

FLASH



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military aviation magazine

**FLASH WISHES YOU
HAPPY NEW YEAR**



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- Except for payments ALL mail concerning FLASH should be sent to the following address:

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

Dear Reader,

We were surprised to here, that "Aero Review of Holland" ceased its publication last month; together with FLASH Aero Review was the only non-professional aviation magazine in the Netherlands, since the early disappearance of the publications START and MARI. We are truly sorry that Aero Review had to disappear too; according to a letter that we received from editor Balkhoven there's a chance of a new start in February though. We hope so anyway.

Concerning FLASH. Fortunately our position may be called good at this moment; a steady increasement of subscribers made it possible to improve the magazine till what it is now. We're even in a position to make the following announcement: in future, every subscriber will receive FLASH in an envelope, starting this month!

And, last but certainly not least, we would like to wish every reader a very Happy Christmas and a prosperous New Year!!

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 sent FL.4,- for a three month subscription.

All payments should be sent to gironummer 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-- Please do not publish any information out of FLASH elsewhere without permission from the editors.

-- The following back-issues are still available: Nrs 10,12,21-38, for DFL.1,25 each.

COVER PHOTOGRAPH:

A neat formation of 3 Soesterberg Phantoms, which were temporary based at Leeuwarden AB till the end of last month.

Photo: USAF

NOTE: It is possible to order FLASH-Photo-Booklets. These are collections of our most interesting photo-pages over the past 2 years, containing some 50 different pictures.

DFL.2,- each and obtainable via G.A.Hiltermann, address and gironummer above.

NEWS - - - NEWS

With special thanks to: L.Baltussen, M.Cartensen, A.v.Dijk, P.A.Jackson, J.Kusters, A. le Nobel, H.Floegstra, BAR, SEAR, SCAN.

ROYAL NETHERLANDS AIR FORCE

- The N-5 which made a heavy landing at Twenthe on 12-9 is K-3007; the a/c will not be written off.
- By the end of October RF-104G D-8125 made a crashlanding at De Peel AB; the a/c will be repaired however.

- Eindhoven: movements

November 19: 7174, 7145 UH-1D Luftwaffe HFS"S"
20: FT-6 T-33A B.F (silver)
21: BR-04 Mirage VBR BAF 42 Sqn Florennes

- Leeuwarden: movements

October 11: K-687 C-47 RDaNAF
12: 23-87, 21-60 F-104G Luftwaffe JABO G-31
16: 58-67 DO-28D Luftwaffe; 33535 T-29D USAF
24: 72-88, 72-30 UH-1D HBER; 15116 T-29 USAF
26: 58-64 DO-28D Luftwaffe JABOG-36
29: XN789/J, XN731/Z Lightning F.2A RAF 19 Sqn
31-03 G-91R Luftwaffe LEKG-43
30: 53-21 Noratlas Luftwaffe
November 8: 16-08 Hansa Jet Luftwaffe ES.61
14: 131, 207, 371 F-5, and 244 F-5B RNoAF

- Twenthe: movements

November 20: OL-A33 Louette II B.Army; 30-19, 31-23 G-91R WGAF LEKG-42;
577, 897 F-5A RNoAF

- Gilze Riën: movements

October 22: 352-13 (T4-13), 332-07 (T4-7) C-54 Spán.AF.
23: 351-16 (T4-16) CASA C-207 SpAF; 21-22, 21-09 F-104G WGAF
November 1: XV476, XV406 Phantom FGR.2 RAF
5: FT-20 T-33A BAF Brustum

ROYAL BELGIAN AIR FORCE

- The Belgian government has selected the Dassault Mirage F.1 as replacement for the F-104G Starfighters; some 120 aircraft will probably be ordered
- On 13 November an F-104G exploded in the air near Borwede (W.Germany). The pilot was killed, together with 6 civilians.
- Early September parts of ex Belgian AF Hunters Mk.4 were observed at North Feltham Trading Estate (near London-Heathrow); of ID-62 the camouflaged fuselage and rear end, of ID-64 the silver fuselage and rear end, of ID-52 and ID-53 only the wings and finally two tails, one of which coded N. To fresh up your memory: the B.F received 112 Hunters Mk.4, which were serialised ID-1/64 and ID-110/148.

ROYAL HELLENIC AIR FORCE

- Since the recent coup the Greek air Force is again named Royal Hellenic Air Force
- Two Canadair CL-215 water-bombers have been ordered, which are expected to be operated by the air force.

ROYAL AIR FORCE

- A note we received from RAF Public Relations Service: " Royal Air Force

St. Mawgan (Newquay, Cornwall) will be open to the public for their second International Air Day on Wednesday 7th August 1974. Publication in your diary of events and/or aviation calendar would be appreciated". You're welcome!

- Regular deliveries of Jaguars to the RAF at the OCU of Lossiemouth began on 13th September with the delivery of 2 aircraft (XX114 and XX115) from BAC's Warton plant. Jaguar GR.1 XX111 was delivered to Lossiemouth in May for ground instructional purposes; XX116 was delivered by 1 October, while Lossiemouth's first Jaguar T.2 XX137 was delivered on 5.10.

The 200 Jaguars are to equip eight squadrons, plus the OCU; five squadrons will be based in Germany, the other three in Britain.

- Wildenrath: movements

October 2: 104 (s/n 68-9104) RF-5A RNoAF 717Sqn
3: 64-1K Noratlas FAF
8: 104706 CF-104G CAF; LG-c/n 14 Paris II FAF;
DT-490 T-33. RDan F
9: D-8279 F-104G RNeth.F 311/312 Sqn Volkel
10: L3 c/n 62 Paris II FAF
17: 5882 DO-28D Luftwaffe; 26-15 F-104G JABOG-36
24: 5341 Noratlas WGAF WS-50
25: 5333 Noratlas WGAF WS-50
31: 2443 F-104G WGAF; 2809, 2816 TF-104G Luftwaffe

- In addition to Paul Jacksons article on the Lightning in last month's FLASH: XN779/X of 19 Sqn and XN768/S of 92Sqn are now on the Gutersloh fire-dump. The very last Lightning F.Mk.2 is now XN794/" of 19 Sqn. Furthermore, ex No.11 Sqn Lightning XS929/E has become XS929/L of 56 Sqn at Akrotiri. A new Lightning F.14 for 23Sqn at Leuchars is XM169/W; ex 60 MU aircraft XP759 is now in service with 111 Sqn at Wellingham, carrying no code. Other changes with 111 Sqn: XP741 is now coded D, while XP706 is now F. Well, you're up to date again!

SPANISH AIR FORCE

- The Convair CV-440's of No.911 Escuadron are by no means ex-Luftwaffe aircraft, but ex IAWRTL ones. Their serials are T14-1 (401), T14-2 (402), T14-3 (405) and T14-4 (499); their Iberia registrations were EC-AMR, EC-AMS, EC-ALV, and EC-ATD resp.
The P-3 Deltic Orions are not for the Navy, but for 221 Escuadron of the Ejercito del Aire (the Air Force).

WEST GERMAN AIR FORCE

- At George AFB, California, home of 35 TFW, a number of WGAF F-4F's are flying around. The aircraft carry the normal WGAF camouflage paint-scheme, but carry US F roundels and serials. Noted on 10 October were 2116, 2117, 2118 and 2120, which are to become 3706, 3707, 3708 and 3710 resp. All these Phantoms carries code G..
- Some remarks on the chapter "target-towers".
The Broncos were not bought to replace the Sabres and T-33 target towers; in fact T-33's were never used for this purpose. Regs of the German Sabre 6 target-towers are D-9538, D-9539, D-9540, D-9541 and D-9542. These Sabres are operated by the civil firm "Condor" and flown by civil pilots under contract of the Bundeswehr. The Schiessplatzstaffel of Westerland doesn't exist any longer; spring 1972 it was disbanded and nowadays only a few UH-1D's are here and, of course, one SH-34G for SAR-duties. The Sabre target-towers are operated from Decimomanno, but are sometimes stationed at military bases in Germany; e.g. in the summer of 1972 a few Sabres operated from Schleswig-Jägel for several weeks. Next year the Sabre target-towers will be replaced by Fiat G-91R's!! The same winch system which is used by the Sabres, is

tested with the Fiats at Oberpfaffenhofen since several months!
 The Broncos are to replace the Sea Fury and Harvard IV target-towers.
 The Harvards were withdrawn from service last year, but about 10 Sea
 Fury TT.20's remain in service. The Broncos and Sea Furies are operated
 by the civil firm "Rheinflug", also under contract of the Bundeswehr,
 the aircraft flying from Lubeck. Both Sea Furies and Harvards carried
 civil registrations. The ex WGAF Harvards were D-FABA, D-FABE, D-FABI,
 D-FABO, D-FABU, Sea Fury regs are D-CABU, D-CABY, D-CACA, D-CACE,
 D-CIBO, D-COCO, D-COCP, D-COTE all are TT.20's; the only TT.11 was
 still in service in 1971, this aircraft being D-CACY. Some of the Sea
 Furies are w/o, some are wfu and some are still in service.

- From 17-9 till 29-9-73 the flying instructors of the "Bundeswehr Sportfluggruppen" were trained at Ganderkesee, near Delmenhorst. Following aircraft were noted:

Piper L-18C: 96-03, 96-05 (LEKG-42), 96-14, 96-19, 96-20, 96-24, 96-27
 96-32 (JG-74), 96-34.

Elster "B": 97-04 (LTG-61)

DO-27: 56-05, 56-80, 56-81 (Sportfluggruppe Buckeburg), 56-88 and
 56-90 (both Sportfluggruppe Mendig).

- Last June the Bundeswehr Skycranes reg D-9510 and D-9511 were returned to the U.S.Army.

- Observed at Jever AB were on

19/9: 19: 16-03 Hansa Jet FlBerBMVg;;K-682 C-47 RDanAF;
 27-89, 27-94 TF-104G WS-10; 25-06, 25-07, 27-23 T/F-104G
 of JG-71
 20: 27-17, 27-94, 28-34, 27-89, 27-01, 27-26, 27-29 TF-104G
 all of WS-10; 21-04, 23-38, 23-45, 23-53, 23-54, 23-55,
 24-23, 24-25, 24-96, 25-06, 25-63 all F-104G JG-71;
 27-80, 28-32 TF-104G JG-71; 24-38, 22-92 F-104G JABOG-34;
 9504 T-33A JG-71; 58-21 DO-28D LEKG-41.

UNITED STATES AIR FORCE

- The 81 Tactical Fighter Wing at Bentwaters/Woodbridge is now an all F-4D unit. During September all F-4C's of 91 and 92 TFS were recoded TJ and flown over to Torrejon AN in Spain. In return 81 TF^W received F-4E's from 22 TFS Bitburg and 10 TFS Hahn. F-4D's noted so far in include: HR: 50662, 50676, 50682, 50685, 50689, 50694, 50699, 50700, 50703, 50741, 50754, 50763, 50769, 50772, 50778, 50780, 50781, 50783, 50793, 60229, 67479, 67480, 67485, 67498. BT: 67507, 67511, 67514, 67524, 67525, 67537, 67545, 67549, 67552, 67553, 67553, 67556, 67559 67561, 67566, 67570, 67629, 67644, 67645, 67634, 67689 making a total of 44 a/c.

- At Upper Heyford U-2's visited on 8 and 9 October, one per day; also present on 8-10 was a Skywarrior.

- 198 TFS/156 TFG Puerto Rico ANG is the only USAF unit to operate the well-known Starfighter. Current strength consist of the following a/c: 60886, 60890, 60891, 60892, 60898, 60910, 60914, 60926, 60929, 60932, 60936, 60938, 70916, 70920, 70928, 70929 (all F-140C) and 71316, 71318, 71320, 71323, 71330, 71334 (F-104D). Home base is Muniz ANGB, San Juan.

- The 32 TFS, which has been operating from Leeuwarden Air Base for about three months, returned to Soesterberg on 30 November. The unit moved to Leeuwarden due to runway-works at its home-base.

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CORRECTIONS AND ADDITIONS

FLASH Nr.32: Page 10-15: At the dump on Neuburg was 8/73 only one T-33 left: 9502 ; 54-1568 became JD-238 and EB399 (now in the Uetersen-Museum); 53-5780 is used for training purpose with ES.61 at Manching and no longer in flying condition; 56-601 is a wreck at scrap-yard Erding as 9501.

DISPOSAL OF BELGIAN FAIRCHILD C-119F/G PACKETS

by A. le Nobel

Following replacement by 12 Lockheed C-130H Hercules aircraft, the last Packets of No. 15 Wing, Royal Belgian Air Force, were withdrawn from service during the summer on 1973. These then remaining on strength were put into storage at Koksijde, and during a visit on 12 October 1973 there were 22 in open-air storage. Some of them were being worked on, possibly for delivery to some other air force.

In addition, 8 Packets were in various states of demolition on the scrap-dump in the northeast corner of Koksijde. Also in open-air storage were 5 Thunderflashes (FR-29/30/31/32/33, all other F-84F and RF-84F aircraft previously recorded having been scrapped. CP-1 upto CP-18 are ex C-119Fs converted to C-119Gs. All the others are C-119Gs (CP-43 upto CP-46 are built by Kaiser-Frazer).

reg	c/s	c/n	ex USAF	unit & fate
CP-1	OT-CAA	10686	51-2697	to RNoAF 1956 as 12697 "BW-A"
CP-2	OT-GAB	10682	51-2693	to RNoAF 1956 as 12693 "BW-B"
CP-3	OT-GAC	10681	51-2692	to RNoAF 1956 as 12692 "BW-C"
CP-4	OT-CAD	10688	51-2699	to RNoAF 1956 as 12699 "BW-D"
CP-5	OT-CAE	10684	51-2695	to RNoAF 1956 as 12695 "BW-E"
CP-6	OT-CAF	10687	51-2698	to RNoAF 1956 as 12698 "BW-F"
CP-7	OT-CAG	10694	51-2705	to RNoAF 1956 as 12705 "BW-G"
CP-8	OT-CAH	10691	51-2702	to RNoAF 1956 as 12702 "BW-H"
CP-9	OT-CAI	10689	51-2700	No.40 Sqn, in storage Koksijde 12.10.73
CP-10	OT-CAJ	10690	51-2701	No.40 Sqn, in storage Koksijde 12.10.73
CP-11	OT-CAK	10685	51-2696	No.40 Sqn, in storage Koksijde 12.10.73
CP-12	OT-CAL	10702	51-2713	No.40 Sqn, in storage Koksijde 12.10.73
CP-13	OT-CAM	10693	51-2704	No.40 Sqn, in storage Koksijde 12.10.73
CP-14	OT-CAN	10683	51-2694	No.40 Sqn, derelict Brussels spring '73
CP-15	OT-CAO	10695	51-2706	No.40 Sqn, in storage Koksijde 12.10.73
CP-16	OT-CAP	10696	51-2707	No.40 Sqn, in storage Koksijde 12.10.73
CP-17	OT-CAQ	10679	51-2690	No.40 Sqn, in storage Koksijde 12.10.73
CP-18	OT-CAR	10680	51-2691	No.40 Sqn, in storage Koksijde 12.10.73
CP-19	OT-CAS	11035	52-6034	No.40 Sqn, fate not known, probably crashed
CP-20	OT-CAT	11034	52-6033	No.20 Sqn, on dump at Koksijde 12.10.73
CP-21	OT-CBA	10952	52-6022	No.20 Sqn, in storage Koksijde 12.10.73
CP-22	OT-CBB	10953	52-6023	No.20 Sqn, in storage Koksijde 12.10.73
CP-23	OT-CBC	10951	52-6021	No.20 Sqn, cr at Chievreson 12.12.61 (coll.)
CP-24	OT-CBD	11077	52-6038	No.20 Sqn, in storage Koksijde 12.10.73
CP-25	OT-CBE	11082	52-6043	No.20 Sqn, cr 12.12.61 (coll. with CP-23)
CP-26	OT-CBF	11029	52-6028	No.20 Sqn, on dump at Koksijde 12.10.73
CP-27	OT-CBG	10997	52-6026	No.20 Sqn, on dump at Koksijde 12.10.73
CP-29	OT-CBI	11086	52-6047	No.20 Sqn, at Koksijde depot 22.07.72, and believed to have gone to Ethiopia as C-119K
CP-30	OT-CBJ	10998	52-6027	No.20 Sqn, on dump at Koksijde 12.10.73
CP-31	OT-CBK	11036	52-6035	No.20 Sqn, in storage Koksijde 12.10.73
CP-32	OT-CBL	11084	52-6045	No.20 Sqn, in storage Koksijde 12.10.73
CP-33	OT-CBM	11033	52-6032	No.20 Sqn, in storage Koksijde 12.10.73
CP-34	OT-CBN	11118	52-6050	No.20 Sqn, on dump at Koksijde 12.10.73
CP-35	OT-CBO	11120	52-6052	No.20 Sqn, on dump at Koksijde 12.10.73
CP-36	OT-CBP	11083	52-6044	No.40 Sqn, cr. in the Congo 19.07.60
CP-37	OT-CBQ	11123	52-6055	No.20 Sqn, at Koksijde depot 22.07.72, and believed to have gone to Ethiopia as C-119K
CP-38	OT-CBR	11119	52-6051	No.20 Sqn, in storage Koksijde 12.10.73
CP-39	OT-CBS	11085	52-6046	No.20 Sqn, on dump at Koksijde 12.10.73
CP-40	OT-CBT	11146	52-6058	No.40 Sqn, on dump at Koksijde 12.10.73
CP-41	OT-CEA	11246	53-7829	No.40 Sqn, in storage Koksijde 12.10.73
CP-42	OT-CEB	11284	53-7843	No.40 Sqn, in storage Koksijde 12.10.73
CP-43	OT-CEC	241	53-8138	No.40 Sqn, in storage Koksijde 12.10.73
CP-44	OT-CED	244	53-8141	No.40 Sqn, in storage Koksijde 12.10.73
CP-45	OT-CEF	246	53-8143	No.40 Sqn, cr near Detmold, Germ; 26-6-63
CP-46	OT-CEH	254	53-8151	No.40 Sqn, in storage Koksijde 12.10.73
CP-28	OT-CBH	11078	52-6039	No.20 Sqn, in storage Koksijde 12.10.73

Air Force reserve Eastern Region: (HQ. Dobbins AFB, Ga)

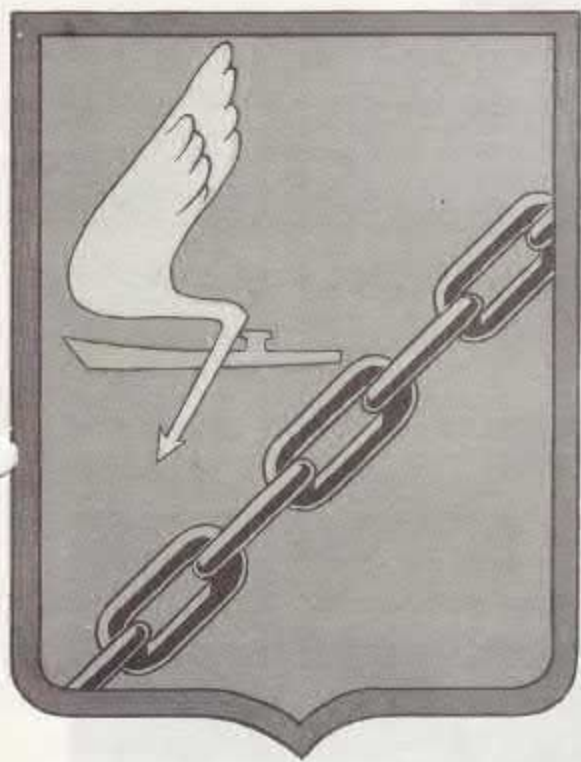
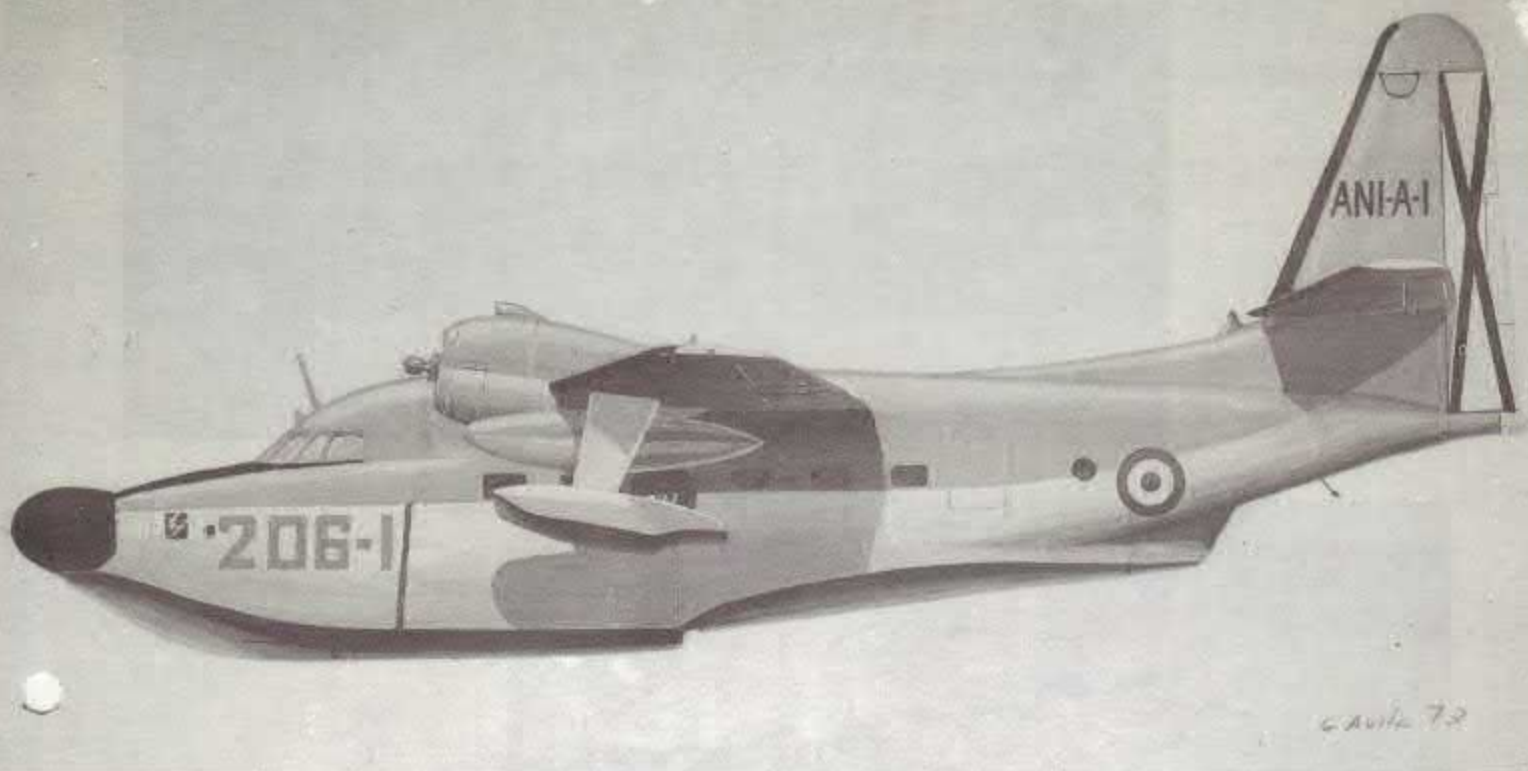
Wing HQ	Group & code	Squadron	A/c	Location
		79 AEW&CS	EC-121H	Homestead, Fla.
94 TAW	918 TAG (DG)	700 TAS	C-7A	Dobbins, Ga.
94 TAW	903 TAG (IM)	357 TAS	C-7A	Maxwell, Ala.
302 TAW		1 TATS		Lockbourne, Ohio
302 TAW	901 TAG (HF)	731 TAS	C-123K	L.G.Hanscom Fld.
302 TAW	906 TAG (NS)	355 TAS	C-123K	Lockbourne
302 TAW	907 TAG (NT)	356 TAS	AC-119/G,K	Lockbourne
302 TAW	911 TAG (GP)	758 TAS	C-123K	Greater Pittsburgh
403 TAW	927 TAG (YA)	63 TAS	C-130A	Selfridge, Mich.
403 TAW	913 TAG (NR)	327 TAS	C-130A	Willow Grove, Pa.
403 TAW	914 TAG (MI)	328 TAS	C-130A	Niagara Falls IAP
459 TAW	909 TAG (QA)	756 TAS	C-130B	Andrews, Md.
459 TAW	905 TAG (QC)	337 TAS	C-130B	Westover, Mass.
459 TAW	919 TAG (QB)	711 TAS	C-130A	Eglin, Fla.
459 TAW	920 TAG	815 TAS	C-130A	Keesler, Miss.
514 MAW	903 MAG (assoc)	335 MAS (assoc)	C-141A	McGuire, N.J.
514 MAW	903 MAG (assoc)	702 MAS (assoc)	C-141A	McGuire
514 MAW	903 MAG (assoc)	732 MAS (assoc)	C-141A	McGuire
514 MAW	912 MAG (assoc)	326 MAS (assoc)	C-141A	Dover, Del.
514 MAW	943 MAG (assoc)	300 MAS (assoc)	C-141A	Charleston, S.C.
514 MAW	943 MAG (assoc)	701 MAS (assoc)	C-141A	Charleston
514 MAW	943 MAG (assoc)	707 MAS (assoc)	C-141A	Charleston

Central Region (HQ Ellington AFB, Tex):

	932 AMAG (assoc)	73 AMAS (Assoc)	C-9A	Scott, Ill.
301 TFW	506 TFG (TH)	457 TFS	F-105D	Carswell, Tex.
301 TFW	507 TFG (UC)	465 TFS	F-105D	Tinker, Okla.
301 TFW	508 TFG (HI)	466 TFS	F-105D	Hill, Utah
433 TAW	921 TAG (TI)	67 TAS	C-130B	Kelly, Tex.
433 TAW	922 TAG (TK)	68 TAS	C-130B	Kelly
433 TAW	924 TAG (ER)	704 TAS	C-130A	Ellington, Tex
433 TAW		705 TATS		Ellington
434 SOW	930 SOG (HO)	71 SOS	A-37B	Grissom, Ind.
434 SOW	931 SOG (ID)	72 SOS	A-37B	Grissom
434 SOW	910 SOG	757 SOS	A-37B	Youngstown
434 SOW	917 SOG (ES)	78 SOS	A-37B	Municipal AP, Ohio
440 TAW	933 TAG (MK)	95 TAS	C-130A	Barksdale, La.
440 TAW	928 TAG (MH)	64 TAS	C-130A	Gen.B.Mitchell
440 TAW	934 TAG (MS)	96 TAS	C-130A	O'Hare IAP, Ill
442 TAW	935 TAG (UA)	303 TAS	C-130A	Minneapolis IAP
442 TAW	936 TAG (UB)	304 TAS	C-130A	Richards-Gebaur
442 TAW	926 TAG (NO)	706 TAS	C-130A	Richards-Gebaur
				New Orleans NAS

Western Region (HQ Hamilton AFB, Calif):

349 MAW (assoc)	938 MAG (assoc)	301 MAS (assoc)	C-141A	Travis, Calif.
349 MAW (assoc)	938 MAG (assoc)	312 MAS (assoc)	C-141A	Travis
349 MAW (assoc)	938 MAG (assoc)	708 MAS (assoc)	C-141A	Travis
349 MAW (assoc)	939 MAG (assoc)	97 MAS (assoc)	C-141A	McChord, Wash.
349 MAW (assoc)	939 MAG (assoc)	313 MAS (assoc)	C-141A	McChord
349 MAW (assoc)	944 MAG (assoc)	728 MAS (assoc)	C-141A	Norton, Calif.
349 MAW (assoc)	944 MAG (assoc)	729 MAS (assoc)	C-141A	Norton
349 MAW (assoc)	944 MAG (assoc)	730 MAS (assoc)	C-141A	Norton
452 TAW	904 TAG (HM)	336 TAS	C-130B	Hamilton, Calif.
452 TAW	940 TAG (MC)	314 TAS	C-130A	McClellan, Calif.
		301 ARRS	HU-16/HH-34	Homestead
		302 ARRS	HH-34	Luke, Ariz.
		303 ARRS	HC-130H	March, Calif.
		304 ARRS	HH-34	Portland IAP
		305 ARRS	HC-130H	Selfridge, Mich.





WEST GERMAN AIR POWER part 11

Compiled and written by G.A.Hiltermann with special thanks to Ch.Emrich, Th.de brouwer, the WGAP and E.Ragas

Preserved aircraft (part 2)

At first we shall give you some additions to part 1 of last month:

Ahlhorn: The c/n of the Sabre VI is 1775, this a/c is ex JB-112, and JB-370, now JA-110.

Baden-Baden: Stored here is an ex Luftwaffe Pembroke, reg D-CAKE, c/n 0093 ex reg are AS-552 and 5402.

Birkenfeld: Within the barracks of Fernmelderegiment 32 is a F-86K, no further details are known.

Bremen-Neuenland: Another wreck is reported: Sea Hawk VA-245 c/n 6692, ex RB-245

Celle: The Sabre is a mark 5 and not cocooned but in bare metall colours without any markings.

Diepholz: Stored here are 22 ex Luftwaffe Noratlasses, reg D-AMFA/AMFV (for more details see FLASH Nr.35/36 page 27).

Friedrichshafen: The only preserved a/c now is the DO-24T3.

Furstenfeldbruck: The F-86K is not an ex USAF one, but a normal Luftwaffe F-86K. All Sabres were delivered by Fiat to the Luftwaffe in USAF colours and some of them never flew (Venezuela bought 47 F-86K's from the Luftwaffe, most of which had 0 flight hours!).

This F-86K is one of these Sabres which never flew; the a/c arrived in USAF colours, reg. beginning with FU-8.. so the s/n will begin with 55-48..! Later it was painted in Luftwaffe-colours but without a reg. or s/n.

Hohn: The Noratlas is 5355 c/n 185

Husum: The F-84F is DE-121, not DE-231. The G-91R is not a R4 but a R3, reg 3541, the c/n 0124 cannot be right!

Now we shall continue our list.

Leupheim: A monument of a DO-27 is placed at the HEER-base, reg PH-437, no c/n known.

Leck: At the air-base is st onument of a RF-84F, reg is EB-250, s/n 52-7355

Leipheim: At the air-base the wreck of a Sabre 6 can be found reg. JA-339, c/n 1651. Former regs of this a/c are JD-334 and JA-334.

Manching: In front of the "Immelmann"-kaserne is a RF-84F, reg EA-236, s/n 52-7375. At the air-base 6 aircraft are preserved:

1. a Sabre 6, reg Q101, c/n 1591.
2. a T-33A, reg 9455, s/n 53-5780
3. a Heinkel CM-191, reg D-9504 no c/n
4. a Magister without reg, c/n is 071 (ex reg YA-027).
5. a Magister, reg D-IBYZ, c/n 201 (ex reg YA-203).
6. a part of a Magister, no c/n readable, reg is AA-138.

Memmingen: At the main-gate of the air-base is a silver F-84F on a pole without reg or s/n. This a/c is 52-6669 ex reg DD-320 and DD-300.

At the scrap-yard are a burned F-84F nose and a Canadair Sabre without markings.

Minden: In the so-called Potts Park is a Noratlas reg D-ACUG c/n 043, ex GA-233, GB-113, GB-107 and 5241, which is used as a club-room.

Monchen-Gladbach: With the factories of "Rheine Flugzeugbau" are a number of Pembrokes in storage, some of which will be broken up soon.

Moreover the wreck of an Harvard can be found, reg AA-633 s/n 52-8588.

Munchen: For the aircraft of the Deutsches Museum see FLASH Nr.37 page 14. At the university an F-84F is reported, no further details are known.

Neubiberg: At this moment two monuments are present: A Magister on a pole reg AA-291, c/n 200; and an F-84F s/n 52-6601; the reg, hardly visible is DD-302. Moreover a Noratlas is to be preserved in the near future.

At the scrap-yard F-84F DC-323 and two Harvards can be found.

At the "Fachhochschule der Luftwaffe" (Air Force Technical University) are the following aircraft:

1. an Alouette II without c/n, reg is PP-144
2. a Bell 47G-2 c/n 258 no reg (ex AS-058)
3. an ex Marine Magister, reg 9303 c/n 80
4. a Sabre 6, c/n 1664, no reg (ex 0106)
5. an F-104F c/n 283-5071, s/n 59-5018, no reg (ex 2918)
6. a DO-27 without wings, no further details known.

Neuburg: In front of the barracks of JG-74 is a silver F-86K on a pole, without s/n, incorrectly coded JG-74 (ex reg is JD-172).

Niedermendig: Monument is a H-21C, reg 8332, c/n WG-32. A T-33A without tip tanks, s/n or reg is preserved. This a/c is 53-5564 (ex 9440).

On the scrap-yard are two H-21C's reg 8303 and 8305 and a DO-27 reg 5713.

Nordholz: Monument is a Gannet reg UA-113 c/n F-9395.

Oberpfaffenhofen: Stored are at least 3 Can. Sabres, one of which is 0113, c/n 1675.

Oldenburg: In front of the officers-mess stand s a Sabre 6 on a pole without c/n, reg JB-371 (c/n was 1611).

Osnabruck: Within the barracks of Fernfeldregiment 71 is a silver RF-84F without s/n, reg ED-119.

Pferdsfeld: In front of the barracks of LEKG-42 near Sobernheim is a Sabre 6 on a pole reg JC-102, no c/n.

Pinneberg: Within the barracks of Lw. Ausb. Rgt. 1 is a Sabre 5, c/n 840, without registration (ex BB-239).

Rheine: In this town an F-84F is placed on a pole within the barracks of JABOG-36. The a/c has no s/n and wears as registration "F-84F".

Roth: Within the barracks of Lw. Ausb. Rgt. 3 are an F-84F, an RF-84F and a Can. Sabre all without reg or s/n.

Rottenburg/Laaber: Fla. Rak. Btl. 34 has an F-86K, no details are known yet.

Russelsheim: At a childrens-playground is a Sycamore reg 7834 c/n 13494.

Schleswig-Jagel: A Seahawk is placed on a pole here, (incorrectly) coded VA-007 (ex VA-234) c/n 6667.

Schwelm: A Noratlas reg 5237 c/n 039 is placed here as a restaurant.

Sonthofen: Within barracks are three aircraft:

1. a Sabre 5 c/n 819 reg BB-112
2. an F-84F s/n 51-1733 without reg (ex DD-374)
3. an F-104F c/n 283-5048, s/n 59-5995, without reg (ex 2902).

Uetersen: At the air-base is a wreck of a Can. Sabre without reg or c/n. Moreover the air force museum is located on this air base. See for a complete inventory FLASH Nr.34 page 6.

Ulm: Within the barracks of Lw. Ausb. Rgt.4 is a silver F-84F on a pole without reg, s/n 51-1816 (ex DD-373).

Unsere Luftwaffe: a static exposition has two aircraft on strength: a G-91R4 which has the incorrect reg 3336 (ex BR-361) c/n 0098; and a w.f.u. F-104G reg 2595 c/n 9111.

Wittmund: In this town a Can. Sabre 6 can be found on a pole within the barracks of JG-71, wearing no c/n. Registration is JA-112.

Wittmundshafen: Sabre 6 JA-111 (no c/n) is placed as a monument on the AB.

Wunstorf: The Piaggio's are still flying, but since a few months the first F-149D monument is at Wunstorf. The incorrect reg is 3051, the a/c has no c/n and is camouflaged.

Two wrecks are: F-84F DE-101 s/n 52-6687 and a silver C-160D reg 5003, c/n A-01.

Besides these aircraft, which are preserved at this moment, a great quantity of monuments and wrecks were scrapped in the past months. We won't deny you a list of the aircraft known to us.

Bremen-Neuenland: A Gannet UA-112 c/n F-9394, was preserved till 1971; it will probably have been broken up here.

Finkenwerder (nr. Hamburg): For several years some Noratlasses were preserved here; they are all sold or broken up now.

Karlsruhe: In front of the Technical University was an F-84F s/n 52-6814, no re This a/c was placed here in 1967 and moved to the scrap-yard at Erding on 28-6-73, where it will probably be broken up.

Kiel-Holtenuau: Albatross 6001 (s/n 49-088) was temporary preserved, but it was broken up last year.

Koln/Wahn: In 1969 a Sabre 6 was preserved here with the fire-section. The a/c wore no reg. or c/n, but later it became O103, c/n 1605, when it started a second period of flying activities.

Mannheim: In front of the Luttich-Barracks was an F-86K, s/n 55-4921, no reg. When these barracks were handed over from the Luftwaffe to the HEER, the a/c had to disappear, so on 26-6-73 it was brought to Erding, where it will probably have been scrapped.

Munchen-Aubing: Till October 1973 an RF-84F, reg EB-231 s/n 52-7379 was placed here. Last month it moved to scrap-yard of Erding.

Pferdsfeld: From 1-68 till 3-71 a number of F-84F's were stored. Most of them were broken up in March 71. Some regs: DD-316 (52-6672), DC-322, DD-306 (52-6639, went to Geissbuhl, where it is a monument now).

Wunstorf: In 1968 the wreck of an RF-84F was observed here, reg EB-307, s/n 52-7309.

Till so far our list of West German preserved aircraft. We know that our list cannot be complete, so we can only hope that anybody who has additions will send them to us.

AIRCRAFT OF THE LUFTWAFFE

Agusta-Bell 47G-2:

Totally 45 helicopters of this type were delivered to the Luftwaffe, which uses them with the Hubschrauberfuhrerschule at Fassberg. Some months ago four aircraft were sold to Malta and it seems that this type will not remain in service for a long time. Here is our registration-record:

<u>c/n</u>	<u>regs</u>	<u>details</u>	<u>c/n</u>	<u>regs</u>	<u>details</u>
222			260	7418	to Malta as 9H-AAF
223			261	AS376,7419	
224	AS391,7401		262	LA106,7420	to Malta as 9H-AAG
225	7402	to Malta 9H-AAE	263	AS063,7421	
226	7403		* 265	LA107,7423	
227	AS394	w/o 7-7-59	266	LA109,7424	w/c
228	AS395,7404		267	7425	
229		w/o	268	LA110,7426	
230	AS385,7405		1617	7427	w/o
237	7406		1619	7428	
238	AS397,7407		1620	AS381,AS389,	
239	7408			PA118,7429	
249	AS398,AS050,LA101,7409		1621	7430	
250	7410		1967		
251	LA102,7411		1968	7431	
253	LA103,7412		1969	AS387,7432	
254	AS055,7414		1970	7433	
255	AS055,7414		1986	AS382,AS390,7434	
256	AS056,7415		1988		w/o
257	AS057,7416		1991	7435	to Malta as 9H-AAH
258	AS058	w/o; now at the Fachhochschule at Neubiberg	1992	7436	
			2006	YA032,7437	
259	7417		2007	AS399,7438	
			* 264	7422	

Putzer Elster "B":

The Elster is an aircraft developed and built by German industries as a sports aircraft. Some years ago a number of them were used at different air base for sports flying in the weekends. These a/c had civil regs. In 1991 the German Government decided to give 21 Elsters a military jacket:

<u>c/n</u>	<u>regs</u>	<u>c/n</u>	<u>regs</u>	<u>c/n</u>	<u>regs</u>
003	D-EJAH, 9701	015	D-EDER, 9708	026	D-ELBA, 9715
004	D-EJEH, 9702	016	D-EDIF, 9709	027	D-ELBI, 9716
005	D-EJIH, 9703	017	D-EDIM, 9710	029	D-ELBU, 9717
006	D-EJUH, 9704	018	D-EDUF, 9711	030	D-ELBY, 9718
007	D-EDAQ, 9705	019	D-EDYL, 9712	042	D-ELBC, 9719
008	D-EDEQ, 9706	020	D-EDYM, 9713	043	D-ELBD, 9720
014	D-EFYL, 9707	024	D-EGBI, 9714	044	D-ELBF, 9721

Piper Cub L-18C:

The Piper was one of the first Luftwaffe aircraft. 40 were bought for the primary training with the Fluganwarterregiment, receiving reg AC-501 to AC-540. Later, when the P-149D replaced them, they were divided over the air bases for sports flying and liaisons-duties. Now they form together with the Putzer Elster the "Sportgruppe". The Army also used one Piper. Here is our list:

<u>s/n</u>	<u>reg</u>	<u>ex reg & details</u>	<u>s/n</u>	<u>reg</u>	<u>ex reg & details</u>
54-719	9601	AC501, AC510, AS501	54-740		AC522; to D-EHLJ
54-720	9602	AC502, NL107	54-741	9618	AC523
54-721	9603	AC503, NL106	54-742	9619	AC524
54-722	9604	AC504	54-743	9620	AC525
54-723	9605	AC505, NL111	54-744	9621	AC526 ; w/o. coll.
54-724	9606	AC506, CA511, AS511	54-745		AC-527
54-725	9607	AC507, AS514	54-746	9622	AC528
54-726	9608	AC508	54-747	9623	AC529
54-727		AC509	54-748	9624	AC530
54-728	9609	AC510	54-749	9625	AC531
54-729	9610	AC511	54-750	9626	AC532
54-730	9611	AC512, AS512	54-751	9627	AC533
54-731		AC513	54-752	9628	AC534
54-732	9612	AC514	54-753	9629	AC535
54-733	9613	AC515	54-754	9630	AC536
54-734		AC516	54-755	9631	AC537
54-735	9614	AC517, NL108	54-756	9632	AC538, NL110
54-736	9615	AC518	54-757	9633	AC539, NL107, NL112
54-737		AC519, PX-901, QZ-030	54-758	9634	AC540
54-738	9616	AC520			
54-739	9617	AC521			

C/ns are 18-3419 to 18-3458.

Dornier DO-27:

This first Dornier sportsaircraft after WW II has become a great success.

The Luftwaffe/HEER/Marine bought together 531 a/c some, of which were directly delivered to other air forces, like Sudan, Portugal and Nigeria. Also Belgium and Congo received DO-27's. 428 Dorniers were left in Germany to fly with the iron-cross. Some of them temporary wore civil regs but became military later again. Presently the majority has been sold to civil operators: only a few Dorniers are continuing their service.

In order to give you a complete survey we'll list all 531 c/n's of the DO-27, including those DO-27's which went to other air forces.

Here is our record:

<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
101			static air-frame	108	5505	AS905, AC905	to N5943, to D-EDFG
102		D-EKER	w/o 18-6-5	109			
103	5501	AS901, D-ENAT		110	5506		to D-EBEP
104	5502	PA1 1	to D-EFAJ	111	5507		to D-EAEP
105		AS902, D-ELGN	w/o	112	5508		to D-EOSP
106	55 3	AS903		113	5509		to D-EFFA
107	5504	AS9 4	to D-EFCL	114		AS909	w/o 20-5-61

c/n	reg	ex reg	remarks	c/n	reg	ex reg	remarks
115			to Port.AF	177	5547		to D-EFHO
116	5510			178	5548		to N-9535
117	5511	SA112		179	5549		
118	5512	AS913, QW113		180			to PAF
119	5513			181	5550		
120	5514			182	5551		to D-EFAG
121			w/o	183			w/o
122	5515			184	5552		to N-9545
123			w/o	185	5553		to D-EBBT
124	5516		to D-EGFA	186	5554		to D-EBAK
125	5517	AS917, AC917	to N-9532	187	5555		
126	5516		to N-9533	188			w/o
127	5519			189	5556		
128	5520		to D-EHAN	190	5557		to D-EAFV
129	5521	PB105		191	5558	AC931	to D-ENKN
130	5522	GD156	to D-EERF	192	5559		
131			w/o	193	5560		
132			to PAF	194			to PAF as 3457
133	5523		to D-EAEH	195			w/o
134			to PAF	196	5561		
135			w/o	197			to PAF
136			w/o	198			w/o
137	5524			199			to PAF
138	5525			200			to PAF as 3473
139			to PAF	201	5562		
140		PB113, PA232	to PAF	202	5563		
141			to PAF	203			to PAF
142	5526			204	5564		to N-9536
143	5527	D-ENAT, D-EHOW	to D-EFRH	205	5565		
144			w/o	206	5566		to D-EAGP
145	5528	PL109		207	5567		to D-EOCR
146		AS902	w/o	208	5568	PE105	to D-EILA
147	5529		to N-9534	209			w/o
148			w/o	210			to PAF
149	5530	PC106		211	5569		
150			w/o	212			w/o
151	5531		to D-EKOV,	213			to PAF as 3458
			to OO-PAN	214			a/o exported
152	5532		to D-EMKA	215	5570		
153	5533		to D-EAEL	216	5571	GW113, QW118	
154	5534	PK-217		217	5572	PD333	
155			to PAF	218	5573	SE522	to D-EMIE
156			to PAF	219	5574		to N-9537
157	5535			220		AS926, CA926	w/o
158			to PAF	221	5575	AS927, CA927, CA045	
159			to PAF	222	5576		
160	5536			223			to PAF
161				224	5577	PO233	to D-EOZY
162	5537	PK218		225	5578	PD217	to D-EDBE
163			w/o	226	5579		to D-EGRN
164			to PAF	227	5580		to D-ELIP
165	5538			228	5581		to D-EDRL
166	5539			229	5582		to D-EHIN
167	5540		to N-5944	230	5583		to D-EHYL
168			w/o	231		QC054	w/o; now at
169			to PAF as 3496	232	5584		TH-Delft (NL)
170	5541			233			to PAF
171			to PAF	234			to PAF
172	5542			235	5585		
173	5543			236			to PAF as 3325
174	5544			238			to PAF
175	5545						
176	5546	AS902					

<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
239			w/o	299	5627	D-EKAP	to D-EDFB
240			to PAF	300	5628		to D-EHBS
241		D-EGTO	to PAF	301	5629	QW717	to D-EBAJ
242			w/o	302			w/o
243			a/c exported	303			w/o
244	5586	GB387, PG106		304			w/o
245	5587	PA109	to D-EDCG	305	5630	EA384	to D-EMNQ
246	5588	PA110, D-EJUZ	to D-EJZU	306	5631		to D-EDRS
247	5589		to D-EJAJ	307	5632		to D-EMBB
248	5590		to D-EGTU	308	5635		
249	5591			309			to PAF
250	5592			310	5634		
251			to PAF as 3489	311			w/o
252			w/o	312	5635	MA901, D-ENUN	
253			a/c exported	313		D-ENAN	w/c 4-58
254			to PAF	314	5636	GC384	
255	5593			315	5637		
256			to PAF	316			to PAF as 3492
257	5594	PC105		317			to PAF
258			w/o	318	5638		
259			w/o	319	5639		to D-EOAT
260	5595		to D-EBAQ	320			to PAF
261	5596		to D-BGTV	321	5640	PH205	
262	5597		to D-EKAI	322	5641		
263	5598	PC112	to D-EPCH	323	5642		
264			to PAF	324	5643		
265	5599			325	5644		to N-9538
266			to PAF as 3491	326		D-ENYR, D-EBOW	w/o 1962
267	5600		to D-EHAR,	327	5645	D-EOAK	
			to D-EACR	328	5646	J.382	
268	5601		to D-ELMU	329	5647		
269	5602	YA901	to D-EHOX	330	5648	EB383	to D-ENJT
270	5603	DD901		331			to PAF
271	5604			332			to PAF
272	5605			333	5649		
273	5606		to HB-HAF	334			w/o
274	5607		to D-EATA	335	5650		
275	5608		to D-EMFG	336			to PAF as 3331
276	5609		to D-EMAE,	337	5651	EB901	
			to HB-HAG	338	5652		
277	5610		to D-EAHM	339	5653		to D-EFSV
278			w/o	340	5654	JB387	
279	5611			341	5655		to PAF
280	5612			342			to D-EKIV
281	5613	SC701, SE523		343	5656		to D-EOGN
282	5614	SC702, SE524	to D-EHAI	344	5657		to PAF as 3493
283	5615	SC703, SE525		345			to PAF
284	5616	SC704, SE526		346			to PAF as 3329
285	5617	SE527, D-EKYB	to D-EFAZ	347			
286	5618		to D-EITE	348	5658	D-EBCA	to PAF
287	5619			349			to PAF
288	5620		to OO-LWJ	350			
289	5621		to D-EIKW	351	5659		
290	5622		to D-EABE	352	5660		
291	5623	SC711	to D-EAJF	353			to PAF
292	5624	SC712	to D-EAJC	354	5661		to PAF
293	5625	AB899, D-ENCC		355			
294		PL401	w/o	356	5662		
295			to PAF	357	5663		
296			to PAF as 3337	358	5664	AS937	
297	5626			359	5665		
298			w/o				

<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
360	5666		to Museum as D-EHAV	426 427			to PAF to PAF
361	5667	GA390		428	5702		
362		D-ELIL	a/c exported	429	5703		
363	5668	LC160		430	5704		
364			to PAF as 3454	431	5705	XA121	
365			a/c exported	432	5706		to D-ELZZ
366		D-ELAV	to PAF	433	5707		
367	5669			434	5708		
368	5670			435	5709		
369			to PAF	436	5710		
370			w/o	437	5711		
371	5671		to D-EDHS	438	5712		to D-EMVF, to F-BUIK
372			a/c exported				a/c exported
373			a/c exported	439			scrapped at Niedermendig
374			to PAF as 3455	440	5713		
375	5672	PK101		441	5714		
376	5673	PK102	to D-EDON	442			w/o
377	5674		to D-EGEA	443	5715	PX222	to D-ENAT, to OO-LVH
378			to PAF				
379			a/c exported				
380	5675		to D-EHPN	444	5716		
381	5676		to D-EBAC	445	5717	PC106	
382		D-EMRY	a/c exported	446	5718		to OO-VPY
383	5677	D-ELAW, OE-VAI	to F-BSGD	447	5719	D-EBOL, ND109	to D-ENYP
384			to PAF	448	5720	D-EBAD	to D-EAWW, to D-EBAD
385	5678	QW109					to D-EAEO
386	5679		to D-EKYH	449	5721	D-EBYM	to D-EOGM
387			to PAF	450	5722	D-EBYQ	
388	5680			451	5723		
389	5681			452	5724		to D-EOAC
390	5682	PP104		453	5725		
391	5683	YA913, D-EBIV, D-EDFL		454	5726		
392	5684		to D-EDFL	455	5727	PL103	to D-EGGW
393	5685		to D-ENTN	456			w/o
394	5686	D-ELJW, CE-VAH		457	5728		
395	5687	D-EDIG		458	5729		
396	5688			459	5730		to D-EOAD
397	5689			460	5731		
398	5690			461	5732		
399			w/o	462	5733	PG222	
400	5691			463	5734	D-ENLC	to D-EFDP
401	5692			464	5735		
402	5693	D-EBYQ		465	5736		
403			to PAF	466	5737	DA901	
404			to PAF	467	5738	D-EGAR, YA004, YA904	to WGAF-museum
405		LC153	to PAF	468			w/o
406			to PAF	469			to NigAF as 150
407		LC154	to PAF	470	5739		to D-EHJG
408	5694			471	5740		to D-EKFG
409			to PAF	472	5741		to D-EAEI
410			w/o	473	5742	E1385	to D-EOGI
411	5695	SB116	to OO-VPH	474	5743		to D-EERI
412	5696		to D-ECYG	475	5744		to D-EERJ
413	5697	GD151		476			to NIAF as 151
414			w/o	477	5745	MA392	to D-EFSU
415	5698		to F-BSGE	478			to NIAF as 152
416	5699		to F-BSGF	479	5746		
417	5700			480			w/o
418	upto	423 all to PAF		481	5747		to D-EOAK
424			to PAF as 3441	482			to NIAF as 152
425	5701		to F-BSGG				

<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
484			to NiAF as 154	509			to PAF
485			to NiAF as 155	510			to PAF
486			to NiAF as 156	511		D-ENYM	to NiAF as 166
487			to NiAF as 157	512	5728		to D-BFMG
488		VH-SHB	w/o 29-6-67	513	5759		to D-EEERG
489	5749		to D-EFLI	514	5760	ND204, D-EEERH,	ND107
490			to NiAF as 158	515	5761		to D-EEBO
491	5750			516		D-.DK.	to Sudan
492		D-ELME	to Congo AF	517			to Sudan
493			to NiAF as 159	518			to Sudan
494			to NiAF as 160	519		VH-SHC	
495			to NiAF as 161	520		D-EKHI	a/c exported
496	5751	GC374, LC154		521	5762	MA394	
497			to NiAF as 162	522		D-ECXY	to NiAF as 167
498			to NiAF as 163	523			to NiAF as 168
499	5752		to N-7310N,	524	5763	GB375	to F-BSGM
			to D-EHJR	525			to NiAF as 169
500	5753			526		VH-SHD	
501			to NiAF as 164	527	5764		
502			w/o	604	5765		to D-EBJS
503			to NiAF as 165	2064		ND201	to I-MAUR
504	5754			2057		D-9501	to B.Army OL-DO1
505	5755			2059		D-9500	to B.Army OL-DO3
506	5756						
507	5757		to D-ELDO				
508			to PAF				

Corrections and Additions to previous WGAF-articles:

- Noratlas: C/n 073 became D-ACUV, now N67531; c/n 043 D-ACUG became a clubroom in Minden; c/n 186 is a monument at Ahlhorn as 5356.
- Nord 2508: A-001 was YA-034, D-9512, 5358, D-9512, to RHAf as 53-258. A-002 was YA-035, D-9513, scrapped at Finkenwerder 1/73.
- T-33: 58-709 and 58-688 are preserved at Buchel; 54-1535 is a monument in Aachen without reg; 51-17471 also AB-708; 9410, 9435, 9436, 9445, 9464, 9471, 9473, 9477, 9480, 9498 are all scrapped at Furstenfeldbruck in 1972.
- G-91R: c/n 99 ex BR-361 is now used for the display "Unsere Luftwaffe" with the (incorrect) reg 33-36; c/n 315 was also KD-314. G-91R's with 'XD-reg don't exist in fact! XD must be KD (c/n 341 is not XD-331 but KD-331!) The 22 new G-91T's have c/n 601-622 resp. 3441-3462.
- Sycamore: CB and CC codes were used for RVSt 2/3, later LB, LC. C/n 13342 was not BA-176, but LC-116, SC-207, WE-541, 7804; c/n 13349 also CB-021.
- DC-6B: 43828 is ex 00-SDG not SOG!
- Heron: C/n's are 14108 (CA-001) and 14124 (CA-002).
- C-47: Some ex RAF regs are KK-199 (43-49716), KK-209 (43-49728), KN-499 (44-76692), KN-516 (44-76720), KN-752 (44-76862). 44-76393 is ex F-BEIL; 44-76720 is ex AS-588, 44-76811 to N-3178Q.
- D-95.. regs: D-9500 is DO-27 c/n 322, to 5641 in 1908, to D-9500 (1972?); D-9501 is DO-27 c/n 2057, to Belgian Army in 1959 as OL-DO1; D-9503 is L-180 Piper; D-9506 is DO-27 c/n 2059, to Belg. Army in 1959 as OL-DO3. Later D-9506 became Merckle SM-67, c/n 1, now in the Buckeburg Museum. D-9535 is a Dornier DS-10.
- Boeing 737: The WGAF has not yet decided whether to buy these a/c as replacement for the CV.440's. B-737 c/n 19679 and 19680 which are ex Avianka a/c, have not been accepted (too expensive) and have been flown back to the USA, where they now fly as N-73715 and N-73717 of ALOHA.

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B.A.C. CLASS "B" CIVIL REGISTRATIONS

by Paul A. Jackson

Aircraft used by manufacteres for pre-delivery testing are given special test registrations which indicate the maker and base. In this list G means Great Britain (as with usual civil a/c) and 27 indicates BAC, Warton. Aircraft registered from 1967 have been:

<u>G27-</u>	<u>a/c</u>	<u>c/n</u>	<u>ex</u>	<u>to</u>
1	Lightning F.52	95106	XN729	Saudi 52-659; later 52-612; or 2-5-70
2	Lightning F.53	95205	XR722	Saudi 53-666 (G27-37-1G on delivery) del 28-8-69; or 6-2-72
3	Canberra B.52	71215	WH732	Venezuela 1529 - 40 Sqn
4	Jet Provost T.4		XS223	South Yemen 101
5	Provost T.4		XS224	South Yemen 102
6	Provost T.4		XS227	South Yemen 103
7	Provost T.4		XS228	South Yemen 104
8	BAC.167 Mk.80	1	167-101	Saudi 901 - 9Sqn
9	BAC.167 Mk.80	2	167-102, G-AWOR	Saudi 902
10	BAC.167 Mk.80	3	167-103	Saudi 903; w/o 8-12-70
11	BAC.167 Mk.80	4	167-104	Saudi 904
	BAC.167 Mk.80	5	167-105	Saudi 905
13	BAC.167 Mk.80	6	167-106, G-AWOS	Saudi 906
14	BAC.167 Mk.80	7	167-107	Saudi 907; w/o 26-2-70
15	BAC.167 Mk.80	8	167-108	Saudi 908
16	BAC.167 Mk.80	9	167-109	Saudi 909
17	BAC.167 Mk.80	10	167-110	Saudi 910
18	BAC.167 Mk.80	11	167-111	Saudi 911
19	BAC.167 Mk.80	12	167-112	Saudi 912
20	BAC.167 Mk.80	13	167-113	Saudi 913
21	BAC.167 Mk.80	14	167-114	Saudi 1102 - 11 Sqn
22	BAC.167 Mk.80	15	167-115	Saudi 1103
23	BAC.167 Mk.80	16	167-116	Saudi 1104
24	BAC.167 Mk.80	17	167-117	Saudi 1105
25	BAC.167 Mk.80	18	167-118	Saudi 1106
26	BAC.167 Mk.80	19	167-119	Saudi 1107
27	BAC.167 Mk.80	20	167-120	Saudi 1108
28	BAC.167 Mk.80	21	167-121	Saudi 1109
29	BAC.167 Mk.80	22	167-122	Saudi 1110
30	BAC.167 Mk.80	23	167-123	Saudi 1111
31	BAC.167 Mk.80	24	167-124	Saudi 1112
32	BAC.167 Mk.80	25	167-125	Saudi 1113
33	BAC.167 Mk.81	26		S. Yemen 501; del 5-8-69
34	BAC.167 Mk.81	27		S. Yemen 502; del 5-8-69
35	BAC.167 Mk.51	28	G-AXEF	S. Yemen 503; del 5-8-69
36	BAC.167 Mk.81	29	G-AXFX	S. Yemen 504; del 5-8-69
37	Lightning F.53	95272		Saudi 667
38	Lightning F.53	95273		Saudi 668
39	Lightning F.53	95274		Saudi 669
40	Lightning F.53	95275		Saudi 670
41	Lightning F.53	95276		Saudi 671
42	Lightning F.53	95277		Saudi 672
43	Lightning F.53	95278		Saudi 673
44	Lightning F.53	95279		Saudi 674
45	Lightning F.53	95280		Saudi 675
46	Lightning F.53	95281		Saudi 676
47	Lightning F.53	95282		Saudi 677
48	Lightning F.53	95283		Saudi 678
49	Lightning F.53	95284		Saudi 679
50	Lightning F.53	95285		Saudi 680
51	Lightning F.53	95286		Saudi 681

G27-	a/c		c/n	ex	to
52	Lightning	F.53	95287		Saudi 682
53	Lightning	F.53	95288		Saudi 683
54	Lightning	F.53	95289		Saudi 684
55	Lightning	F.53	95290		Saudi 685
56	Lightning	F.53	95291	G-AWON	Saudi 686
57	Lightning	F.53	95293	G-AWOO	Saudi 687
58	Lightning	F.53	95294		Saudi 688
59	Lightning	F.53	95295		Saudi 689
60	Lightning	F.53	95296		Saudi 690; w/o; on test
61	Lightning	F.53	95297		Saudi 691; w/o 3-5-70
62	Lightning	F.53	95298		Saudi 692
63	Lightning	F.53	95300		Saudi 693
64	Lightning	F.53	95301		Saudi 694
65	Lightning	F.53	95302		Saudi 695
66	Lightning	F.53	95303		Saudi 696
67	Lightning	F.53	95304		Saudi 697
68	Lightning	F.53	95305		Saudi 698
69	Lightning	F.53	95306		Saudi 699
70	Lightning	T.55	95024	203/A	Saudi 711
71	Lightning	T.55	95025	207/B	Saudi 712
72	Lightning	T.55	95026	206/C	Saudi 713
73	Lightning	T.55	95027	212/D	Saudi 714
74	Lightning	T.55	95028		Saudi 715
75	Lightning	T.55	95030		Saudi 716
76	Canberra	B.52	6599	WJ974	Peru 233
77					not used
78	Lightning	T.55	95023		Kuwait 410/A
79	Lightning	T.55	95029		Kuwait 411/B
80	Lightning	F.53	95292		Kuwait 412/C
81	Lightning	F.53	95299		Kuwait 413/E
82	Lightning	F.53	95307		Kuwait 414/F; w/o 10-4-71
83	Lightning	F.53	95308		Kuwait 415/H
84	Lightning	F.53	95309		Kuwait 416/J
85	Lightning	F.53	95310		Kuwait 417/K
86	Lightning	F.53	95311	G-AXEE	Kuwait 418/L
87	Lightning	F.53	95312	G-AXFW	Kuwait 419/M; w/o 3-8-71
88	Lightning	F.53	95313		Kuwait 420/N
89	Lightning	F.53	95314		Kuwait 421/O
90	Lightning	F.53	95315		Kuwait 422/P
91	Lightning	F.53	95316		Kuwait 423/R
92	Provost	T.4		XP666	S. Yemen 105
93	Provost	T.4		XP684	S. Yemen 106; w/o 17-3-71
94	Provost	T.4		XR652	S. Yemen 107
95	Provost	T.4		XR661	S. Yemen 108
96	Canberra	B.52	6601	WJ976	Peru 234
97	Canberra	B.52	6627	WK112	Peru 235
98	Canberra	B.52	?	WH726	Peru 236
99	Canberra	B.52	SH1625	WH868	Peru 237
100	Canberra	B.52	71084	WE120	Peru 238
101	Canberra	B.52		?	Peru 239; del 3-2-69
102	BAC.167	Mk.82	30		Muscat 401; del 15-3-69
103	BAC.167	Mk.82	31		Muscat 402; del 15-3-69
104	BAC.167	Mk.82	32		Muscat 403; del 15-3-69
105	BAC.167	Mk.82	33		Muscat 404; del 15-3-69
106	BAC.145	Mk.55	101		Sudan 167; del 28-3-69
107	BAC.145	Mk.55	102		Sudan 177; del 28-3-69
108	BAC.145	Mk.55	103		Sudan 187; del 28-3-69
109	BAC.145	Mk.55	104		Sudan 192; del 10-6-69
110	BAC.145	Mk.55	105		Sudan 197; del 10-6-69
111	Canberra	B.52	71233	G-YHO, WJ713	Argentina B-101

to be continued

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R.NETH.A.F. 323 SQUADRON: "IMPETU FEROCI"

The first jet aircraft in the Koninklijke Nederlandse Luchtmacht (or Lucht Strijdkrachten, L.S.K., as they called themselves then), was the Gloster Meteor Mk.4. On 27 June 1948 the first three brandnew machines were flown over to Twenthe AB, where they were assigned to the "Jachtvliegschool": the conversion to a new type could take a start!

In November 1948, on the 15th of that month to be exact, it was possible to equip one squadron with Meteors and Meteor-pilots: 323 Jachtsquadron saw the light! On 23 January 1949 the newly formed unit moved from Twenthe to Leeuwarden AB. Much practising had to be done by both flying- and groundpersonnel, to keep the squadron on operational standards. It was in this period that the now well-known squadron insignia was designed: Diana, the goddess of the hunt. As motto was chosen "Impetu Feroci", Attacking ferociously.

In May 1950 the unit returned to Twenthe AB, where it became the gunnery-school of the Klu. Only camera-shooting was practised at Twenthe though; for "live-gunnery" each course moved to Leeuwarden for two weeks. In April 1952 No.323 Squadron was again placed at Leeuwarden, the new Meteor Mk.8 were taken in use, and from now on also targets for air-to-air gunnery were towed. Due to the fact that more "eights" and "sevens"(trainers for instrument-flying) were received, the number of aircraft had increased from 10 in 1952 to 42 in 1955!

In 1957 the Hawker Hunter Mk.4 came in service. In 1960 several Meteors were still in use though, but only for target-towing duties; after all 323 was still gunnery school. The modern Hunters were no problem for the 323 crews: on 12 November 1962 the first 1000 Hunter flying-hours were logged! From 1958-1962 "Diana" trained the Dutch team for the yearly AIRCENT gunnery competition (which was held at Leeuwarden itself in 1961 and 1962 by the way). In 1960 the Hunters Mk.6 were equipped with GAR.8 Sidewinders. The 323 instructors carried out the operational tests of this new weapon, and besides that they were still in charge training gunnery-procedures to new students. In despite of all these extra obligations, the operational status of 323 Squadron wasn't neglected 323 crews took part in several national and international exercises. In September 1960 the gunnery training was taken over by Tactical Air Command (Commando Tactische Luchtstrijdkrachten) and 323 became a purely operational air-defence squadron; target-towing was taken over by the so called "Vliegdiensat-squadron" of Leeuwarden.

1963 No.323 Squadron was temporarily de-activated. Most Hunters were broken up, except for some 10 machines that were kept in use for the target-tow flight. But on 1 October 1965 the conversion to the Lockheed F-104G Starfighter was completed. A fully operational 323 Squadron could again occupy its place in the air-defence system of Western Europe! The present equipment of the squadron consists of some 18 aircraft from the Leeuwarden Wing: based at Leeuwarden are about 46 Starfighters which carry on one side the emblem of 322 (Polly Grey) and on the other side Diana of 323 sq. Although the squadrons don't have particular aircraft of their own any more, the spirit and enthusiasm of both pilots and groundcrews are better than ever!!

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CORRECTIONS & ADDITIONS

- FLASH Nr.37: Page 7: C-91R 31-05 of LEKG-41 was w/o 18-7-72. The a/c crashed short after take-off, the pilot ejected safely
- FLASH Nr.37: Page 15: C-160D 50-33 which made a belly landing on a field near Rendsburg on 14-3-70 is flying again.
- FLASH Nr.38: Page 10: Monument WGAF: the Sea Hawk at Bremen is not VA-220 c/n 6643. C/n 6643 is Argosy G-APRM.
- Page 13: Goslar: Sabre GS-338 could possible be ex JD-338
- Page 14: Magister c/n 122 is now CN-AGG

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: This HU-16 Albatross belonged to No.206 Escuadron (now re-numbered No.221) Spanish Air Force, based at Jerez-La Carra, Cadiz. At present No.221 sqn operates twelve HU-16B's in the ASW role. Six of them are ex-Norwegian AF machines; these a/c received the designation AN.1B, the first six being designated AN-1A. The colours-scheme is lightblue-grey in the uppersurface and dark-ivory being applied to the undersurfaces.
Drawing by G.Avila
- PHOTO 2: No.206 Escuadron's insignia; the shield is light-blue, the piece of chain is lightgrey and black. The winged ray is white, while the submarine is yellow (like the Beatles' song).
Drawing by G.Avila
- PHOTO 3: A Spanish Mirage IIIIE s/n C.11.9, code numbered 101-09 and belonging to the old 101st Escuadron.
Copyright: J.L.G.Serrano
- PHOTO 4: One of the new Deltic Orions for the Spanish AF: 221-21.
Copyright: J.L.G.Serrano
- PHOTO 5: An ex USAF KC-97L of the SAF; note the absence of a fin-flash.
Copyright: J.L.G.Serrano
- PHOTO 6: Two F-5A's of the Hellenic AF (89058 and 10486) portraited at the Best Hit '73 at Istrana.
Copyright: F.Klaassen
- PHOTO 7: Voodoo 59453 of 192 TRS, Nevada ANG seen here at Reno.
Copyright: H.v/d.Laar
- PHOTO 8: At Villafranca di Verona several Thunderflashes of 3 Aerobrigate are stored. Copyright: G.Hiltermann
- PHOTO 9: One of the surviving FAF Dakota's (20423) is seen here at the civil airfield Poitiers/Biard, near Bordeaux; photo was taken in September 1973.
Copyright: N.A.Wiltens
- PHOTO 10: Several U.S. units are still equipped with these aging C-119 Packets.
Copyright: H.v/d.Laar
- PHOTO 11: A good looking monument, that's for sure; Sabre JB-371 at Oldenburg.
Copyright: G.Hiltermann
- PHOTO 12: Yellow Piaggio of Waffenschule 10 in old styl markings.
Copyright: P.v.Gemert
- PHOTO 13: Canberra B.2 D-9569 is still flying with the "Deutsche Forschungsanstalt fur Luft- und Raumfahrt" (CDVFLR) and is stationed at Oberpfaffenhofen. The photograph was taken at Eggebeck Naval Air Base from where this aircraft operated for some weeks in August 1973 (picture was taken on 17-8-73).
Copyright: M.Cartensen
- PHOTO 14: A Fiat G-91R4 of the Portugese AF, serialled 5422; this a/c is ex WGA.F BD-371, c/n 91-1-0139.
Photo via F.Klaassen
- PHOTO 15: This Noratlas of the Nigerian AF, coded AM was photographed at Finkenwerder in May 1973. The a/c is ex WGA.F 52-06.
Copyright: K.Kramer
- PHOTO 16: An ex Belgian AF Stampe en Vertonge SV-4b is now used by the aeroclub of the CAF base Sollingen (SLN stands for Sollingen).
Copyright: K.Kramer
- PHOTO 17: A Gloster Meteor Mk.4. Photo:Kon.Luchtmach
- PHOTO 18: Douglas Skyraider of the former FAF detachment at Djibouti, seen here at Chauteaudun. Copyright: G.Hiltermann

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