has had 46 launches. Just shows how good the RAF missiles are, 46 times and it still was not been shot down!

Registration-report: The following RAF a/c:

XM520 Britannia C.1 (99/511 Sqn); XS645 XS603, XS641 Andover C.1 (46Sqn); XR367, XR365 Belfast C.1 (53Sqn); XV107, XV104 VC.10 (10Sqn); XV179, XV219, XV212, XV298 C-130K; WH291 Meteor F.8 (79/229); WA669 Meteor T.7 (CFS); XR751 Lightning F.3 (5Sqn); XL609/80 Hunter T.7 (4FTS); XR535/05 Gnat T.1 (4FTS), XT861 Phantom F-4K (Phantom OCU); XV422/E, XV423/R Phantom FGR.2 (6Sqn); XT434/463 Wasp HAS.1 (829Sqn); XW221/DE, XW223/DG, XW224/DH,

XW227/DN Puma HC.1 (230Sqn); XW208/CE, XW207/CD Puma HC.1 (33Sqn); XP769 Beaver AL.1 (132FLT); XS166 UH-12E (705Sqn); XW922, XV745/45, XV753/53, XV756/56 Harrier GR.1 (233OCU); XX515 Bulldog T.1 (CFS); WD480 Hastings C.2 (RAE); WH981 Canberra E.15 (98Sqn); WZ876, WK562 Chipmunk T.10 (London University); A92-999 Jindvik (c/n 481 RAE Llanbedr.); XK884 Pembroke C.1 (207Sqn); XJ763 Whirlwind HAR.10 (32Sqn); XL387 Vulcan B.2 (101Sqn); PZ865/DT-A Hurricane "257Sqn", AB910/QJ-J Spitfire "92Sqn", both of Battle of Britain Flight; XS780 Basset CC.1 (207Sqn); XH667 Victor (214Sqn), XT-283/023 Buccaneer S.2 (809Sqn); WL668/X Varsity T.1 (6FTS); WF371/S, WJ921/F, WJ920/R, Varsity T.1 (5FTS); XP514, 531, XR981, 987, 991, XS101, 107 plus 2 Red Arrows; XW288/81, XW287/80, XW414/89, XW421/90 Jet Provost T.5 (CFS "Red Pelicans"); XW235/37, XW407/50, XW406/48 Jet Provost T.5 (3FTS "Gemini" team); LM63-847 C-130E USAF; XV235 Nimrod MR.1 (42Sqn).

Yeovilton: seen on 6,7&9 August: Hunter T.8:XF357/985, XL544/580/598/698, WT722/772. Hunters GA,11. WV256/267, XE682/685/716, XF357/977, WT723/702/WT711, WF809. Sea Vixen: XJ613, XN696, XP925/954, XS580/587; Heron XM296; Wessex XS887; Canberra T.4 WJ869; Canberra TT.18: WJ636, WK123. All a/c being of the Royal Navy.

Cambridge: noted on 5 August 2 BN2A-9 for the Ghana AF 6352/C & 6353/D.

St.Mawgan: International Air Day on 8-8-1973:

Static: 203 Neptune MLD; 254 Atlantic MLD; XV255 Nimrod RAF; 152745 P-3B USNavy; 10741 Argus CAF; 3281, 3295 G-91R WGAF LEKG-42; XT270 Buccaneer; XT892 F-4K; XL387 Vulcan; XS710 Dominie; 104735 CF-104G CAF; AT-152 SK-35 RDAF; WK124 Canberra; TG-511 Hastings, XV723 Wessex; XT505 Sioux; WF371 Varsity; WL756 Shackleton; XM216 Lightning; XV795 Harrier; XF448 Argosy; VP961 Devon; WV746 Pembroke; XL571 Hunter T.7; XP395/299/347 Whirlwind. Flying display and visitors: 120 Etendard Aeronavale; AR-117 RF-35 RDAF; 104785, 104708, 104840, 104739 CF-104G CAF; UH68-063 F-111E USAF; XV252/258/259/235 Nimrod; XM603 Vulcan; XL875 Whirlwind; XW207 Puma.

Little Rissington: Bulldogs on 30/8: XX514/44, XX515/40, XX517/42, XX518/43, XX516/41.

Wildenrath: No.4Sqn had a rotation with 717Sqn RNoAF from 22 to 30/5.

Six RF-5A's arrived: 102, 104, 108, 112, 113 and 490; support a/c was C-130H 957. Other RF-5A's during the rotation were 109, 110 and 241 (F-5B). The Harrier that crashed on July 9 was XV761/W, on 30/7 XV805/Z crashed near Coesfeld and on 6/9 XV750/X crashed near Roermond. All a/c are from No.20Sqn. Movements:

July	10: DT-102 T-33A RDAF; ET-271 Hunter T.7 RDAF; E-430 Hunter RDAF
	18: 41-AP c/n 34 Paris II FAF
	20: XS419/419 Lightning T.5 RAF 2(T)/226OCU; XN816 Argosy E.1 RAF 115Sqn; DT289 T-33A RDAF
	31: XM969 Lightning T.4 65Sqn/226OCU; 105, 106 RF-5A RNoAF;
August	3: 135 F-5B, 376 F-5A RNoAF;
	23: 33-15, 3125 G-91R Luftwaffe WS-50
	31: N-242 C-54 RDAF; XL387 Vulcan RAF 50Sqn;
September	2: XR749/Q Lightning F.3 RAF 5Sqn; XP696 Lightning F.3 RAF 226OCU
	10: OT-CBD DC-6 BAF
	12: 594 F-5B RNoAF; XH175 Canberra PR.9 RAF 39 Sqn
	17: 27-25 TF-104G Luftwaffe JABOG-32

Laarbruch: Movements:

July	17: 32-90, 33-05 G-91R Luftwaffe LEKG-42
August	1: 33-07, 30-97, 32-59 G-91R Luftwaffe LEKG-44
	34-60 G-91T Luftwaffe LEKG-43
	13: XF995 Hunter T.7A RAF 237 OCU; 5414 Pembroke Luftwaffe

Laarbruch cont.

August 16: 58-52 DO-28D WGAF JB-31; WH981/1 Canberra E.15 98Sqn;  
369 s/n 64-13369, 376 s/n 64-13376 F-5A RNoAF 336Sqn.  
September 3: 58-30 DO-28D WGAF LEKG-43; 31-53, 31-56 G-91R WGAF LEKG-41;  
31-82, 31-78 G-91R WGAF LEKG-43  
11: 083 TC-45J MLD; 35-08, 35-13, 35-14, 35-31 RF-4E WGAF AG-52

On 29/9 the air base was open to the public, this open day brought us the following a/c:

ZR68-568 RF-4C USAF; 21-91 F-104G WGAF; XE552 Hunter RAF Chivenor; XL568 Hunter T.7 RAF; 35-60 RF-4E WGAF AG-52; XV806/Y Harrier RAF; XN782/H Lightning F.2 RAF 92Sqn; XV119 Scout R.Army; D-8129 RF-104G RNethAF 306Sqn; 32-95 G-91R WGAF LEKG-42; 32-10 G-91R WGAF LEKG-41; 90-10 P-149D WGAF; XW530 Buccaneer RAF 16Sqn; XW547, XV430 Buccaneer RAF 15Sqn; XT829/B Sioux; XV417/E Phantom FRG.2 RAF 2Sqn.

All are static a/c, due to noise-abatement rules no flying display was held. No a/c of the local squadrons (15,16 and 2) were to be seen on the base, except for the ones on the display.

Bruggen: Movements:

July 10: 100 (68-9100), 106 (68-9106) RF-5A RNoAF 717Sqn; G-261,G-300 F-100D RDanAF  
12: 2628 F-104G WGAF JB-36; D-8312, D-8343 F-104G RNethAF Volk 1  
18: 70002 C-141A USAF 438MAW  
August 31: XL616, XL562 Hunter T.7 RAF Empire Test Pilot School  
September 5: 101, 102 RF-5A RNoAF 717Sqn Rygge

Gutersloh: Lightnings F.2(A) observed on July 18 & 19 are: XN782/H,

XN792/M, XN793/A, XN732/R, XN730/J, XM995/F (T.3), all No.92Sqn.  
XN790/L, XN786/M, XN779/X, XN789/J, XN781/B, XN778/H, XN776/C, XN771/P, XN777/K, XN794/W, XN784/R, XM974/V (T.4), all No.19Sqn. A great deal of the a/c has been camouflaged. Visiting a/c:

July 18: WJ593/F Hunter PR.10 RAF 229OCU; 27-15 TF-104G WGAF WS-10; WJ728/R Canberra B.2 RAF No100Sqn

July 19: K-4008, K-4029 NF-5B RNethAF

SPANISH AIR FORCE

The Spanish Naval Air Arm has ordered a first batch of 8 H.S.Harriers. These a/c will be used to constitute a modern and adequate air cover for the Spanish Fleet and a number of them will be based aboard the helicopter-carrier PH-01 Dedalo (Daedalus) which has been passing an intensive re-working of its flight deck to adequate it for Harrier operations.

SWISS AIR FORCE:

Alpnach: 23/7: U-103 Pilatus P-2-05; V-60 Alouette II; V-201,222 Alouette 3

Emmen: 23/7: V-258 Alouette 3; A-803,810,815,825,873 Pilatus P.3; U-1215, U-1217, 1222 Vampire T.55; J-1128,1129,1170,1212 Vampire FB.6 (non flying condition); J-1515,1523,1556,1580,1611,1620,1624,1626,1640 Venom FB.50; J-1716,1744,1746,1763,1785,1792 Venom Mk.54; J-4018,4040,4090;Hunter Mk.58.

Dubendorf: 24/7: A-702 Ju-52; C-550 EKW C-3603; U-109,110,117 P-2-05; A-847,852,867 Pilatus P.3; R-2109,2111,2107 Mirage 3RS; J-1116 Vampire FB.6; J-1504,1506,1542,1544,1559,1584,1601,1602,1615,1632,1636 Venom FB.50; J-1725,1760,1775,1780,1785,1789 Venom Mk.54; J-4003,4016,4021,4039,4044, J-4057,4087,4091 Hunter Mk.58.

UNITED STATES AIR FORCE:

Interesting news from Leeuwarden (Neth), the new home of 32TFS,;on 12/9 three Phantoms arrived, all the way from Iran: 69264,69263 and 69254, coded CS (the code was hardly visible and the serials were not presented



in the usual USAF style). These F-4E's appear to have been in service with the Imperial Iranian Air Force for some time, but went back to the USAF. They will be included in the strenght of 32TFS, thus bringing the total a/c to 21.

Several EB-66C's of the former 39TEWS/52TFW Spangdahlem are now in service with 42TEWS/388TFW at Norst, Theiland. Flying there are 40424, 40442, 40459 (ex SP54-459), 40463, 40508, 40529.

Alconbury: many changes have taken place within 10th TRW; a short review on the based RF-4C's might be interesting:

- 1 TRS (blue band): 41017, 41019, 41020, 41021, 41022, 41023, 41025, 41029, 41030, 41031, 41073, 41077, 41084, 50824, 50830, 50851, 50835, 60424, 60425.
- 30 TRS (red band): 41003, 41005, 41006, 41007, 41009, 41010, 41014, 41016, 41035, 41061, 41066, 41070, 41071, 41075, 41081, 50823, 50826, 50836, 50837, 50873, 60413, 60421, 60423, 60426.
- 32 TRS (yellow band): 41032, 41033, 41034, 41060, 41063, 41067, 41068, 41069, 41074, 41076, 41079, 41083, 50919, 50927, 50944, 60421, 60430, 60433, 60449, 90370.

Changing is still going on; we will keep you informed. During the last few months 37760, 37748, 37762, 41000, 41001, 41002, 41013, 41024, 41026, 41028, 41004 and 37751 left Alconbury for the United States.

Mildenhall: movenemnts:

- July 9: 149676/MH-3 P-3E Orion USNavy Weather Rec. Sqn 4
- August 8: 10291, 10285 EC-135H USAF 10ACCS
- 12: 14845 RC-135J USAF 55SRW; 10282 RC-135J USAF 10ASSC
- 21: 131594/RT C-118A USNavy Vr-53

Lakenheath: On Saturday 18 August RAF Lakenheath opened its gates;

excellent weather, an interesting show, what more do you want. As usual, the USAF participation to the show was limited to: a fly-past of 4 Phantoms and a flypast of an Upper Heyford F-111E; the RAF had to do the rest. According to an American Phantom pilot, the USAF is afraid that they loose an a/c with aerobatics. There is no money to replace machines that are lost in this way!

MT-15, MT-5 CM-170R BAF "Red Devils"; XH304 Vampire T.Mk.11, WA-669 Meteor T.Mk.7 together forming "Vintage Pair"; 26-10, 26-11 F-104G WGAF JB-36; 33-06, 34-27 G-91R(T) WGAF DEKG-43; 60131 C-141A USAF 437MAW; LN66-747, 65-775, 66-282, 65-613, 65-614, 50-659 F-4D USAF 48TFW; XV795/F Harrier GR.1A RAF 1Sqn; XR713/Q Lightning F.3 RAF 111Sqn; AT153 TF-35XD Draken RDAF 729Esk.; 152180/LM-5 P-3A Orion USNavy VP-44; 136753 C-1A USNavy; DB63-872 C-130E USAF 463TAW; 11150 O-2A USAF; XV341 Buccaneer RAF; XL425 Vulcan B.2 RAF; XS109 Gnat RAF; XR749/Q Lightning RAF; XG160 Hunter F.6 RAF 79Sqn/229OCU; XP737 Lightning RAF 5Sqn; 312-BK c/n 56 Noratlas FAF; LN66-278 F-4D USAF 48TFW; XV190 C-130K RAF; UH68-022 F-111E USAF 20TFW; 104859 CF-104G CAF; XS107, 111, 101, XR540, 991, 955, 987, XP531, XP514 Gnat RAF "Red Arrows"; VF563, VM561, VN576, VI562, VB529, VD535, VL546, VJ544, 564, 527, 565, VG514 CM-170 FAF "Patrouille de France"; XW363, XW359, XW373, XW353 Jet Porcoost T.5 RAF "Poachers".

Zweibrucken: The following RF-4C's of 86TRW on 8/8 (all coded ZR):

- 68-568, 69-374, 69-372, 69-367, 68-557, 69-364, 69-374, 68-564, 66-422, 68-558,
- 68-561, 69-371, 65-935, 65-901, 69-360, 65-939, 69-365, 68-569, 66-478, 68-555,
- 68-567, 68-564, 68-566, 68-562, 67-469, 68-571, 69-368, 68-553, 69-373.

Tempelhof: Armed forces Day 15 & 16/9:

10879 C-9A USAF 322TAW/2AEG; 40631 C-141A USAF 437MAW; O-50596 C-54G Florida ANG; 24462 T-39A USAF; 25787 C-131 USAF; O-10679 T-39A U AF; PB63-816 C-130E USAF; O-30361 KC-97L Texas ANG; O-50557 C-54 Gate-guard O-82020, O-82062 U-6A USArmy; 17274, 16748, 16429, 15657 UH-1H USArmy; TG-536 Hastings RAF; 62-NA c/n 1 BR-941S, FAF; 61-ZI c/n F-91 C-160F FAF AE c/n 77 (c/s F-RBAE) N-262D FAF; CYW Pima Fr. Army.

Rhein-Main: based KC-97L's on 20, 21, 22, 28, 29 July, 6, 25 Aug & 8 Sept:

Texas ANG: 0-30218, 0-20923; Wis. ANG: 0-22605, 0-20905, 0-20902, 0-20870, 0-20903; Miss. ANG: 0-30310, 0-30298, 0-30282, 0-30280, 0-30383; Ohio ANG: 0-20833, 0-20879, 0-22694; Ill. ANG: 0-20884, 0-20842, 0-20901, 0-20892, 0-20870; Utah ANG: 0-20869; Cal. ANG: 0-22605; Penn. ANG: 0-30357.

Movements:

July 9: 0-76092, 76066 U-8D USArmy  
20: 23844 U-8F USArmy; 00465 C-5A 436MAW  
70005(63MAW), 60155(438MAW), 60193(437MAW), 40651(437MAW),  
60162(437MAW), all C-141A's USAF  
21: 40618(437), 50223(436) C-141A's USAF  
22: LK68-938, 937, 940, 942, 944, 946, 946, 945, 936, 69-566, 69-582,  
LK69-581, all C-130E USAF 314TAW  
60209(437), 50267(436), 40639(437), all C-141A's USAF  
00448(436), 80214(436), 00451 C-5A USAF; 40572 C-130E USAF 7SOS  
156174/HL EC-130Q USNavy VQ-4; 16240 UH-1H USArmy V Corps  
28: 10879, 10880, 10881, 10882 C-9A USAF 322TAW/2AEG  
PB63-776 C-130 USAF 463TAW; 60193, 90015(436) C-5A USAF  
60154, 60164(438), 60137(437), 50273, 70022(438), all C-141A's  
29: 40561 C-130E USAF 7SOS; 0-33468 T-29C USAF  
60131(437), 38086(438), 50279(437) all C-141A's USAF  
August 6: DB63-872, 864, 766, 884, 781 C-130E USAF 463TAW/348TAS  
LK68-939, 934, 935 C-130E USAF 314TAW; 90008 C-5A USAF  
38077(438), 40615(437), 38080, 50279 C-141A's USAF  
September 8: 041 Mystere XX RNoAF; 0-38154, 0-37837 C-119G USAF

Finthen: (USArmy field near Mainz) movements of 30/7:

68-18446(Stuttgart), 18456(Berlin); 18454(Bonn), 18458(Nurnberg), 18451(Mainz),  
68-18461(Ausburg), all CH-54A Tarhes (populair name: Skycranes), of 295  
Aviation Coy.; 70-16000 Cobra AH-1G of 83 Division; 59430, 66-16483 UH-1H;  
70-15310, 69-16144, 69-16340, 70-15050 Kiowa OH-58A.

Bad Kreuznach: Movements of 19/7 and 30/7:

16565, 20296, 20178 UH-1H; 69-16198, 70-15326, 69-16198 OH-58A. All helicopters  
are of 8 Inf. Div; 17623 UH-1H V Corps.

Benau: movements of 21/7: 15934 OV-10; 69-17001, 17002, 17003, 17006, 17007,  
69-17010, 17011, 17012, all OV-1's are part of 122 Av. Coy.

Colemann Barracks: (near Mannheim) movements:

July 16: 66-19088 OH-47A; 0-12429 U-8F; 20291, 16720, 15421 UH-1H  
27: 64413, 0-60396, 0-50681, 0-60381, 0-16813, 0-82019, 0-82060, all  
Beavers; 0-53321 Otter.

#### WEST GERMAN AIR FORCE

Norvenich: As we noted last month a squadron-rotation took place with  
JB-31 with 6 Turkish F-100s from 4 till 11 September. Regs known are:  
0-41766, 0-41798, 0-41826 (F-100C), 0-63946 (F-100F).  
Not F-100D's as reported in FLASH Nr35/36.

Pferdsfeld: movements of 1/8: G-91R's of LEKG-42:

31-27, 33-20, 32-54, 32-81, 31-71, 32-55, 32-89, 34-51(G-91T), 33-05, 31-84, 30-28,  
31-41, 31-23, 33-23, 33-10, 33-18, 33-19, 30-34, 31-21, 32-60, 33-15, 31-80, 30-27,  
32-90, 32-74, 30-24, 31-72, 33-04; base-flight a/c: 57-36 DO-27, 58-29 DO-28D;  
97-05 Elster, all of LEKG-42.  
Visitors: 70-15106 Kiowa USArmy; 70-15967 Cobra USArmy; 32-06 G-91R WS-50;  
70-56 UH-1D SAR; 14-11 C-47 WGAf.

Buchel: Open Day on 2-9-73:

Static display: 9433(WS-50),9434 T-33A; 22-00,22-04,24-99,25-18,20-71, 20-72,22-05,24-00 F-104G JABOG-33; 27-34 TF-104G JB-33; 32-85 G-91R LKG-42; 35-64 RF-4E AG-51; 27-33 TF-104G JB-33; 20-94 F-104G JG-74; 56-96 c/n 412 DO-27A3; 9629 L-18C; 8434 c/n V65-032 CH-53G; GT-982 86982 F-100F RDAF 730Sqn; AT-152 TF-35 RDAF 729Sqn; 60512 UH-1H USArmy; 16000 AH-1G USArmy 83Div.; 18455 CH-54A USArmy 295Av.Coy; 3-IL c/n 489 Mirage 3E FAF; BA-30 Mirage 5BA 2Sqn/2Wing; BR-22 Mirage 5BR BAF 42Sqn; XN728/V Lightning RAF 92Sqn; XV348 Buccaneer S.2 RAF 16Sqn; 7/31 (37031) AJ-37 Viggen RSWAF.

Hangar: BF-108 (53-7102) and 52-6707 F-84F Luftwaffe; 58-709 coded "7" T-33A Luftwaffe

Flying display and other a/c on the field: 9002,9157,9190,9204,9220,9227 P-149D all of WS-50; 58-28 c/n 4103 (LEKG-42), 58-56 c/n 4131 (JB-33), 58-57 c/n 4132 (JB-33), 58-58 (JB-33), 58-60 c/n 4135 (JB-34) all DO-28D 7130(SAR),7310,7325,7355 all UH-1D of HEER; 5041(LTG-61),5068,5077 C-160D; 9522, 58-688A coded "3" T-33A in non flying condition; 20-58,20-61,20-62, 20-63,20-64,20-67,20-69,20-70,20-74,20-75,20-76,20-77,21-75,21-90,22-03, 22-07,24-07,24-29,25-10 all F-104G's of JABOG-33; D-9546 OV-10B 7755 Alouette II HEER; 3-IM c/n 541 Mirage 3E FAF; 72 C-130E RswAF; 7/22 (37022), 7/29 (37029) AJ-37A RSWAF; XP640/27, XR704/28, XS219/29 Jet Provost "Macaws".

Hopsten: Open Day 29-9-73:

Static display: 26-08,22-09,24-09 F-104G JB-36; 31-36 G-91R LEKG-43; ET-271 Hunter T.53 RDAF 724Sqn; 70-15983,16000,16004 AH-1G Cobra USArmy 83Div. Pinthen A.F; 41579 (ex 338-HG) T-33A FAF; BD-07 Mirage 5BD BAF 8 OTU; G-290 54290 F-100D RDAF 730Esk.; XW526 Buccaneer RAF 15Sqn; XN732/R Lightning RAF 92Sqn; 35-30 RF-4E AG-52; 50-94 C-160D LTG-63; 58-04 c/n 4039 DO-28D LTKdo Koln/Bonn; 80-58 H-34A HEER; 77-05 c/n 1854 Alouette II HEER

Hangar: 26-33,26-29,26-32,26-07,26-20 F-104G JB-33; 28-09 TF-104G JB-33

Flying display and other a/c on the field: 32-99 G-91R LEKG-43; BA-55 Mirage 5BA BAF 8 OTU; E-401 Hunter F.51 RDAF 724Esk.; 35-79 RF-4E AG-52; 91-78, 90-05(WS-10),92-13(WS-50) P-149D; 58-30 c/n 4105 (LEKG-43), 58-47 c/n 4122 (JG-74), 58-62 c/n 4137 (JB-36),58-64 c/n 4139 (JB-36) all DO-28D 77-34 Alouette II HEER; 73-44,7218 UH-1D HEER; 7114 UH-1D SAR; 80-56 H-34A HEER; XN789/J Lightning RAF 19Sqn; 357 Mirage IIIR FAF 33/3Esc.; XW354/7,XW363/2,XW352/3,XW359/4 Jet Provost T.5 RAF "Poachers"; 26-01, 26-34,26-23,26-37,26-35,26-10,26-19,26-13,26-28,26-04,22-24,24-05,24-19, 24-12,24-51,24-03,24-89,25-09,25-62,21-49,21-58,21-43,21-79,23-98,23-84, all F-104G of JB-36; 28-16,27-27 TF-104G JB-36

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Armed Forces Day RAMSTEIN on 26-8-73:

Static:33266 C-118;0-50297 T-29D; 0-10654,10667 T-39A; UH68-006 F-111B; 0-70593 T-33A; 96609,96608 UH-1N; ZR68-558 RF-4C; RS68-538 F-4E; 0-80075 KC-135; 3-IS c/n 535 FAF; XN793/A Lightning RAF 92Sqn; 15023 AH-1G USArmy; 18451 CH-54A USArmy; K-4021 NF-5B RNethAF; 32-85 G-91R WGAF LEKG-42; 22-04 F-104G WGAF JB-33; 7166 UH-1D;

In front of hangar: XV190 C-130K RAF; 312-BH c/n 20 N-2501 FAF; 5077 C-160D WGAF LTG-61; FX83,58,69 F-104G BAF "Slivers"; XP514,531,XR540,955, XR987,981,991,XS107,111,101 Gnat RAF "Red Arrows"; VI562,VE536,VF563, VM561,VN576,527,565,YG541,VD535,VL546,564,VJ544 CM-170 FAF "Part.de Fr"

In hangar: 0-10653,0-24471,0-24461,0-24469,0-10679 T-39A; 42814 T-29A; RS69-255 F-4E; 33287 C-118A; 0-80695,0-80696 T-33A; 96606,96607 UH-1N; 15486,13156,13150,57926 UH-1P; 16521 UH-1H USArmy.

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WEST GERMAN AIR POWER (part 9)

Compiled and written by G.A.Hiltermann  
This time with special thanks to the  
WGAP, E.Rages, P.A.Jackson, Th.de Brouwer  
and H.Kramer.

Transport Command.

Following Great Britain and the USA, which had realized the great importance of a centralized transport system in the early fifties already, the Luftwaffe established their "Lufttransport Kommando" (LTKdo) on April 1st, 1968. To fulfill its tasks, this command nowadays consists of 270 a/c and almost 10,000 men, divided over the airbases of Landsberg, Hohn, Wunstorf, Ahlhorn, Fassberg and Köln/Wahn.

The most important sections are the 2 Lufttransportgeschwader, LTG-61 and LTG-63, based at Landsberg and Hohn resp., flying Transalls; Hubschraubertransportgeschwader HTG-64 at Ahlhorn and Landsberg; Flugzeugführerschule "S" at Wunstorf, equipped with Transalls and DO-28D's; Hubschrauberführerschule at Fassberg with UH-1D, Sioux and Alouette II; Flugbereitschaft des Bundesverteidigungsministerium, based at Köln/Wahn and flying with Boeing 707, Convair 440, DO-28D, Hansa Jet and C-140 Jetstar. In one year this airfleet makes over 70,000 flying-hours!

Another important element of Transport Command is Flugzeugführerschule "S". This school, for training of transport and helicopter pilots, has been established at Memmingen. In 1958 the helicopter-part moved to Fassberg and since 1971 this department has become independent; it is now operating under the name "Hubschrauberschule der Luftwaffe" (HPSlw). Per year some 120 helicopter pilots of the Heer, Marine, Luftwaffe and of other countries are trained here. It takes 1½ year to become fully operational; the first nine months consists of training on the Bell 47G and Alouette II (100 hours), after this the UH-1D is used.

Seventytwo helicopters are available: 35 Bell 47G2's, 12 Alouette II's and 25 UH-1D's.

The Luftwaffe has only one Hubschrauber Transport Geschwader (HTG-64), but it certainly is the largest Wing, with no less than 4 Squadrons (2 is normal), based on 2 airbases with subdivisions on another 6 bases (these being Neuburg, Bremgarten, Pferdsfeld, Norvenich, Hopsten and Jever, all with 2 UH-1D's).

HTG-64 was established in 1964 when Helikopter Rettungs- und Verbindungsstaffel 1, 2, 3 and 4 (on Lechfeld, Furstenfeldbruck, Ahlhorn and Diepholz resp.) were disbanded; also a part of the former Flugzeugführerschule at Landsberg was integrated. Home-base became Landsberg. Also at Diepholz an element of HTG-64 was based, namely the former Nos. 3 and 4 HRV Staffels. The year 1971 brought some reorganization: 3 squadrons with UH-1D's moved to Ahlhorn, one enlarged UH-1D squadron stayed at Landsberg, while on 6 bases 2 UH-1D's were stationed for SAR duties.

HTG-64 most important tasks are airtransport, SAR and training. The coast of Northern Germany is guarded by MFG-5 at Kiel, which is equipped with various helicopter types (MFG-5 has subdivisions at Hohn, Westerland and the Isle of Bochum), and MFG-3 at Nordholz, flying Atlantics. Till March 1973 SAR helicopters of both HTG-64 and MFG-5 had been in action some 3000 times, in 85% of the flights it concerned the transport of people, wounded in traffic accidents! This whole SAR-organization has its two headquarters in Glucksburg (for the Navy) and at Köln/Wahn (Luftwaffe).

Finally we would like to tell you something of the 3rd museum in Germany, like we promised in the June-issue:

"Das Deutsche Museum" in München. In this museum one can find all kinds of things, so not only on aviation; the aviation section is very large though. One part may be found inside the buildings; interesting here are a Junker JU-52, a ME-262, a M-163 and a Swiss Pieseler Storch (A-96). A number of civilian and military aircraft are parked outside. Interesting for us are:  
- An F-104F without reg. on c/n, with badges of WG-10 and JG-74; this a/c used to be 29-03 c/n 5049, US serial 59-4996.

- a Canadair Sabre: reg JD-105 c/n S6-1659 with a badge of JG-74. This aircraft acted as chase-plane for the XJ-101C, then carrying the code KE-108. In 1968 it was destined to become O105, but this code was never carried. The Sabre went to Neuburg, where the code was changed in JD-105; later it was placed in the museum.
  - VJ-101C, reg D-9518 c/n X-2
  - D-EHAV, a DO-27 which was once 56-66 c/n 360 of the Luftwaffe.
- When you happen to be in the neighbourhood of Munich, we advise you to take a look in this fascinating museum. And not only for the aircraft, for this extremely large museum is interesting in several aspects!

AIRCRAFT OF THE LUFTWAFFE

Nord C-160D Transall

To replace the Noratlas with LTG-61, 63 and FFS"S", 115 Transalls were bought. All of them have now been delivered: LTG-61 and 63 have 36 a/c each, FFS"S" 20. Untill now only 1 C-160 crashed (50-33 c/n D41 on 19-3-70 near Rensburg). Twenty a/c were sold to the Turkish Air Force, namely 5041-5046 c/n D19-24, 5018-5028 c/n D26-36 and 5030-5032 c/n D38-40.

A complete listing of the C-160:

Reg. 5001-5115 c/ns V-1,3, A-01,03,05, D6-10, D19-41, D56-85, D101-152 resp.

Individual histories:

- V-1 ex F-ZWPF ex D-ABEX, ex FAF "DK", ex D-9507, back to FAF
- V-2 ex D-9508, F-ZADH, to 5001
- V-3 ex F-ZADI, ex FAF "DI", ex D-9509, ex KA-200, to 5002
- A-01 ex YA-051, ex D-9524, to 5003, now a wreck on Wunstorf (silver)
- A-03 ex YA-052, ex D-9525, D-BYG, HB-ILN, to 5004
- A-05 ex YA-052, to 5005
- D6,7,10,19 are ex KM-101,102,103,107 resp.

Convair CV.440

Of the 6 Convairs only 4 are still in service with the FBSLw at Koln/Wahn. They are to be replaced by Boeing 737's in the near future.

c/n	srs.	reg	details
148	340	1201	ex N40R, N44R, N8424H, CA-036
327	440-61	1202	ex HB-IME, CA-034, sold to YU-ADU
429	440-61	1203	ex HB-IMR, CA-035, sold to YU-ADV, w/c 17-12-71 Trieste
472	440	1204	ex N8471H, CA-031
74	440	1205	ex N8472H, CA-032
504	440	1206	ex N8470H, CA-033

HFB-320 Hansa Jet

Originally 6 a/c were bought, later 2 were added and recently another 4 have been ordered, bringing the total to 12. These latter 4 are for the Vermessungsstaffel and are equipped with special electronic equipment. Regs. 1601-1608 c/n 1041,1042,1043,1046,1047,1048,1024,1025 resp. 1601-1606 are at Koln/Wahn with FBSLw, 1607 and 1608 with ES-61 at Manching; 1607 is ex D-CARO, D-9536; 1608 is ex D-CARU, D-9537, 1609-1612 will soon be delivered to the Flugvermessungsstaffel at Lechfeld.

Boeing 707-307C: Regs. 1001-1004 c/ns 1997,1998,1999,2000, names are "Otto Lilienthal", "Hans Grube", "August Euler" and "Hermann Kohl" resp.

Boeing 737-159: Two ordered to replace the Convairs CV440. They will probably be serialled 1701 and 1702 c/n 19670 and 19680.

Lockheed C-140B Jetstar:

c/n	new code	old code	remarks
5025	1101	CA-101	
5035	-	CA-102	w/o 16-1-68 Lemwerder after coll. with a P-149D
5071	1103	CA-103	
5121	1102		replacement for CA-102

Dornier DO-28D2 Skyservant: A number of 125 has been ordered, delivery is well underway. 20 a/c are for the Bundesmarine (reg 5906-5925 c/n 4181-4200), 4 are for FBSLw at Koln/Wahn (reg 5801-5804 c/n 4036-4039, these aircraft are white) and the remaining 101 for the base-flights of the various Luftwaffe bases (reg 5805-5905 c/n not yet known).

Finally some less important types:

Dornier DO-29: c/n 001 and 002 regs YD-101 and YD-102. Both prototypes were broken up at Oberpfaffenhofen 1963.

Dornier DO-31E: c/n E-1 and E-3 got regs D-9530 and D-9531.

VFW-1262 (VAK-191): This a/c was not a success, the a/c built were:

D9563/9564/9565 c/ns 1,2,3 resp.

BRW-Sud VJ-101C: c/n X-1 and X-2 got regs D-9517 and D-9518 of which the latter is now in the museum in Munich.

Cessna T-37B: flying around in USAF colours with 3525 PTW at Williams AFB. The 47 a/c are serialized 66-7960/8006.

Northrop T-38A: Also in use in USAF colours with 3525PTW serialized 66-66-4345/4389 (46 a/c).

Canberra B.2: bought in 1964 from the RAF as "Erprobungs" a/c, for the ES-64 at Oberpfaffenhofen (later ES-61 Manching). Only 2 of them are still flying, now at Koln/Wahn with the "Militargeographischen Amtes" (Military Geographic Section). For this purpose some cameras are installed. The a/c, which are flown by British pilots (Mr. Willis and Mr. Penlebury ex RAF-pilots), make some 400 flying hours per year each.

c/n reg ex regs details

6644 D-9566 0001, YA-151 ex RAF WK-130, still flying

6651 D-9569 0002, YA-152 ex RAF WK-137

6652 D-9567 0003, YA-153 ex RAF WK-138, still flying

CH-54A Skycrane: c/n 64-002 and 64-003, regs D-9510, D-9511 (ex LA-112, LA-113). It is not known whether these a/c are still flying or not (probably not).

OV-10B Bronco: 18 a/c are bought for the Schiessplatzstaffel at Westerland as target towers, to replace the Sabres 6 and T-33's. C/ns 338-1/338-18, regs D-9545/9562.

Other a/c used were: a CM-191 D-9504 (stored at Manching), a Merckle SM-67 (D-9506 c/n 1) which is now in the helicopter-museum, a DO-32 D-9514, now in the Uetersen-museum, 2 DO DS-10's (reg D-9534/9535), D-9534 went to the Uetersen-museum, 2 H-3E Sprinters, reg D-9543/9544 c/n E-1/2, a XA-113M with reg D-9568 and 2 Bolkow 105's reg D-9573/9574 of which some will probably be ordered for the WGAf.

Further some corrections and additions to the lists of German a/c, published in our Luftwaffe article (see FLASH January-September):

RF-84F: 51-18038 must be 51-17038; 51-1913 is also EB-318; 51-17021 is a silver wreck at Kaufbeuren as BD-701; 62-7309 must be 52-7309, this a/c is broken up at Wunstorf, last seen in 1968; 52-7345 not to RNoAF; 52-7346 was EB-244, later EB-344; 52-7373 not to RDAF; 52-7377 also EB-241; 53-7575 also EB-255; 53-7619 also BD-101 and EA-101; 53-7659 also EA-306.

F-86K: 55-4918 also JD-108; 55-4920 also JD-110; 56-4119 w/o as JD-109 after collision with 56-4133 on 3-5-62; 56-4130 is JD-101; 56-4133 also JE-128; 55-4821 c/n 121 is now a monument in Karlsruher without reg or c/n

F-84F: 51-1016 is a monument in ULM, without reg or s/n visible; 52-6639 went from storage at Pfedersfeld in 1971 to Geissbühl, where it is a monument now with FmRgt-31, reg DD-306 and s/n visible; 52-6687 is a wreck at Wunstorf reg DE-101 (last seen May 1973; 52-6808 was DE-377, BF-382, BF-106; 53-6978 also DC-388; 53-7102 is preserved at Buchel as BF-108; 52-6707 is preserved at Buchel without reg.; 52-6669 is a monument at Memmingen without s/a or reg, the a/c is ex DD-320, ex DD-300.

Sabre 5: c/n 840 is a monument at Pinneberg as BB-239; c/n 929 is ex CAF 23139, ex CAF AP-139 of 4135sqn; c/n 967 is a wreck at Fassberg with BB-126 difficult readable (last seen April 1973); c/n 982 BB-261 was used for ground testing ejection seats; c/n 111 a monument at Koln/Wahn without reg.



STARFIGHTERS IN SPAIN

by J.L.Gonzalez Serrano

March 5th 1965 was the day on which the first F-104G and TF-104G arrived at Torrejon AFB, Madrid province, as the first step towards the modernisation of the Ejercito del Aire (SpAF) which by then was flying the obsolete F-86F in all its units of the Mando de la Defensa Aerea (Air Defence Command). This Command had at that time, based at Torrejon, the 61st Squadron, 6th Wing.

With the arrival of the new planes these units were renumbered 161st Sqn. and 16th Wing respectively; the totality of the batch of 21 Starfighters was delivered on January 19th 1966.

This batch was formed by 18 F-104G and 3 TF-104G, designated C.8 and CE.8 by the SpAF; they had been built by the Canadair company and delivered through MAP although the third two seater was acquired directly from the company and not under terms of that program.

In 1967 the 16th Wing was disbanded and in its place was created the independent 104th Squadron, also part of the Air Defence Command.

A generally unknown fact is that together with the planes the SpAF also acquired a certain number of Vicom reconnaissance pods, with three 70mm Vinten cameras, to give an additional operative capability to its a/c.

While in service with the 161st/104th Sqn the C.8 and CE.8 were numbered as follows:

- F-104G's: Spanish serial C.8-1/17, Spanish sqn numbers 161/104-11 upt- 26.  
 USAF serials 63-2715/16/17/20/27/30/32/33/34/42/3634/38/39/40/  
 63-3641/42/43/44 resp.
- TF-104G's: Spanish serial CE.8-21/23, Spanish sqn numbers 161/104-01 upt- 03.  
 USAF serials 63-12278, 63-12279, 65-9415

Later, while serving with the 104th Sqn, the single seaters were numbered from 104-01 to 104-18 and the two seaters from 104-21 to 104-23.

The SpAF Starfighters have been a great success; this is demonstrated by the sucesive lockheed "Security in Flight" awards given by this company to the 104 Sqn, with the realization of the 10,000 and 15,000 flying hours without any accident.

Finally, the 18 single and 2 two seaters acquired under MAP were returned to the USAF on May 31st 1972 after more than seven years of active service and 17.500 flying hours without accidents logged. The USAF has sold these planes to the Greek and Turkish AF, while the third two seater has been by the SpAF to the latter country.

Speaking about colours; when they arrived in Spain the C.8 and CE.8 were painted in light grey overall, except the tail surfaces and the rear part of the fuselage. After overhaul all aircraft appeared with these parts painted grey too, though the CE.8-3 always remained in natural metal overall.

On both sides of the nose fuselage the cat's head insignia common to the 161st and 104 Squadrons with the motto: "Don't seek it three feet." was painted. This insignia remains today on the F-4C (C.12) belonging to the 12th Wing based at Torrejon AFB.

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ADVERTISEMENTS ---- ADVERTISEMENTS ---- ADVERTISEMENTS

URGENTLY WANTED: good prints for future Profile on the Lockheed T-33, showing especially foreign a/c (Turkish, Greek, Spanish, Norwegian, Portugese, Ethiopian, etc ). All prints must be printed in 13x18 cm size and accompanied with complete and detailed caption. Unpublished prints will be returned if desired, published ones will, of course, be credited. Also needed: negs/slides/prints of Noratlases (esp. Greek/Isreal/Portugese) will exchange or trade. Write to Alain J. Pelletier, 5 rue de Mondetour, 91440-Bures sur Yvette, France.

Wanted: Correspondents in Europe (not Holland), interested in negs. of the RNethAF. S.Rutten, Heemskerkstraat 30, Zutphen, Holland.  
Wanted: Correspondence with spotters all over the world to exchange negs of military a/c. K.Kesteloo, Krugerlaan 50, Zeist, Holland.

MILITARY SPANISH DESIGNATIONS

by J.L.Gonzalez Serrano

Spanish Air Force:

Cazas (Fighters):

- C.4K ... HA-1.112M (out of service)
- C.5 ... F-86F (out of service)
- C.6 ... T-6D (liaison duties now)
- CE.6 ... T-6D (out of service)
- C.8 ... F-104G (out of service)
- CE.8 ... TF-104G (out of service)
- C.9 ... F-5A
- CE.9 ... F-5B
- CR.9 ... RF-5A
- C.10B ... HA-200D
- C.10C ... HA-220
- CE.11 ... Mirage IIIIE
- C.11 ... Mirage IIIIE
- C.12 ... F-4C
- C.13 ... Mirage F.1

Cisternas (Tankers):

- TK.1 ... KC-97L

Transportes (Transport):

- T.2B ... CASA C-352L (out of serv.)
- T.3 ... C-47, DC-3
- T.4 ... C-54, DC-4
- T.5 ... CASA C-201 (out of serv.)
- T.6 ... CASA C-202 (out of serv.)
- T.7 ... CASA C-207
- T.8B ... CASA C.2.111E (out of serv.)
- T.9 ... DHC-4A
- T.10 ... Convair 440
- T.11 ... Fen Jet Falcon-20
- T.12 ... Casa C-212
- TR.12 ... CASA C-212 (reconnaissance)
- T.13 ... C-130H

Antisubmarinos (ASW):

- AN.1A ... HU-16B ASW
- AN.1B ... HU-16B ASW (ex Norwegian)
- N.2 ... P-3A Deltic

Enlaces (Liaison):

- L.9 ... CASA C-127, DC-27
- L.12 ... O-1E

Spanish Army:

- Z.7 ... Bell OH-13H
- Z.7B ... Bell/AB-47G.38 (OH-13S)
- Z.8 ... UH-1B
- Z.10B ... UH-1H
- Z.12 ... AB-206A
- Z.16 ... CH-47C

Bombarderos (Bombers):

- B.21 ... CASA C-2.111B (out of service)
- BR.21 ... CASA C-2.111D (out of service)

Entrenadores:(Trainers):

- E.3B ... CASA C-1.131E
- E.9 ... AISA I-115
- E.14A ... HA-200A
- E.15 ... T-33A
- E.16 ... T-6G
- E.17 ... T-34A
- E.18B ... Piper PA-31P
- E.19 ... Piper PA-23 Aztec-E
- E.20 ... Beech B-55 Baron

Rescate (SAR):

- AD.1A ... HU-16A
- AD.1B ... HU-16B

Helicopteros (Helicopters):

- Z.1 ... H-19A (out of serv.)
- Z.1B ... Westland Whirlwind Mk.2 (out of serv.)
- Z.2 ... Aerotecnica AC-12 (out of serv.)
- Z.3 ... Aerot. AC-13 (out of serv.)
- Z.4 ... Aerot. AC-14 (out of serv.)
- Z.5 ... Aerot. AC-21 (project)
- Z.6 ... OH-23B (out of serv.)
- Z.7 ... AB-47G.2
- Z.7A ... Bell OH-13H
- Z.7B ... AB-47G.3B
- Z.10 ... AB-205
- Z.11 ... AB-47J.3B
- Z.12 ... AB-206A

Spanish Navy:

- Z.7 ... Bell-47D, G.2A, G.2A-1
- Z.7B ... AB-47G-4, G-5
- Z.8 ... AB-204B ASW
- Z.9A ... SH-3D
- Z.13 ... Hughes H-500M ASW
- Z.14 ... AH-1G

Spanish Civil Police:

- Z.15 ... MBB Bo-105

ADVERTISEMENTS ----- ADVERTISEMENTS ----- ADVERTISEMENTS

- The Wildenrath Spotters club (postal address: D-5144 Wegberg, Postfach 112) is reformed on 15 August 1973. In 1973 for local members only.

LETTERS ----- LETTERS ----- LETTERS

- Dear Sirs,  
Herewith I inform you that I no longer want to receive your magazine.  
Sincerely E. Bogaard.

- Dear Sirs,  
Referring to Number 33 of your magazine (June) concerning museums in Germany, I inform you that there is a fourth museum in Hermeskeil, situated between Trier and Idar Oberstein.

Kapt. Kuiperi,  
HKI Eindhoven AFB.

- Here with a report of RAF Oakington. My special thanks to Flt. M. Jukes RAF.

Situated near Cambridge is RAF Oakington home of the 5th Flying Training School. Currently equipped with Varsity T.1. 5FTS provides advanced multi-engine training; graduates move on to Strike or Air Support Command to fly multi engine a/c.

Station history dates back to 1940 when RAF Bomber Command with 218 Sqn Blenheims was the first operator from the field. When this sqn was re-equipped with Stirlings it became part of the Pathfinder Force. Later on a great variety of planes were based at Oakington while the station also got involved in Photo Recon. operations provided by No. 3 PRU with Spitfires and Mosquitos. During the first 5 years after the war Oakington became part of Transport Command and was as such involved in the supply flights to Berlin during the blockade. In 1950 the station got its Training Command assignment and for a couple of years 1FTS was based there with Harvards at first and Meteors later on. The following operator was 206 Advanced FTS with Vampires. This unit subsequently became 5 FTS.

History of 5FTS dates back to 1917 when No. 51 Depot Training Station was formed at Shotwick, Cheshire. Bearing the Welsh Motto DYSGU I EHEDEG ("Teaching to fly") 51 DTS became 5FTS in 1922. During the War the sqn was based at RAF Ternhill and was teaching pilots of many different nationalities. Total number of students reached the amount of 350 at one time. After a short period of being involved in training Fleet Air Arm pilots at Hibaldstowe (lines) the school was disbanded. Very soon after, the unit was re-established at Thornhill, South Rhodesia, to train pilots and navigators. In 1954 the school moved to Oakington taking care for the advanced stage of Provost-Vampire training until the last graduates earned their wings in September 1963 when 5FTS got assigned to its current task.

This month the first HP Jetstream will be delivered to 5 FTS.

Complete equipment as on 15-8-1973 is as follows:

In (old) silver/day-glow scheme: WL631/A, WF122/B, WF389/E, WL642/H, WL670/P, WL671/Q, WF375/W, WL628/X, WL634/Y, WJ912/Z

In (new red/white scheme: WJ902/C, WJ886/D, WJ921/F, WJ941/E, WF326/I, WF409/J, WL629/K, WL588/L, WF331/M, WJ942/N, WJ901/O, WJ920/R, WF371/S, WF427/T, WF419/U, WF413/V, WF429/AA, WJ947/BB, WF414/CC, WL676/DD, WJ892/EE

WL634/Y had a scheme which was a mixture of old and new.

Ben Ullings/ Aviation Photo Interi

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CORRECTIONS & ADDITIONS

- FLASH Nr. 25: Page 9 FAF T-33's: 14516, 14675, 15154, 16528, 41501, 41548, 41569, 90923, 19255 should be deleted of the list
- FLASH Nr. 30: Page 5: 316-FA and 316-FR are not Elements but Noratlasses
- FLASH Nr. 31: page 15/16: XT872 007E/892 should be 007R/892
- FLASH Nr. 32: page 18: Photos: The USCG VC-8A is no VC-8A but a VC-4A
- FLASH Nr. 33: Page 4-7: Mystere 20 RNoAF has to be 041; Mystere 167 TAF is of course of the FAF; C-160F 61-MO has to be 61-MQ (Berlin-Tegel); F-86K's are of ItAF and not of FAF (Reims);

FLASH Nr.33; Page 4-7: G-91R: 91-1-0110 has to be 91-1-0120; 91-1-1084 has to be 91-1-0084; 91-1-0148 to PortAF as 5416; 91-1-0070 GR-110 probably has to be ER-110.  
Page 15: FTFVZ is not a CAP10 but a CAP-20.  
FLASH Nr.34: Page 6: Buckeburg Museum: On 5/73 there also was Sycamore 7820; The Sioux O-85348 is a OH-13H; The Djinn has c/n 7-FR8  
Page 12: Paris Air Show: A second G-91Y was MM6492; SF-260MC carried below the reg I-RAIA the registration AT-112 of the Zaire AF; The Red Arrows: XP514, 531, XR540, 955, 981, 987, 991, 993, XS107, 101; Part.De France: VN576, VF563, 527, VJ544, VB529, VL546, VC534, VM561, VD535, VI562, VG541, 564  
Page 13-17: Royal Flush: RF-104G D-8134 has to be D-8143  
OT-ZKK has to be B-14 or OT-ZKK has to be OT-ZKN?  
Page 18: Deelen: R-110 s/n 54-2336 has to be 54-2338; 1 another Harrier was XV789  
Page 20: Photos: U-1235 is not a Venom T.55 but a Vampire T.55.  
FLASH Nr.35/36: Page 4: Soesterberg June 29: TAF F-5A 97149 should read 97143;  
Page 5: Brussels June 5: FAF Nord262 AI c/n 85 should read c/n 83  
Page 8: Reims: T-33A 30-QA is 54434; Strasbourg: Mirage 33-TE is 356 not 350, 33-TA has c/n 352; Toul: Super Sabre 11-MH was serialled 42149, 11-EE is 42174, 11-RJ is 63936; Le Bourget: SE3130 F-ZBAK has c/n 1744; C-130F USNavy 149794 to be exact.  
Page 11: All Vampires mentioned under Dubendorf are Vampires, except for J-1126, same goes for Emmen; Sollingen CF-104G 104993 should be 104893.  
Page 12: USAF F-4E CR68-422 should read 68-424; the Italian AB205 that crashed was MM80549  
Page 14: Fiat G-91T3 c/n 91-2-0001 was once KC-101  
Page 21: Additions to the Best Hit serial list: another A-7A was 157433/300 of VA-66, while "315" was serialled 157489; another G-91Y was 8-53, other TF-104G's 20-24 and 20-14, another G-91T SA-85.

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: Another shot taken at the Best Hit Meet held at Istrana AB, Italy, in July (for report see FLASH Nr.35/36). Note the remarkable serial of this Torrejon based Phantom. The seven in the serial is added to make it the spotters easy. Without the seven the serial could be of the block 69-236/307 or 69-7201/7303. Copyright: F.Klaassen
- PHOTO 2: A Beaver of the Finnish Air Force (reg BV-1), photographed at Hauheva. Copyright: F.Klaassen
- PHOTO 3: Announcing a squadron-rotation was this ItAF T-bird 3-484 at Eindhoven early September. Copyright: R.v.Zeist
- PHOTO 4: One of the WGAF Transall, transferred to the Turk.AF is 028, photographed at Finkerwerder. Copyright: P.v.Oers
- PHOTO 5: Nice shot of a "clean" French Air Force Super Sabre while landing at Toul. Copyright: H.v.Tuyn
- PHOTO 6-7: Turkish AF Super Sabre at Norvenich. Seen here are O-63946 (F-100F) and O-41766 (F-100C) Copyrights: J.v.Tuyn & P.v.Gaert resp.
- PHOTO 8-10: Illustrating this month feature on the Spanish Air Force are Junkers JU-52 461-4, Sabre 103-14 (C5-3) and Harvards 463-17 (E6-44) and E6-15. All copyrights: H.Larsen
- PHOTO 11: Portrait of RDanAF Starfighter RT-657, the former 104657 of the Canada Air Armed Forces ! Copyright: H.Larsen
- PHOTO 12: All Norwegian AF Dakotas are now out of service our last tribute is this study of BW-K (315613) Copyright: H.Larsen
- PHOTO 13: F-104D Starfighter O-71304 was on display at Mather AFB in 1968 Copyright: F.Klaassen

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