

# FLASH

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AUGUST & SEPTEMBER



**military aviation magazine**

**SPECIAL: HAVARD IN SPANISH SERVICE**



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Dear Reader,

We apologize for the late appearance of FLASH 46 but certain circumstances didn't able us to release the magazine sooner.(very simple: our printer had suddenly left for Spain to enjoy his holidays, without telling us).

Despite all this, "bumper-issue" 47-48 rolled from the press in time and we've done our best to make something special of it. The magazine is not as large as you're used to see, but since we increased last month's issue somewhat, this shouldn't be a problem.

Special feature in this FLASH is an article by Anton le Nobel on the Spanish Texans; it is probably the most complete coverage on the subject ever published and we praise ourselves lucky to have the exclusive honour of printing.

The Editors.

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The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.18,- or equivalent for a one year- or DFL.9,- for a six month subscription. Dutch readers may also sent DFL.5,- for a three month subscription.

All payments should be sent to gironummer 2696854 t.n.v. G.A.Hiltermann, Verleunstreet 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.
- If you publish information out of FLASH elsewhere, please mention the source.
- At the moment the following back-issues are still available:  
Nrs. 21,23-27,29-42,44-46. Price is DFL.1,50 per issue.

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COVER PHOTOGRAPH:

Landing somewhere at an Italian Air Base 6-30 36666. This Thunder-streak belongs to the 6 Stormo.

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

With special thanks to: P.Vercrujisse, R.Kok, G.Avila, A.van Dijk, R.Venneker, R.Kaanan, H.Ploegstra, P.van der Krommenacker, W.Jensma, F.Swinkels, J.Struben, C.v/d.Heuvel, J.van de Oever, G.Weinmann, J.Serrano, F.Smith, West German Air Force, ASA-Bolletino, SEAR, Scottish Air News, BAR.

HOLLAND

-- The Dutch Defence White Paper, called "for the safety of our life", was expected to be published on 11 July, but was already published on Monday evening 8 July. The most important decisions for the Dutch Air Armed Forces are:

AIR FORCE:

<u>a/c</u>	<u>1974</u> <u>sqns</u>	<u>1978</u> <u>sqns</u>	<u>1983</u> <u>sqns</u>	<u>details</u>
F-104G	5	5	1	to be replaced 1979-1983
NF-5	4	4	4	to be replaced after 1984
F-104-substitute	-	-	-	to be chosen end 1974, replacement '79-'83, except the 5th (recomm.) squadron (1984)
F-27 Friendship	1	1	1	
Beaver	}	}	}	to be replaced 1-9-74
Alouette 3				4 Alouettes are SAR a/c
Piper Cub				to be replaced 1975 by light observation helicopter LOH.
Piper Cub-substitute)	(3 operational & 1 mobilizable)	to be delivered 1975.		
Nike	8	4	(4)	4 sqns will be disbanded.
Hawk	11	11	11	now in Germany, of which 5 will go to Dutch Air Bases, the other 6 remain in Germ.

The most important decisions are:

- 4 NIKE-squadrons will be disbanded.
- 5 HAWK-squadrons based in West-Germany will go to Dutch air bases.
- the replacement of the Starfighter will continue until 1984, 102 instead of 112 a/c will be bought.
- the air base of Eindhoven will be closed in peacetime.
- the number of pilots of the squadrons will be decreased.
- the number of flight-hours per pilot will be temporarily decreased.

NAVAL AIR SERVICE:

<u>a/c</u>	<u>1974</u>	<u>1978</u>	<u>1983</u>	<u>details</u>
Atlantic	8	8	8	
Neptune	15	-	-	
Long distance maritime patrol aircraft	-	-	13	
Wasp	12	12	12	to be phased out after 1983
AB-204	7	-	-	to be replaced 1976/1977 by the "standard-helicopter".
standard-helicopter	6	66	24	

the most important decisions are:

- 13 modern long distance maritime patrol aircraft will be bought to replace the Neptunes and the Atlantic which was lost by accident last year.
- 24 helicopters will be bought for the frigates, the supply-ships and the shore-based squadrons.

Note that the Dutch Government and NATO have to accept this paper, which is already named in some great newspapers "for the undermine of our life".

- S-11 news: E-24 to Aviodome Schiphol; E-27 to PH-HOL.
- Navy S-11's: 174 to PH-ANK; 176 to PH-DMA; 199 to PH-HOH

-- Schiphol movements included:

February 6: 64-IS (c/s FRAIS) Noratlas FAF  
March 8: 5-121 C-130E IIAF  
April 24: XR-398 Comet C.4 RAF  
May 2: 59-02 DO-28D Bundesmarine  
3: 12-05 CV-440 West German AF  
June 25: XR-397 Comet C.4 RAF  
July 1: 83007/3-84 Pembroke C.52 Swedish AF  
14: 84002/7-72 C-130E Swedish AF  
15: 16-07 Hansa WGAF  
SU-ARB /1231 c/n 402912, SU-ARD/1243 c/n 6710, SU-AVA/  
1252 c/n 8210 all Antonov 12 Egypt Air Force  
16: SU-ARP/1222 c/n 402308, SU-ARA/1241 c/n 6707, SU-AVB/  
1254 c/n 8305 all Antonov 12 Egypt Air Force  
17: SU-ARY/1251 c/n 8209, SU-ARE/1242 c/n 6209, SU-AOS/  
1212 c/n 402309, all Antonov 12 Egypt Air Force  
18: SU-ARB/1231 c/n 402912; SU-APY/1240 c/n 6706, SU-AVA/  
1252 c/n 8210 all Antonov 12 Egypt AF  
19: SU-AOR/1220 c/n 402306, SU-ARA/1241 c/n 6707, SU-ARZ/  
1253 c/n 8302, all Antonov 12 Egypt AF

-- Beek movements:

July 12: 24461 T-39A USAF  
14: 159362 CT-39C USNavy VR-24Sqn

-- Piper Cub R-137 crashed near Woensdrecht on 18 July, no casualties, but the aircraft is written off.  
NF-5A K-3074, of 314Sqn from Eindhoven, crashed near Koblenz (Germany) on 2 August. The pilot was killed.  
On 19 August a F-104G crashed. The aircraft from Volkel, crashed near Sint-Annaparochie (Friesland). The pilot ejected safely.

-- In two hangars at Gilzen-Rijen the following aircraft were observed in June of this year:

Hunter F.4: N-144, N-122	S-14: L-17
Hunter T.7: N-305	S-11: E-22
F-84G: DU-24 (ex gate-guard at Gilze--Rijen)	Auster MZ236 (R-11)
	Meteor: I-19
	Harvard: B-64
Piper Cub: R-213	T-33: M-5
Piper Cub: R-87	Sea Fury: 6-14

These are all reserve-aircraft for the air force museum at Soesterberg, which is by the way only opened on Saturday.  
NF-5A K-3071, which crashed on 2-10-1973, has been repaired. The a/c is now being used by the ground-personnel of the air base Gilze-Rijen and it wears the registration NAC-7.

-- Eindhoven movements included:

July 29: R-345 s/n 12345 and R-703 12703. the latter was possibly an ex CAF aircraft as it had a light on the top of the fuselage.  
August 14: 77-34 Alouette II HEER  
19: BA-21 and BA-55 Mirages VBA BAF 80CU Bierset

-- Leeuwarden movements included:

June 20: 31-53 and 31-68 G-91R WGAF LEKG-41  
Due to runway works at Leeuwarden, the two air defence squadrons have been dispersed to other bases. Nine starfighters now operate from Soesterberg for some two weeks (four regs. being D-6654, 6667, D-8308, 8082). The rest is based at Jever (Germany). The move will last till November 1974.

-- Valkenburg movements included:

April 27: 151888/98 EC-130Q USNavy (c/s Beam 77)  
30: 156174/24 EC-130Q USNavy VQ-4  
May 7: 10740 CL-28 CAF  
June 24: 158925 LP-2 Orion USNavy

-- Volkel movements included:

May 1: XV-393 Phantom FRR.2 RAF 31 Sqn  
20: RS-5(MM578) PD-808 ItAF and MM6507 F-104G ItAF  
21: 21-23, 21-26 F-104G Bundesmarine MGG-2  
June 4: BT69-264 F-4E USAF 36TFW  
24: CR68-445 F-4E USAF 32TFS  
25: XV494/N Phantom FGR.2 RAF 2Sqn  
July 3: 20-59, 25-76, 26-52 F-104G JABOG-32 WGAF

On 28 August the air base expects a rotation with Lightnings of the RAF. The rotation will be followed with a rotation with Drakens of the RDanAF and Mirage F.1's of the FAF.

BELGIUM

-- Some more Hunters, which are at a breaking-up yard near Snaaskerke, have come to the light. The following Hunters were observed on 27-7: ID54, 128, 51, 57, 47, 149, 53, 57, 121, 55, 115, 52, 62, 122 plus some codes: 1S-O, 7J-C, N-7J, 7J-E.

The registration-code allocations could not be made as noses and tails were separated and mixed up. The owner told that he had sold the a/c some weeks before. They will be removed soon. (see photo 18)

-- Some base-movements:

Beauvechain: 10-6: 51-16 and 51-21 F-104S ItAF; ZR68-562 and 68-567  
Bierset: 11-6: 13186 C-130E Turkish AF / RF-4C USAF 26TRW  
Kleine-Brogel: 8-8: BA44, 47, 18 Mirages 5BA BAF; FT16, 18 T-33A BAF  
14-8: 23-75, 23-99 F-104G WGAF;

CANADA

-- On 24 June SH-3A 12423 crashed 30km out of Den Helder in sea. The a/c was brought to Den Helder Harbour by ship on 25/6. It will probably be repaired. The crew of the a/c was saved. On 23/6 this was noted on board of the "Annapolis" in Rotterdam Harbour.

DENMARK

-- Stored at Aalborg are the following ex 724 squadron Hunters: E-401, 02, 03, 07, 08, 09, 10, 12, 18, 19, 20, 21, 23, 24, 25, 27, 30 and ET271, 72, 73, 74. No. 724 Squadron disbanded on 31 March.

FRANCE

-- The C.E.V. will receive 18 Cerva CE-43 Guepard, two of which are already known: DA/439 and DE/441.

-- Some interesting movements:

-Le Bourget 3-5: 6701 DC-6A PortAF; 44063/63 DC-6 Aeronavale;  
30-ML/330 Vautour 2N; 906, 914 Pa-31 Aeronavale;  
5-133 C-130E IIAF; 46-87/MM52-6007 C-119G ItAF;  
7T-VRE Mystere 20 Algerian AF  
-Nimes-Garons 4-5: Atlantic 04, 1, 7, 11, 19, 27, 31, 33, 40, 46, 53, 67  
C-47: 725/76725, 726/?, 59/15059, 36/23836,  
35/13835, 87/77487, 485/48485, 84/18884, 10/77810,  
25/?, 709/76709, 711/? all Aeronavale  
26-7: 05, 24 CL-215 Prot.Civil; 41, 42 Etendard Aeron.;  
CAN-16 Broussard .lat; 7, 37, 27, 8 Atlantic Aeron.;  
725, 711, 729, 720, 735 C-47 Aeronavale.

French movements cont.

- Orange 11-7: 64-QR c/n 89 N2501; BN Mirage 4A;  
5-OB, NG, NE, OL, OD Mirage 3C FAF
  - 18-7: BN, BU Mirage 4A; 5-OP, OE, NA, NP, OL Mirage 3C FAF
  - Perignan-Llabanère 4-5: 284 is a stored MD-312. On 10-5 a German  
C-160D 51-07 and Aeron. Nord 262A 61 observed.
  - Montpellier-Prejorques 7-5: JAI/2154 SA-318C Gendarmerie;  
F-ZBBD/29 CL-215 Protection Civile and MAA/36 or 38 MH1521
  - Reims-Prunay 9-6: MH-1521M 228/-, 163/12-XI, 275/ex AOA;  
Cessna F-337 017/AL of TsjsedAF and 5U-MAS NigerAF
- Placed as a monument is Flamant 316-KN(255) on a sport airfield near the town of Sarre-Union

GREECE

- The 339Sqn at Andraavidha has phased out its F-84F Thunderstreaks. In April 1974 it received its first F-4E Phantoms. Totally 36 Phantoms will be delivered to the Greece Air Force. USAF-registrations: 72-1500 up to 1535

ITALY

- Two more RF-84F's noted at the scrap-yard in Castrette are 3-04 and 3-16, s/n unknown.
- The second DC-9-32 was received on 21 March, registration SM-13, MM62013, c/n is 47600 (ex N54635).
- An RF-104G crashed in March near the air base of Granzzanise, the registration being 3-23 (MM6638).
- Two new Fiats delivered to the AMI are MM54410(c/n 137), coded SA-110, while 19/4 MM54417 (c/n 144) was seen still uncoded at Caselle.
- The role cut of F-104S MM6849 was on 2 May.
- G-91R 2-37 MM6394 made a miss-landing at Dijon-Longvic(France) in June. The a/c will perhaps be repaired.
- movements:  
Villafianca: 10/6: ZR374 and ZR478 RF-4C USAF 26TRW  
12/6: BR-12, BR-16 Mirage 5BR BAF  
13/6: LK64-513 C-130E USAF; SM-4 C-118. ItAF
- Grosseto 25/6: TF-104G 20-5,6,10,14,15,24,25; F-104S 4-4,7,15,21;  
T-33A 4-898; TF-104G FG278/22278 RHAF(to Tiger Meet)
- Ghedi 12/6: F-104G 6-05,07,08,10,12,18,21; T-33A 6-30

NORWAY

- The F-5's are being camouflaged. This was expected a long time ago, as F-5's (at Beauvechain 1970) were flying with camouflaged tanks. Observed are 373 at Laarbruch and 228 at Spangdahlem.

SPAIN

- Aircraft spotted at Torrejon on 24 May (the day before the Victory Day Parade) are:  
Mirage 3EE: 111-1(C.11-17), 112-6(C.11-12), 111-6(C.11-11)  
Mirage 3BE: 112-14(CE.11-28), 111-15(CE.11-29)  
F-4C Phantom: 121-01(C.12-01), 122-16(C.12-32), 122-04(C.12-08),  
121-06(C.12-11), 121-15(C.12-29)  
SF-5A: 211-40(C.9-40)  
SF-5B: 731-24(CE.9-024), 732-12(CE.9-012), 732-15(CE.9-15),  
731-29(CE.9-029), 732-8 (CE.9-008)
- The HA-200D's of 462 Squadron at Gando are camouflaged. The upper surfaces are light and dark earth and dark green. The undersurfaces are light cream. The cross of Santiago has been minimized.

-- Malaga movements:

July 23: 403-14 DO-27 SpAF  
25: 53-33 N-2501 Luftwaffe WS-50 Furstenfeldbruck  
27: 744-94 King Air SpAF; 5327,5347 F-86F Sabres Port.AF

-- Some recent changes in the squadrons are:

-Last June 14 Wing was formed consisting of 141 and 142 squadrons which will receive the Mirage F-1C late this year.  
-203 Squadron at Villanueva has been disbanded, its HA-200D and HA-220 are to be based at Gando with 462 and 463 Sqn of the 46 Wing.  
-The 37 Wing (DHC-4) will change from Los Llanos to Villanueva, while the 14 Wing will go to Los Llanos.

UNITED KINGDOM:

-- The Beagle Basset was withdrawn from RAF service in May. Three aircraft will remain on strength, being XS742, XS743 (Empire Test Pilot School) and XS765 (A&EE), based at Boscombe Down, the others all went to 5 MU at Kemble and 60 MU at Leconfield.

-- The RAF Station at Wattisham (housing 29 and 111 Sqn with Lightnings) is to be closed in the near future.

-- We can offer you the following registration-code allocations of the Buccaneers based at Laarbruch:

15 Sqn: XW526/A, XW528/B, XW534/D, XW537/E, XW540/F, XW542/G, XW544/H, XW546/J, XW547/K, XW550/L, XV349/M  
16 Sqn: XW527/O, XW530/P, XW533/Q, XW536/R, XW538/S, XW541/T, XW543/U, XW548/W, XW549/X, XV340/Y, XV348/Z, XX886/XX, XX885/YY, XV166/ZZ

Thr rotation with RF-5's of RNoAF lasted from 17 until 21 May.

Laarbruch movements included:

June 25: SP63-452 F-4C USAF 5TFS; SP66-504 F-4D USAF 23TFS  
August 7: 101, 113 RF-5A RNoAF 717Sqn; D-5807 TF-104G RNethAF;  
373 (camouflaged), 241 F-5A(B) RNoAF 336Sqn;  
3087 G-91R WGAF LEKG-43; OT-ZAJ RM-10 Pembroke BAF;  
AR-110, AR-117 F-35 Draken RDanAF; 35-66 RF-4E WGAF AG-52;  
104, 107 RF-5A RNoAF 717Sqn  
16: 30-09 G-91R WGAF LEKG-43

-- Wildenrath movements:

May 16: 30-12, 32-72 G-91R WGAF LEKG-43  
21: DT-404 T-33A RDanAF  
27: BR-07 Mirage 5BR BAF 42Esc/2 Wing Florennes  
22-10, 22-68, 23-99, 24-17 F-104G Luftwaffe JABOG-31  
28: WR65-721 F-4D USAF 81TFW/78TFS  
30: DT-728 T-33A RDanAF; 58-57 DO-28D Luftwaffe JABOG-33;  
70-57 UH-1D Luftwaffe HTG-64; 104822 CF-104G CAF  
June 5: K-3048 NF-5A RNethAF; A-483 Alouette III RNethAF; 24469 T-39 USAF  
35-60 RF-4E WGAF AG-52; 31-00 G-91R WGAF LEKG-41  
12: 34-09, 34-12 G-91T WGAF WS-50  
17: FX-06, FX-45 F-104G BAF 1 Wing Beauvechain  
28: 34-13, 34-25 G-91T WGAF LEKG-41  
July 10: AT-156 TF-35 Draken RDanAF 729Sqn; K-681 C-47A RDanAF 721Sqn;  
32-60, 32-65, 33-05, 33-23 G-91R WGAF LEKG-42;

-- Bruggen movements:

May 8: 58-53 DO-28D Luftwaffe  
14: 104749 CF-104G CAF; K-4010 NF-5B RNethAF; 35-25 RF-4E WGAF  
15: 905, 241 F-5A/B RNoAF  
24: WR696, WR667 F-4D USAF 81TFW; 133393 CT-33A CAF  
27: 34-60, G-91T WGAF LEKG-43; 133069, 133345 CT-33A  
K-3046, 3049, NF-5A and K-4028 NF-5B RNethAF 316Sqn Gilze-Ryen.  
28: 23-32, 25-42 F-104G Luftwaffe JABOG-32; S-3 Beaver RNethAF  
105, 490 RF-5A RNoAF 717Sqn Sola

Bruggen cont.

- May 29: FX-13, FX-38 F-104G BAF 10 Wing Kleine-Brogel
- July 10: 33303 C-118A USAF
- 11: K-4001, 4014 NF-5B RNethAF 313Sqn Twenthe  
20-97, 21-35 F-104G WGAF JG-74; 50-55 C-160D WGAF LTG-61;  
BA-40, 47 Mirage 5BA BAF 13sqn/ 3Wing; HR66-519 F-4D USAF
- 19: 104713, 104808 CF-104G 439Sqn

From 3 till 13 May Bruggen had a rotation with J.BOG-32. The following F-104's were observed: 21-02, 23-32, 24-06, 24-21, 24-97, 25-19, 25-32, 25-42 F-104G and 27-83 TF-104G.

From 24 May till ??? there was also a rotation with Canadian Starfighters of 439Sqn from Soellingen. They were of 439Sqn and not of 441Sqn as mentioned in FLASH Nr.46. The following CF-104's were observed: 104714, 104743, 104749, 104808, 104822, 104845 CF-104G's and 104653 CF-104D.

New Phantoms at Bruggen: XT900 of 14Sqn (ex 228OCU); XV465 of 31Sqn (ex 41Sqn); XV438 and XV489 of 17Sqn

-- Gutersloh movements:

- May 7: 20-57, 23-99, 24-02, 24-32 F-104G WGAF JABOG-31  
13-TC 53092 T-33A FAF; G-206, G-279 F-100D RDanFF
- 8: 14-04 C-47 WGAF; G-283, G-765 F-100D RDanAF; 58-89 DO-28D WGAF  
25-12, 27-90 (T) F-104G WGAF JABOG-33; 58-89 DO-28D WGAF WS-50
- 9: ~~58-57, DO-28D WGAF JB33~~; 25-47, 27-15, 27-24 (T) F-104G WGAF WS-10
- 10: 61-20 F-97 C-160F FAF
- 16: K-3015, 3033 NF-5A RNethAF 314Sqn; K-3006, 3020 NF-5A 315Sqn  
18040 U-21A USArmy; BT69-284 F-4E USAF 36TFW
- 21: D-8272, 8294, 8093, 6652, 6655, 6657 F-104G RNethAF 322/323Sqn  
D-8256, 6700 F-104G RNethAF; 31-26, 32-38 G-91R WGAF LEKG-43
- 22: MT-44 CM-170R BAF; 31-68, 31-57, 31-88, 31-79 G-91R LEKG-41  
32-33 G-19R Luftwaffe LEKG-43
- 24: G-781, 779 F-100D RDanAF; GT-983 F-100F RDanAF; 77-33 Al.2 HEER  
K-3007, 3011 NF-5A RNethAF 315Sqn; WR65-667 F-4D USAF
- 28: A-017, 019 F-35 Draken RDanAF 725Sqn; 84-31 CH-53G HEER;  
SP66-502, 66-572, 66-615, 66-620 F-4D USAF 52TFW
- 29: 27-31 TF-104G WGAF JABOG-31; 27-03, 27-14, 27-94 TF-104G WS-10
- June 10: 90-04 F-149D WGAF WS-10; ZR368, ZR373 RF-4C USAF 26TRW
- 11: K-3018, 3023 NF-5A RNethAF 316Sqn; BD-11 Mirage 5BD BAF;  
909 F-5B RNoAF
- 13: 12124 UH-1 USArmy; 19018 CH-47 USArmy; 909 F-5B RNoAF
- 14: 27-84 TF-104G WGAF JABOG-31; 27-89 TF-104G WGAF WS-10  
RS68-409, 69-203 F-4E USAF 86TFW
- 19: DT492 T-33A RDanAF; D-6699, 8114, 8132 F-104G RNethAF Volkel
- 21: DT-102 T-33A RDanAF; 95-16 T-33A WGAF WS-50; 907 F-5B RNoAF
- 24: 27-09 TF-104G WGAF WS-10

Two squadron-rotation took place at Gutersloh in May:

No.19Sqn had a rotation with 13Esc of the FAF from Colmar.

It took place from 10 till 17 May with the following Mirages 3E:

13-Q0/479, -Q6/466, -Q1/475, -Q4/471, -Q0/452, -Q6/489.

No.92Sqn had a rotation with 36TFW of the USAF from Bitburg.

It took place from 11 till 17 May with the following Phantoms F-4E:

BT68-509, 68-481, 68-370, 68-406, 68-386, 67-260

UNITED STATES

-- The Thunderbirds, the famous US demonstration team, traded in their F-4E Phantoms for T-38A Talons. The Navy's Blue Angels are now using Skyhawks instead of Phantoms.

-- Ramstein Open Day has changed again. It will no be held on 22 September, but it seems a very good idea to check before going!

Movements at Ramstein:

- July 8: 58-60(JB-34), 58-90(AG-51) and 58-99(JG-71) DO-28D WGAF
- 9: 35-07 RF-4E WGAF AG-51; 31-68, 31-93 G-91R WGAF LEKG-41;  
DT-884 T-33A RDanAF Advanced Training Sqn; 133393 CT-33A CAF

Ramstein cont.

- July 10: 71-13 UH-1D WGAF FBS; MT-44 Magister, FT-37 T-33A, BAF;  
R-342, 754 F-104G RDaNAF 726Sqn; 58-40 DO-28D WGAF AG-51
- 11: 23-07 23-23 F-104G Bundesmarine MFG-2; 70-43 UH-1D HTG-64  
312-AW/448 Magister FAF GE-312
- 12: BA-01, BA-53 Mirage 5BA; BR-11, 24 Mirage 5BR; FC-12 TF-104G BAF  
33-13 G-91R WGAF LEKG-42; OL-A69, OL-A78 Alouette 2 BAF

-- Movements at Rhein-Main

- June 20: 46-22 C-119G ItAF
- 26: 136224 COH-58A CAF
- July 17: Air Cadets meeting: 4X-JYA Boeing 707-131 ID/FAF;  
XM519 Britannia RAF 99/511Sqn; 6702 C-118A PortAF AB-1sqn;  
58-TB Skyvan AustrAF No.3Wing; AH/81 and AO/92 Nord 262 FAF;  
C-2 F-27 RNethAF 334Sqn; CH-10 C-130H BAF 15Wing

WEST GERMANY

- The AFNORTH reconnaissance competition "Big Click" will be held at Leck AB from 26 August till 9 September. This year's guest team will be the 42Esc of the Belgian Air Force with Mirages.
- JG-74 at Neuburg had a squadron-rotation with the 5Esc of the FAF.
- JABOG-36 made her 150000 flight hour since her birth. This fact was celebrated at Beja in Portugal, as 27 Starfighters went to this Air Base some time ago for an intensive summer training in Portugal. They came back at Rheine by the end of July. In this time the runway was repaired for the arrival of the first Phantoms for JABOG-36.
- Some of our members visited West German air bases. A short survey of their observations is as follows:
  - Jever: on 9/7 21-56, 21-44, 21-15, 23-06, 25-47 F-104G WS-10; S-7 Beaver Klu 27-09, 27-12, 27-15, 27-80, 28-34 TF-104G WS-10; 22-20 F-104G MFG-1
  - Norvenich: visits were paid on 15, 22 and 23 July. Noted were 5 F-104G's with the JG-74 badge, which will probably go to JABOG-31: 24-52, 24-58, 23-61, 24-63, 24-68  
JABOG-31 (T) F-104G's included: 20-42, 48, 53, 57, 03, 21-37, 50, 63, 78, 22-08, 56, 23-40, 41, 87, 99, 24-02, 17, 42, 58, 92, 25-43, 73, 74, 78, 26-24, 44, 26-52, 27-07, 21, 24, 72, 73, 84, 86  
UH-1D: 70-43, 71-68 of SAR and 70-65, 96, 71-00, 12, 18, 61, 64 of HTG-64  
DO-28D of JB-31 58-15 F-104G without batch: 23-88, 24-66, 72, 26-18  
F-104G wreck c/n 7310 (ex 26-50) which was w/o 11-3-74 near Norvenich
  - Visitors on these days:
    - 15/7: 17804 and 21552 UH-1H USArmy; XT901 F-4M RAF; 75-61 Al.2 HEER; 72-14 UH-1D HEER; 20-77 F-104G JB-33; 24-77, 26-20, 26-32 F-104G JB-36; 58-92 DO-28D JB-36
    - 22/7: 24-51 F-104G JB-33; 27-92 TF-104G MFG-2; 58-21, 58-62 DO-28D JB-36
    - 23/7: 58-62 DO-28D JB-36; BA-01, BA-52 Mirage 5BA BAF; CH-10 C-130 BAF XV-782/C Harrier RAF 4Sqn; K-4010 NF-5B Klu; 96608 UH-1N USArmy
  - Neuburg: No F-104G were noted, and also no F-4F. The only a/c present on 21/7 were T-33 95-02, 95-24, 95-25 and 95-26 and P-149D 91-99, 92-22, all had the JG-74 badge.
  - Erding: On the scrapyard were on 20/7 following a/c: T-33 95-01; F-104F 29-01, F-104G 20-55, 24-86 and 89-00(???) without badge and 23-56 and 23-64 with the JG-71 badge. C/n 5947 (ex 28-17) was an TF-104G. Many more F-104G were present, all uncoded, most of JG-71. On the Open Day on 18 May some 75 F-104G's were noted, these will probably all be scrapped now. Registrations wanted!
  - Furstenfeldbruck: An interesting visitor noted on 21/7 (during the Cyprus-crisis!) was an Hellenic AF T-33A, reg 1R-876 (29876) which is ex Klu M-24.
  - Oberpfaffenhofen: Three Sabres are stored: 01-13, D-9523 and 01-03.
- F-104G 25-76 crashed 1 km. from Norvenich on 17-4-74.

NORTH AMERICAN TEXANS IN SPANISH SERVICE

By Anton le Nobel

By 1953 the majority of the aircraft of the Ejercito del Aire, or Spanish Air Force, were obsolescent, if not obsolete. This was largely the result of the economic plight following the Civil War. Consequently the Hispano-American Defence Treaty, which was signed on 26 September 1953, provided a welcome way out of the problems.

Under the treaty, Spain would make a number of bases available to the United States armed forces. These bases included air bases for the USAF Strategic Air Command. In return, the United States Government agreed, amongst others, to help training and re-equipment of the Spanish armed forces. This aid included aircraft for the Ejercito del Aire.

New aircraft began to reach Spain in the early months of 1954, together with U.S. training personnel. Initially main deliveries comprised of training, transport and liaisons aircraft. Combat equipment followed in 1955, in the form of F-86F Sabres. The initial deliveries included 120 T-6 Texan training aircraft. These were designated E.16 in Spanish service. This stands for Escuela No.16, or the 16th type of training aircraft for the EdA. Sometimes E is said to represent Entrenamiento or Entrenadoro, with an essentially similar meaning.

Principal operators of the E.16 became the flying schools at Murcia-San Javier, and at Salamanca-Matacan. These were designated Grupo 79 and Grupo 74, respectively. The former is called the Academia General del Aire, and was founded in 1943, although it did not start its activities until 1945. The Academia may be called the EdA College. Pupils were given their primary training there, before passing on to Matacan for basic training.

From 1966 most of the Texans of the Academia were passed to other units, and by 1968 only a few remained at San Javier. Officially these were used for the Curso de Pilotaje Basico, to find out which non-permanent pupils of the 4th year would be sent to the Escuela Basica de Pilotes at Matacan to get their wings. In fact, however, the Texans were mainly used for joy-flights by instructors.

By 1968 the main types used at San Javier were CASA C-1131E's (licence-built Bucker Jungmanns), AISA I-115's and Beechcraft Mentors used by Escuadrones 791 and 792 of the Academia. The Texans were used by Escuadron 793. Also there were CASA C-352's (licence-built Junkers Ju-52/3m's) for paratroop-training. Escuadron 792 may also have had a couple of Texans, though.

Meanwhile at Matacan, the principal Texan section became Escuadron 741. Both Escuadrones 742 and 743 had some Texans too, though. Circa 1971/1972 Escuadron 742 was said to operate Texans, with Escuadrones 743 and 744 providing multi-engined training on Dakotas. In 1972 the Escuela Basica de Pilotes disbanded, and Grupo 74 now is the multi-engined training school with Dakotas, Barons, King Airs and Aviocars.

On disbandment of the basic flying school at Matacan, its Texans reverted to the Academia at San Javier. Escuadron 742 of Matacan became Escuadron 793 at San Javier, which now operates some 30 Texans. These are coded 793-1 through 793-30. Additionally the squadron also has 25-30 Ha-200's.

Another school said to have had Texans was the Escuela de Pilotos de Complemento at Granada-Armilla, a grass field. This was called Grupo 78, but was disbanded in 1969. Equipment included CASA C-113L (E.3B), AISA I-115 (E.9) and CASA C-352 (T.2B) aircraft. The use of Texans by this school has not been confirmed, and seems unlikely.

Meanwhile, during the early 1960's, Spain had acquired additional T-6 aircraft. Texans were employed for a tactical support role from 1958

onwards, and the 'new' machines were apparently intended for this new role, as well as the role of communications/liaison aircraft. The new acquisitions included aircraft purchased from U.S. private owners and companies. At least ten were probably purchased through Coastal Corporation not later than 1963, as detailed below.

Total deliveries must have reached at least 189 aircraft by July 1963, since T-6G E.16-189 was noted at Sevilla that month. In 1965 more a/c reached Spain, when reportedly at least 12 were purchased from the French Air Force. These had served in an operational and/or training role earlier. The real quantity then bought may not have exceeded ten aircraft, however, as recorded below.

As noted, Texans were employed for a tactical support role from 1958 onwards. That year the 3rd Fighter-Bomber Wing was formed at Villanueva with Texans. These were operated by Escuadron 33. The Wing itself is sometimes referred to as the 'Aviacion Tactica'. Later the 36th Mixed Wing at Gando, Gran Canaria also received Texans for the tactical support role.

Despite their new role, the tactical support Texans retained their E.16 trainer designations in the beginning. From 1965 onwards, they were re-designated C.6 in accordance with their new role. This stands for Caza(-Bombardero) No.6, the sixth type of Fighter(-Bomber) aircraft in the EdA.

Texans used in the Caza-Bombardero role by the Aviacion Tactica are fitted with two Breda Safat 7.7mm (0.3") machine-guns in the wings. In addition they can carry various offensive loads under their wings. Twelve Oerlikon rockets may be carried on 6 launching rails, three rails per wing. Alternatively ten 10kg bombs may be carried on two bomb-racks, one rack per wing. Another possible load consists of twenty-four 81mm grenades in eight pans, four per wing. A combination of these various underwing stores is possible.

When the C.6 designation was introduced, the designation CE.6 was created for Texans used in the training role. CE stood for Caza de Escuela (or Entrenamiento). E.16 designations were supposed to disappear altogether but in fact the CE.6 designation was soon discontinued. Quite a few E.16-designated aircraft are still, or again, around, and all CE.6's became C.6's.

In 1965 the Ala de Caza-Bombardero No.3 became Ala No.43. Its Texans were from then onwards used by Escuadron 431. Reportedly more than 25 Texans were operated. In 1967, however, Ala No.43 was disbanded, and Escuadron 431 then became Escuadron 202 in Ala 21. This, and Escuadron 203, now fly HA-200D and HA-220 aircraft exclusively.

Ala Mixta No.36 was also re-numbered in 1965, becoming Ala Mixta No.46. Its Texans were assigned to Escuadron 463, with a total of 25 machines. These were coded 463-1 through 463-25, but now are 463-01 through 463-25. The squadron still operates its Texans from Gando, Gran Canaria.

The Texans and other aircraft of the 46th Wing are frequently detached to the Spanish Sahara Province. There they are used for armed patrol missions against the so-called Moroccan Liberation Front, a guerilla group. This supposedly aims at a merger of the Spanish Sahara with Morocco. Spanish Texans, according to "Wings over Africa" of August 1972, call at Casablanca in Morocco on their way to and from Gando.

Since the early 1960's Texans have also been used for liaison and communications flights, Escuadrillas de Base. There were a large number of these, each operating a variety of types with no more than a few Texans. All were disbanded in 1972, though.

The Escuadrillas de Base changed their aircraft quite often, and also the flight-bombers were changed several times. Consequently it was difficult to keep track of individual aircraft. Originally E.16-serials

were carried, but more recently mainly C.6-serials were sported. Some Texans of the Base-flights, despite their disbandment, still carry the codes of their most recent flight, pending re-assignment to new units.

Texans are also used by Escuadrillas de Re-Entrenamiento, to keep up the flying ability of those pilots with ground functions. One of these is Escuadrilla 604 at Gando, which formerly was Escuadrilla 903. Another is Escuadrilla 901 of the High Staff at Getafe, assigned to Grupo 51. This Group succeeded Grupo 90 created in the early 1960's, which also had Texans.

Grupo 91 also includes Escuadrones 911 and 912, of which Escuadron 912 also has T-6's at Getafe. Together Escuadrilla 901 and Escuadron 912 appear to have at least 17 Texans. It has also been suggested that Escuadron 912 alone has about 25 Texans, both E.16's and unarmed C.6's, for a refresher flying course. However, the 901-coded Texans reported below at Torrejon, actually belonged to Escuadrilla 905 and not Escuadrilla 901.

Overhaul of the EdA Texans is performed by AISA at Cuatro Vientos airfield near Madrid. The aircraft are often completely dismantled in the process, and also AISA has rebuilt T.6's involved in accidents. In the late 1960's usually about a dozen were seen parked outside the AISA hangars at any one time. There was never much flying activity, however, and in 30 visits no take-off or landing was seen. The military part of the airfield showed much more life.

In 1957 AISA overhauled a total of 11 EdA Texans and in 1958 46 were overhauled and 54 modified. These modifications probably included conversions for the tactical support role. Overhauls and repairs included 25 Texans in 1959, 57 in 1960, 75 in 1961, 78 in 1962 and 76 in 1963. These high figures probably reflect the delivery of 'new' Texans during those years. More recent figures are not available, but usually there are at least 25 Texans at the factory, including those awaiting overhaul or re-delivery.

#### SERIAL NUMBERS

In the Ejercito del Aire serial-numbers consist of two parts, separated by a hyphen. The first part is the Spanish type designation, the second part the individual number for an aircraft in its type-block. For example, E.16-23 was the 23rd Texan of the Spanish Air Force. These serials are painted on the fin in small characters.

As related in the text, three type-designations apply Spanish Texans, i.e. C.6 and CE.6, E.16. Only the former two are now current. Individual identities in this case are assigned in a single series irrespective of the type-prefix. This reflects the fact that the type-designations are interchangeable. Thus E.16-135 and C.6-135 are one and the same aircraft, though at different times. Similarly CE.6-136 and C.6-136 are one and the same aircraft.

It has been suggested that the C.6 designation now applies to Spanish T-6D's (and SNJ-5's), and that T-6G's are designated E.16, although exceptions seem to occur. Because of this arrangement, the C.6's are now largely serialled between 1 and 60, and between 121 and 190, with E.16's between 61 and 120 and between 191 and 201. Approximately 150 are said to remain in service and storage.

Apart from the 'normal' serials, two Texans were recorded at Getafe in 1967 with the odd prefix TATA. It is possible that these were used for technical training, ground instructional use, although regular codes were carried by one of them. Also in 1963 one machine was reported with the tail-number 84991 instead of a Spanish serial. In this case the tail-number was a previous identity, as related below.

PREVIOUS IDENTITIES

All Texans of the Ejercito del Aire were originally used by other air arms, which had their own serialling systems. Often these previous identities can be traced from plates inside the cockpit, direct or indirect. Many, if not all, EdA Texans also have their previous identities and other data painted near the wingscreen in very small figures. This can be either on the port- or starboardside, but generally on the port-side.

Previous identities reported so far are:

- |         |                   |          |                       |
|---------|-------------------|----------|-----------------------|
| C.6-8   | ex USAF 41-34265A | C.6-164  | ex USN 84923          |
| C.6-9   | ex USAF 42-85348  | C.6-172  | ex USN 85023          |
| C.6-12  | ex USAF 42-85374A | C.6-176  | ex USN 90634          |
| C.6-32  | ex USAF 42-.....  | C.6-181  | ex USAF 49-3245       |
| C.6-33  | ex USAF 42-86160A | C.6-188  | ex USAF 49-3056       |
| C.6-44  | ex USAF 42-85399  | E.16-192 | ex USAF/FRAF 49-3006  |
| C.6-129 | ex USN 91051      | E.16-196 | ex USAF/FRAF 49-3291  |
| C.6-131 | ex USN 85010      | E.16-198 | ex USAF/FRAF 51-14904 |
| C.6-135 | ex USN 90747?     | E.16-201 | ex USAF/FRAF 52-8216  |
| C.6-155 | ex USN 90982      |          |                       |

With regard to the previous identity 91051 quoted for C.6-129, it is known that this aircraft has been N9817C of Coastal Aviation Corporation of Alexandria, Virginia, USA. As noted above, a Texan with the tail-number 84991 was noted at Barcelona in 1963, with the code "90-45". This could either refer to the USAF serial 42-84991, or to the USNavy serial 84991. From the U.S.civil Aircraft Register it is known that SNJ-5 84991 was registered to Coastal Aviation Corporation too, an N5197V.

Combining these data, it is assumed that all ten SNJ's known to have been registered in the USA to Coastal Aviation Corporation were in fact all delivered to Spain circa 1963. Also it is assumed that these ten aircraft may have been given serial numbers E.16/C.6-121 up to 130 in the order of their American civil registrations. These, with their USNavy serial numbers are:

- |                           |                |                |                |
|---------------------------|----------------|----------------|----------------|
| N5194V (84893)            | N5196V (91036) | N5197V (84991) | N5498V (90787) |
| N7990C (43966)            | N8159H (52026) | N9808C (43859) | N9815C (43767) |
| N9817C (91051) is C.6-129 | N9818C (90974) |                |                |

Also in 1956, ten Texans were seen at Getafe with non-standard paint-schemes, with fuselage roundels only, and with unusual tailnumbers. These aircraft are ex-French Air Force machines, and had just been delivered. The tail-numbers were the former USAF/FRAF serial numbers, and the way of presenting them was typically French. Later these aircraft were given the serials E.16-192 through 201. Details are as follows:

- |                 |           |                  |          |
|-----------------|-----------|------------------|----------|
| 3006 (49-3006)  | E.16-192  | 3449 (49-3449)   |          |
| 3037 (49-3037)  |           | 14904 (51-14904) | E.16-198 |
| 3066 (49-3066)  |           | 15041 (51-15041) |          |
| 93071 (49-3071) |           | 528216 (51-8216) | E.16-201 |
| 3291 (49-3291)  | E.16-196* | 4568 (53-4568)   |          |

\* this aircraft has also been quoted as 32291, which would make it ex 41-32291

COLOUR-SCHEMES

Basically two colour-schemes apply to Texans of the Ejercito del Aire. The first of these is overall yellow inclining to orange, called amarillo anaranjado in spanish, and this is usually called trainer yellow. The other is an overall 'silver' metal finish, metalico plateado in spanish, usually referred to as natural metal finish.

In addition to the basic colour, the aircraft have a black antiglare panel in front of the cockpit. On 'silver' machines the underside of





the fuselage is painted black too. The national red-yellow-red roundels are usually carried on the aft fuselage, both sides, and in four places on the wings. Sometimes the fuselage roundels are deleted. Rudders are white with a black cross super-imposed, the small serials on the fin being black too.

The yellow scheme generally applies to Texans used in the training role, i.e. E.16's. The metal scheme applies mainly to the tactical support and liaison aircraft, C.6's. Exceptions occur, though. Circa April 1974 the C.6's of Escuadron 463, Gando, were being camouflaged, with blue under-surfaces and green/gray/sand upper surfaces.

On the aft fuselages, most aircraft carry code-numbers in large black figures, consisting of two parts separated by the roundel. The first part always refers to the operating unit, group or wing. Before the mid-1960's this was the applicable two-digit wing, group, flight or squadron number, painted to the left of the roundel. The second part always is an individual number assigned by the operator, and is painted to the right of the roundel. Often this was the second part of the applicable serial-number or an abbreviation thereof.

From the spring of 1965, the two-digit wing/group/flight/squadron-numbers were replaced by three-digit squadron or flight numbers. Individual identities are now usually unrelated to serial numbers, and are generally allocated from 1 or 01 onwards.

By March 1966, two-digit codes were considered an anachronism, although some could still be seen. The squadron/flight-codes had then been in use for approximately one year. However, squadron/flight-numbers usually are still related to (former) wing/group-numbers, the first two digits of the squadron/flight-number being the relevant wing/group-number.

#### EDA ESCUADRILLAS DE BASE

As noted in the main text, the Escuadrillas de Base of the Ejercito del Aire were re-numbered several times. The following base-flights have existed between 1962 and 1972:

Period 1962/1965: Escuadrilla 91 (Getafe AB); Escuadrilla 92 (Sevilla-Tablada Aerodrome); Escuadrilla 93 (Manises AB); Escuadrilla 94 (Zaragoza-Valenzuela); Escuadrilla 95 (Vilanubla AB); Escuadrilla 96 (Cuatro Vientos Aerodrome); Escuadrilla 97 (Gando AB); Escuadrilla 98 (Torrejon); Escuadrilla 99 (Jerez-La Parra AB). In 1963 Escuadrilla 98 became Escuadron 98.

Period 1965/1967: Escuadrilla 911 (Getafe AB); Escuadrilla 921 (Sevilla Tablada Aerodrome); Escuadrilla 931 (Manises AB); Escuadrilla 941 (Zaragoza-Valenzuela AB); Escuadrilla 942 (Reus Aerodrome); Escuadrilla 951 (Vilanubla AB); Escuadrilla 961 (Cuatro Vientos Aerodrome); Escuadrilla 971 (Gando AB); Escuadrilla 881 (Torrejon AB); Escuadrilla 982 (Palma-Son San Juan AB); Escuadrilla 992 (Jerez-La Parra AB).

Period 1967/1970: Escuadrilla 511 (Getafe AB); Escuadrilla 512 (Vilanubla AB); Escuadrilla 513 (Jerez-La Parra AB); Escuadrilla 514 (Moron AB); Escuadrilla 515 (Malaga-El Rompedizo AB); Escuadrilla 516 (Manises AB); Escuadrilla 517 (Los Llanos-Albacete AB); Escuadrilla 518 (Palma-Son San Juan AB); Escuadrilla 519 (Zaragoza-Valenzuela AB); Escuadrilla 520 (Reus Aerodrome); Escuadrilla 521 (Gando AB); Escuadrilla 522 (Talavera la Real AB); Escuadrilla 523 (Matacan AB); Escuadrilla 524 (Torrejon AB); Escuadrilla 525 (Agoncillo-Logrono Aerodrome).

Period 1970/1972: First Air Region  
Escuadrilla 511 (Getafe AB); Escuadrilla 512 (Vilanubla AB); Escuadrilla 513 (Matacan AB); Escuadrilla 514 (Torrejon AB); Escuadrilla 515 (Cuatro Vientos Aerodrome); Escuadrilla 516 (la Virgen del Camino-Leon Aerodrome).

Second Air Region: Escuadrilla 521 (Sevilla-Tablada Aerodrome); Escuadrilla 522 (Talavera la Real AB); Escuadrilla 523 (Moron AB); Escuadrilla 524 (Malaga-El Rompedizo AB); Escuadrilla 525 (los Llanos-Albaceta AB); Escuadrilla 526 (Jerez-La Parra AB).

Third Air Region: Escuadrilla 531 (Zaragoza-Valenzuela AB); Escuadrilla 532 (Menises AB); Escuadrilla 533 (Palma-Son San Juan AB); Escuadrilla 534 (Reus Aerodrome); Escuadrilla 535 (Agoncollo-Logrono Aerodrome).

Period 1972 onwards: no Escuadrillas de Base.

KNOWN INDIVIDUAL AIRCRAFT, PER SERIAL

E.16-2	....	E.16-89	901-89, 513-89
C.6-3	521-1, tehn 463-21?	TATA-90	901-13
C.6-5	463-1	E.16-91	901-91
C.6-7	463-10	E.16-92	901-92
C.6-8	....	E.16-93	901-93
C.6-9	903-5	E.16-94	901-94
C.6-10	921-..	E.16-95	74-95
C.6-12	....	E.16-97	901-97
C.6-13	463-4, this a/c was also	E.16-98	742-98
C.6-15	463-04	E.16-101	912-50
C.6-17	463-3	E.16-103	....
C.6-18	463-5, 463-05, 604-04	E.16-104	902-41
C.6-21	463-21	E.16-105	742-105, 901-105, 912-49
C.6-22	902-..	C.6-106	511-16
E.16-23	74-52	E.16-109	....
C.6-24	401-2, 533-2	C.6-112	532-1
E.16-26	911-4	TATA-113	....
C.6-27	921-7?	E.16-114	33-114
C.6-28	....	E.16-117	74-117
C.6-30	981-34	E.16-118	742-118
E.16-31	74-65?	E.16-119	74-119, 793-18
C.6-32	902-31	E.16-120	742-120
E.16-33	36-303	-121	..... crashed many years ago
C.6-33	463-3, 463-03	C.6-123	902-36, 513-23
C.6-37	604-06	C.6-124	511-12
C.6-41	532-1	C.6-125	....
C.6-43	463-17?, 463-08	E.16-126	902-42?
C.6-44	463-17	C.6-126	526-12, 912-31
C.6-45	463-02	C.6-128	912-39
C.6-46	519-4	C.6-129	902-40
E.16-47	....	E.16-130	.....
C.6-47	403-9	C.6-130	.....
C.6-48	604-07	C.6-131	912-29
E.16-50	911-5	C.6-132	463-09
C.6-50	604-07?	C.6-133	....
E.16-51	74-80	E.16-134	79-134
C.6-51	463-11	E.16-135	742-135
C.6-56	514-6	C.6-135	514-5, 514-05, 463-04
C.6-60	514-..	CE.16-136	....
E.16-61	741-61	C.6-136	514-9
E.16-63	....	CE.6-137	792-7
E.16-65	....	C.6-137	....
C.6-68	463-18?	C.6-138	463-15
E.16-69	....	CE.6-139	793-18
E.16-70	793-1	C.6-139	793-9
E.16-72	742-72	E.16-142	33-142
C.6-78?	463-7	C.6-142	....
E.16-81	901-81	C.6-143	463-09
E.16-82	901-82	C.6-146	463-20
E.16-86	74-26, 912-40	C.6-147	532-37
E.16-87	793-7	C.6-148	463-13

C.6-149	533-3	C.6-176	....
C.6-150	....	C.6-178	463-15
E.16-151	.....	C.6-181	903-3
E.16-152	79-152	C.6-182	521-12
C.6-152	533-4	C.6-184	463-14
C.6-155	744-155	C.6-185	514-..., 463-16?
CE.6-161	792-4	C.6-188	463-12, 531-3
E.16-162	....	E.16-189	.....
C.6-163	403-8	C.6-190	526-14, 463-19
C.6-164	604-02?	E.16-192	912-40
C.6-165	511-16	E.16-195	912-48
C.6-166	921-5, 463-23	E.16-196	912-47
C.6-168	604-02?	E.16-197	902-43
C.6-170	532-6, 912-38	E.16-198	....
C.6-172	463-13	E.16-200	742-200, 912-51
C.6-174	431-16	E.16-201	912-52

#### UNITS AND THEIR AIRCRAFT

In this listing, aircraft are listed per unit-coded and the units are listed in the numerical order of their codes. For the Escuadrillas de Base additional details were given above on the pages 17 and 18, while details about the flying schools and tactical support units were given in the main text.

#### Escuadron 33:

The following Texans have been reported: 33-12, 33-30, 33-36, 33-43, 33-54, 33-60, 33-114 (E.16-114), 33-125 and 33-142 (E.16-142), the latter at the Aeropuerto de Peinodor, Vigo, June 1964.

#### Ala Mixta 36:

This Gando-based wing may have employed Texans over the Spanish Sahara as early as 1957, according to FLAPS. Only one Texan has been recorded, i.e. 36-303 (E.16-33).

#### Escuadron 371:

Currently said to operate Texans, but no 371-coded Texans are known. Escuadron 371 was reported with Dakotas at Albaceta circa 1972.

#### Escuadrilla 401:

Based at Santa Isabel, Spanish Guinea, until its independence. It is known to have had T-6D 401-2 (C.6-24), which was reported at San Fernando Poo, in the Bight of Biafra in December 1968, although the island gained independence in October 1968. When the flight was disbanded C.6-24 went to Escuadrilla 533 at Mallorca, and C.6-24 was at Palma on 14 October 1973 without codes. While based in Guinea, Escuadrilla 401 had a tactical support role.

#### Escuadron 403

Currently operates Texans from Cuatro Vientos, and 403-8 (C.6-163) and 403-9 (C.6-47) have been reported.

#### Escuadron 431:

Tactical Support squadron which previously was Escuadron 33, at Vila-nubla. Known Texans are 431-5, at Torrejon in March 1968, and 431-16 (C.6-174).

#### Escuadrilla 441:

Based at Torrejon near Madrid, this is the flying division of the INTA research center. It also doubles as the experimental and handling squadron of the EdA. It usually has many types, but only one Texan, 441-6, has been reported (at Getafe) as a hack aircraft.

#### Escuadron 463:

For this squadron at Gando, Gran Canaria, all 25 codes between 463-1 or 01 and 463-25 have been spotted, but serial details are not known for all aircraft. Known combinations are: 463-1 (C.6-5); 463-2 (C.6-17);

463-02 (C.6-45); 463-3 (C.6-33); 463-03 (C.6-33); 463-4 (C.6-13, then C.6-13); 463-04 (C.6-15, now C.6-135); 463-5 (C.6-18); 463-05 (C.6-18); 463-7 (C.6-78?); 463-07 (C.6-7, but this conflicts with simultaneous report if this serial carried by 463-10); 463-08 (C.6-43, but this was simultaneously quoted for 463-17); 463-09 (C.6-143, now C.6-132); 463-10 (C.6-7, but refer 463-07 above); 463-11 (C.6-51); 463-12 (C.6-188); 463-13 (C.6-148, C.6-172); 463-14 (C.6-184); 463-15 (C.6-138, now C.6-178); 463-16 (C.6-186?); 463-17 (C.6-44, now possibly C.6-43 which was also quoted for 463-08); 463-18 (C.6-68?); 463-19 (C.6-190); 463-20 (C.6-146); 463-21 (C.6-21, now C.6-3); 463-23 (C.6-166).

Escuadrilla 511:

Texans reported were 511-12 (C.6-124) in August 1968, and 511-16 (C.6-106) in May 1970, the latter at Getafe. The code 511-16 has also been carried by C.6-165 at Getafe.

Escuadrilla 513:

Texans 513-89 (E.16-89) and 513-123 (C.6-123) are the only ones reported with this flight, the latter at Mataban early 1974.

Escuadrilla 514:

On the 1st May 1972 four Texans were seen at Torrejon with 514-codes, but for these the second part of the code was not visible. Serials were C.6-56, 60, 135 and 185. In June 1971 514-5 (C.6-135) and 514-6 (C.6-56) were noted at Torrejon, while 514-9 (C.6-136, C.6-136) was noted at Torrejon at another time. C.6-135 now is 463-04.

Escuadrilla 518:

Texans reported were 518-2 and 518-3, seen at San Juan in September 1968, April and November 1969, while 518-1 was CASA C-352 T.2B-148.

Escuadrilla 519:

Texan 519-4 (C.6-46) was at Cuatro Vientos in May 1970.

Escuadrilla 521:

Texans 521-3, 521-4, 521-5, 521-6 and 521-12 (C.6-182) have been reported at Gando in 1969 while based there, while 521-1 (C.6-3) was recorded at Cuatro Vientos in May 1972. The latter is 463-21 now.

Escuadrilla 524:

While Malaga-based, Texans 524-14, 524-17 and 524-19 were reported in June 1971, 524-13 in December 1972, while 524-17 was seen again over Melicena, in August 1972.

Escuadrilla 526:

Texans reported are 526-12 (C.6-126) and 526-14 (C.6-190), and 526-codes still seems to be carried.

Escuadrilla 531:

Only Texan 531-3 (C.6-188) has been reported with this flight, in May 1972. Previously this machine was 463-12 in 1971.

Escuadrilla 532:

Texans 532-6 (C.6-170) and 532-37 (C.6-147) were reported at AISA, Cuatro Vientos in May 1972, while 532-1 (C.6-41) was at Valencia-Manises in August 1972 and July 1973. Also 532-2 (C.6-112) was reported at Manises. A Texan with code 632-1 reported at Reus in June 1973 probably was 532-1 actually. 532-codes still seem to be carried.

Escuadrilla 533:

Texans with 533-codes were first reported at San Juan early in August 1970. Recorded Texans are 533-2 (C.6-24) 533-3 (C.6-149), 533-4 (C.6-152), 533-6, 533-8 and 533-11. The latter code was recorded on a Texan in May 1973, but was earlier carried by a Do-27 and is now said to be carried by AISA I-115 E.9-137. Also 533-6 and 533-8 are now said to be I-115's E.9-92 and E.9-44 respectively. Texans 533-3 and 533-4 were recorded as late as December 1973, others in October 1973.

Escuadrilla 604:

Texans with 604-codes were first reported at Gando in August 1973, succeeding 903-coded aircraft. Texans noted so far are 604-02 (C.6-164 or C.6-168); 604-04 (C.6-18); 604-05; 604-06 (C.6-37); 604-07 (C.6-48 or C.6-50); 604-14; 604-18 and 604-27).

Grupo 74:

Known Texans are 74-5, 74-7, 74-8, 74-26 (E.16-86), 74-28, 74-52 (E.16-23), 74-63, 74-65 (E.16-31?), 74-80 (E.16-51), 74-95 (E.16-95), 74-97, 74-103, 74-105, 74-117 (E.16-117) and 74-119 (E.16-119). The latter two were noted on 11 February 1965, while 74-95 was at CuatroVientos on 24 March 1966 when its code was an anachronism.

Escuadron 741:

Texans 741-19, (741-119 and 741-120 were reported at Matacan in August 1970 and 741-61 (E.16-61) was reported in May 1972.

Escuadron 742:

Known Texans are 742-71, 742-72 (E.16-72), 742-98 (E.16-98), 742-105 (E.16-105), 742-118 (E.16-118), 742-120 (E.16-120) and 742-200 (E.16-200), the latter in 1971.

Escuadron 743:

Texan 743-62 was reported in 1968.

Escuadron 744:

Texan 744-155 (C.6-155) has been reported at Matacan earlier this year, 1974.

Grupo 79:

Reported Texans are 79-134 (E.16-134) and 79-152.

Escuadron 792:

Texans reported were 792-4 (CE.6-161) in November 1968, and 792-7 (CE.6-137).

Escuadron 793:

Reported Texans are 793-1 (E.16-70) which is current, 793-2, 793-3 in 1968, 793-6, 793-7 (E.16-87) which was written off in December 1972, 793-9 (C.6-139), 793-14 and 793-18 (CE.6-139 now E.16-119).

Grupo 90:

Based at Getafe, near Madrid, only Texan 90-45 has been reported. This was at Barcelona in 1963, with the tail-number 84991.

Escuadrilla 901:

Based at Getafe, near Madrid, this flight assigned to the High Staff performs 1001 duties, including VIP transport with Dakotas and Skymasters. It also has, or had at least 3 Texans. In 1972 Texans 901-81 (E.16-81), 901-82 (E.16-82), 901-89 (E.16-89), 901-92 (E.16-92), 901-93 (E.16-93) and 901-94 (E.16-94) were Torrejon-based in 1972, while 901-91 (E.16-91), 901-97 (E.16-97) and 910-105 (E.16-105) were recorded at Torrejon in May 1972. As related in the main text, these probably did not belong to this flight, however, Additionally Texan 901-13 (TATA-90) was recorded at Getafe in June 1967, and 901-97 at Murcia-Alcantarilla in August 1972. The flight is current.

Escuadrilla 902:

Based at Getafe, this flight operates or operated several types of a/c, and these were said to be mainly used for pleasure flights by EdA officers at the taxpayers expense. The flight is thought to be current, but all aircraft known and reported below were seen between February 1966 and August 1969: 902-31 (C.6-32), 902-36 (C.6-123), 902-38, 902-39, 902-40 (E.16-...) later C.6-129), 902-41 (E.16-104), 902-42 (E.16-126?), 902-43 (E.16-197), 902-44 and 902-49. Also C.6-22 was operated as 902-..

Escuadrilla 903:

Refresher training flight based at Gando, Gran Canaria. Texans with

903-codes were first reported in December 1970, but circa 1973 became Escuadrilla 604. Known Texans are 903-2, 903-3 (C.6-181), 903-4, 903-5 (C.6-9) and 903-6.

Escuadrilla 904:

Headquarters flight said to be current with Texans, possibly at Gando, but no reports known as yet, unless 604-codes. Texans belong to this flight.

Escuadrilla 91:

Getafe based base-flight for which only one Texan has been reported, i.e. 91-4 at Barcelona in 1963.

Escuadrilla 911:

Known Texans of this Getafe-based flight are 911-4 (E.16-26) and 911-5 (E.16-50), noted on 22 May 1966.

Escuadron 912:

Current Getafe-based refresher training squadron assigned to the High Command. May be Escuadrilla 902 re-numbered. Known Texans are: 912-29 (C.6-131), 912-31 (C.6-126), 912-40 (E.16-86), 912-48 (E.16-195) at Getafe in May 1972, 912-29 (C.6-131) at Alicante in August 1972; 912-39 (C.6-128), at Torrejon in August 1973, 912-49 at Alicante in February 1974, 912-47 (E.16-196) at AISA Cuatro Vientos in March 1974 awaiting overhaul, and also 912-38 (C.6-170), 912-49 (E.16-105), 912-50 (E.16-101) and 912-51 (E.16-200) seen since January 1974.

Escuadrilla 921:

Texans C.6-10 and C.6-27 are known to have carried 921-codes, but the second part of these codes were not visible. C.6-27 may have been 921-7. Also 911-5 (C.6-166) has been reported.

Escuadrilla 972???:

A Texan with code 972-3 was reported at Barcelona on 21 June 1971, but no further details are known and more likely this aircraft was 912-3.

Escuadrilla 981:

Assigned to the headquarters of the Mando de la Defensa Aerea (Air Defence Command) this Torrejon-based flight operational several Texans. In March 1968 Texans 981-19 and 981-34 (C.6-30) were reported at Torrejon, although the flight was re-numbered in 1967.

SUPPLEMENTARY NOTES

- Previous identities:

- C.6-13 is ex 41-34490 (USAF), and was at Cuatro Vientos in July 1974 awaiting delivery to Ala 46, Gando, for Escuadron 463.
  - C.6-37 is ex 44-81207 (USAF), and was at Cuatro Vientos in July 1974 as 604-06" awaiting overhaul.
  - E.16-61 is ex 49-2984A (USAF).
  - E.16-87 is ex 49-....A (USAF) and crashed circa 1972 as 741-87. It was at Alicante on the 4th April 1972.
  - E.16-91 is ex 49-3351A (USAF) and crashed at Getafe in the spring of 1974 as 912-46. Its remains were on the dump at Cuatro Vientos in July 1974.
  - C.6-123 is ex 84991 (USN), which may confirm the theory about the serial numbers assigned to the aircraft obtained through the Coastal Aviation Corporation. It was at Matecan on 18 June 1974 as 513-123.
  - C.6-157 has c/n 88-13581, and thus is ex 27845 (USN). It was at Cuatro Vientos in July 1974 awaiting delivery to ALA 46, Gando, for Escuadron 463.
- 2 Escuadron 403 at Cuatro Vientos, Escuadrilla 901 at Getafe and Escuadrilla 905 at Torrejon no longer operate Texans, their types now being Do-27's and I-115's.

- 3 On 15 February 1974 a T-6G of the Ejercito del Aire crashed at Aium, causing the death of the pilot. (Is this E.16-91???)
- 4 According to Air International of July 1974, the Ala de Caza-Bombardero num 3 at Villanuble had three 25-aircraft Texan squadrons. However, later in the article the impression is created that actually only one squadron used Texans. This was Escuadron 431, which replaced Ala num 3, and which later had its Texans replaced by 35 HA-200 Saetta. The latter agrees with the data contained in my article.
- 5 Also according to Air International, Grupo 91 at Getafe comprises Escuadron 911 with C-47's and C-54's and Escuadron 912 with Texans. While the main role of this wing is transport, the Texans are used for a training commitment as recorded in my article.
- 6 Also according to Air International, San Javier is the home base of both the Academia General del Aire and the Escuela General del Aire. The 20 Texans based there are assigned to Escuadron 793, while the HA-200 Saettas supposedly are used by Escuadron 794.
- 7 Again according to Air International, Texans are also used by or at the Centro de Adiestramiento de la Milicia Aerea Universitaria at Villafria for training.

#### ACKNOWLEDGEMENTS

J.L.Gonzalez Serrano; L.Camarasa; P.D.Peraite Huerta; R.J.Archer; L.A.D.Tavares; M.R.Vaz Carneiro; N.F.L.Terlouw; N.H.Larsen; J.C.M.Gerrits. W.Green, "The Air Forces of the World", McDonald, London, 1958. B.Robertson, "Aircraft Markings of the World", Harleyford, Letchworth 1967. FLAPS; Avion; Flying Review International; Flight International; Air Pictorial; Air Britain Digest; Wings Over Africa; FLASH; JP-4 Mensile de Aeronautica; Aviation Letter; The Military Balance; Aero Review; Aviation News and Review; South East Air Review

This account is an intermediate attempt to establish the histories and identities of all Texans used by the Spanish Air Force. The story is not complete, and due to lack of information several assumptions have had to be included, but as far as possible these have been put to paper in terms of the concepts 'may' and 'possibly' etc....

In order to get the records straight, any corrections and additions would be most welcome. In due course these will be incorporated in the next version. Due acknowledgement will be made, unless a special request is made not to be mentioned for reasons of personal security.

Quotation from this report is permitted, but the author cannot guarantee the exactness of all data included here. In order to avoid self-perpetuating untruths, the author would appreciate if any use of parts of this report would be notified to him, if possible with a sample copy of the relevant publication. Any photographic material would be welcome too:

A. le Nobel, Grenslaan 18. Aerdenhout 1541, Netherlands.

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#### ADVERTISEMENTS:

- Wanted correspondence with enthusiasts at RAF stations Cottesmore, Wyton and Honington. Please write to:  
R.Kaanan, Kalverstraat 4b, MAASHEES, Holland.
- Correspondence in Europe to exchange photos and news, especially in Denmark and Norway. Write to:  
Jose A.Nebrada, c/Mota del Cuero, 28, 7<sup>o</sup>1, Madrid-33, Spain.

AIR TATTOO at RAF Greenham Common

by Jac van Tuyn

On 6th and 7th July the air base Greenham Common, near the town of Newbury some 60 miles west of London, was open to the public. The first thing you notice, when walking through the static park, is that everybody from young to old is writing down registrations and has a radio with an air band. In England this is quit normal, but being a non-english spotter, it seems a bit odd.

The first conclusion after having visited this years Air Tattoo at Greenham Common, was that in proportions with 1973 this year's Air Tattoo was less interesting. This doesn't mean that it was a bad open dag, on the contrary:

A good static park and an air show that had been made extra interesting by keeping a competition. A trophy was offered for the best solo jet aerobatic display given during the Sunday air show. Aircraft marked with \* in the registration list below took part in this competition. Another competition was planned too, namely the world aerobatic championships. Unfortunately this was cancelled. Rumours say that the Americans didn't allow the Russians to participate as nearby the air base a big U.S. radar-station is situated...

Greenham Common is under the control of HQ 3rd Air Force, USAF, but like other USArmy and USAF bases in the UK, it remains a Ministry of Defence establishment with an RAF Commander. During World War II the air base was a temporary glider field. In 1951 the USAF commenced to build up the base and on 18 June 1951 the RAF handed over operational control. Construction of the base was completed in 1953 and the facilities included a 200feet (50 metres) wide runway 10000 feet (3km) long with an 1000 feet (300m) overshoot area at each end. The base became operational in March 1954 when B-47E's of the 303rd Bomb Wing of SAC arrived. It was deactivated in June 1964 and handed back to RAF control. However, due to USForces withdrawal from France it was re-allocated to the USAF for use as a storage site. Subsequently, RAF Greenham Common was selected as a Stand-by-Base and still functions in this role. The role is carried out by the 7551st Combat Support Group of the USAF.

Now we go on with the most interesting part:

STATIC DISPLAY:

R-340 12340 F-104G RDenAF	156518 LQ-1 P-30 Orion USNavy VP-56
LN65-644 F 4D USAF 48TFW	59-17 DO-28D Bundesmarine
10 F-8E(FN) Fr.Navy 14F	C-10 F-27M RNethAF 334Sqn
21-31 F-104G B.Marine MFG-2	G-222 42222 F-100D RDenAF 727Sqn
GT-976 58976 F-100F RDenAF 727Sqn	50-61 C-160D WGAF PSS-S
33273 C-118A USAF	ST-34 Marchetti BAF
24462 T-39A USAF	WH589 HB-0 Sea Fury FB.11 (civil reg.)
9500 T-33A WGAF WS-50	XR517/AN Wessex RAF 72Sqn /CF-CHB
5L-MA 65223 S-65A Austrian AF	33 Paris II Fr.Navy
22630 KC-97L USAF OhioANG	XS727/D Dominie RAF 6FTS
F c/n 406 SK-60 Austrian AF	XT461/XD Wessex RNavy 846Sqn
XT610 Twin Pioneer RAF ETPS	XW213/CK Puma RAF 33Sqn
KF314 Harvard RAF A&AEE	SM-411/AU-Y Spitfire RAF
54-157 C-121C Penn.ANG	

SHOW:

XP696*Lightning T.4 RAF 226OCU	XH304 Vempire RAF CFS
WH669 Meteor RAF CFS	BA-19*Mirage 5BA BAF 80CU
61-10 Atlantic Bundesmarine	RT-654*12654 CF-104D RDenAF 726Esk
XP567/R Provost RAF 6FTS	RT-684 17684 TF-104G RDenAF 726Esk
XT511,242,206,193,134,	D-9098*F-104G RNethAF 322/323Sqn
XW192 Sioux R.Army "Blue Eagles"	1*(yellow) SK-60 Austrian AF
XM597 Vulcan B.2 RAF	ST-35 Marchetti BAF
XV581/E*,XV571/A FGR.2 RAF 43Sqn	XS109/63 Gnat RAF 4FTS

21-21\*F-104G B.Marine MFG-2  
 XW428/54, 370/49, 424/52, 407,  
 XW426/53 Provost T.5 "Swords"  
 XX528/10, XX523/5 Bulldog RAF  
 2FTS "The Bulldogs"  
 XV230 Nimrod RAF 42Sqn  
 WR65-765, 65-712, 65-781,  
 WR66-261 F-4D USAF 81TFW

PA-474 KM-B Lancaster RAF  
 8\*F-8E(FN) Fr.Navy 14F  
 115 Etandard Fr.Navy 16F  
 LS326/5A Swordfish Royal Navy  
 RG-333(G-AIEK), RH-378(G-AJOF)  
 Miles Messengers ex RAF  
 G-VTOL Harrier T.52 Hawker Siddeley  
 VP956 Devon RAF /Aviation

SUNDAY 7-9-74

STATIC:

XS677/BY Wessex RAF      XP908 Scout R.Army      XW199/CY Puma RAF 33Sqn

SHOW:

XS107, XP540, XP531, XR955, XR993, XS111, XR991, XS101, XR987, XR983 Gnat T.1  
 RAF "Red Arrows".

The end of the show was a fly-past of a B-24L Liberator HE807 of the  
 Indian Air Force. The Liberator, ex RAF KN751, was on its way from  
 Poona to Crosford for the RAF Museum

FLIGHT-LINE:

XV298, XV181 C-130K RAF      BD-14-Mirage 5BD BAF 80CU  
 XR716 Lightning F.3 RAF 2260CU      ST-14 Marchetti BAF

On the static-park was also a civil T-33A (reg G-OAHB). In front of the  
 T-33 was a plate. On the plate one could read the following:

The a/c shown here is a Canadair T-33A-N Silver Star, a Canadair-built  
 version of the two seater Shooting Star trainer. The major different  
 between this variant and the American version was the power plant, in  
 this case a more powerful Rolls Royce Nene-engine. The aircraft (21261)  
 was the 261st production aircraft issued to the RCAF. Built in 1957 by  
 Canadair of Montreal. It served first with the Central Experimental  
 and Proving Establishment and later at RCAF Gimli and at the Fighter  
 Ground-Attack School at RCAF McDonnell. Placed in long-term storage in  
 1965, it was acquired by Mr.Ormond Haydon-Ballie in 1972, and has appeared  
 at many Airshows and flying-displays. Originally registered as CF-IHB.  
 It is now registered as G-OAHB (Mr.Haydon-Ballie's initials). It will  
 form part of the Black Knight aerobatic team organized by Mr.Haydon-  
 Bellie and will be housed indefinitely at Duxford with other aircraft  
 from his collection.

It flew to this country(England) from British Colombia in November 1973  
 via Labrador, Greenland and Iceland.

CORRECTIONS AND ADDITIONS

FLASH Nr.37: page 17: Spanish F-104G 63-2742 and 63-3634 never served  
 with the Spanish AF. Instead 63-2718 and 63-2731 served with 161/  
 104Squadron.

FLASH Nr.44: page 4: Piper L-21A R-202 has c/n 846 not 833.  
 page 18: YF-104A: these are 17 a/c, not 15, F-104C are 77 a/c not 76  
 56-770 went to CAF as 60770/RCAF-770 and became 12700 later  
 56-798 went to PakistanAF as 56-798; 56-804 went to PakAF as 56-804;  
 NF-104A f/f 7-'63, one crashed 10-12-63; QF-104A: 24 are converted;  
 F-104C: 56-929 and 57-916 are also reported to be with PR ANG.

FLASH Nr.45: Page 4: Beek: 15174 is a UH-1D not a UH-1D

Page 6: OV-1D 17100 has to be 17010

Page 8: 46-13 is a C-130H not a C-119G

FLASH Nr.44: Page9:30-QF is CM-170R not a CM-160R

continue on page 30.

TIGER MEET 1974

by Jac van Tuyn

The 14th Tiger Meet is jobbed. Although it was a short meet, from 25 June till 1 July, it was interesting as ever. For this report your FLASH team had to travel to Bitburg. The air base Bitburg, near the town of Bitburg (Germany), is the home of the 36th Tactical Fighter Wing. Its primary mission is to prepare for and conduct tactical warfare and air defence as directed, and, as a unit of USAFE and the 17th Air Force, support the NATO.

The Wing's three tactical squadrons, the 22nd, 53rd and 525th Tactical Fighter Squadrons fly the F-4E Phantom. The 525th, which flies the F-4E since 1969, is a NATO committed unit with a primary mission of air defence, while the other two have a mission of strike attack, flying the F-4E since the end of last year. From these two, 53rd TFS is the Tiger-squadron and this year's host.

Below you can find the report of the press-day, the history of the Tiger Meet and a report of the Open House.

On the 25th June of the air base was open to the press. Your FLASH team wasn't allowed to enter the base until 13.00 hours as the tiger-aircraft were to arrive after one o'clock.

After the press had gathered in front of the theater, two busses took us to the building of the 53rd. You can't imagine what we saw there: in front of the building were the pilots and mechanics in black overalls, wearing big white hats. On the back of their overalls were large tiger-batches with the sub-title "53rd uber alles" (53rd above all). On the white hats were the batches of the 53rd TFS.

Inside we were given an address by the Wing-Commander Don H. Payne. He disclosed the how and the why of the Tiger Meet; when all questions had been answered we were taken to the runway where the most fantastic pictures could be taken. Unfortunately three Tiger-teams were not to arrive that day: 79 TFS with F-111E, 439 Staffel with G-91P (both had a excursion and were expected to arrive the next day) and 4sqn with Gnat which were to arrive during the Tiger Meet. The Greek team was to be completed on Friday with 2 Starfighters.

After the landing of the last team (the Canadian) the buss drove quickly to the "Zulu-flight" where we were witness of the exuberant reception of the Canadian-team. A superb show; all those pilots with bottles of wine in their hands.

All aircraft were marshalled to their parking area by a man with bottles of wine in his hands instead of the normally used patches.

At the end of the day we were allowed to visit the openings-party. Here was the opportunity to talk with several pilots while liquor was flowing like a stream. After quite some "Bitburgers" the official part was due: the openings-ceremony. All pilots had to queue up in front of the flagstafs. While raising the national flag of every team, the national hymns were played. The ceremony was closed with the "tiger-yell": somebody shouting "tigers" and all the others yelling "yeah". The party was continued with a barbeque, but this was the time the press were asked to gather in the busses to be brought back to their cars.

The only thing that was dissapointing: there was no aircraft in tiger-colours. Only the Canadian team had done something special. They had painted their tiger-batch largely on their tails. You can't have everything....

Here are the participating teams:

79TFS/20TFW (USAF)

F-111E

RAF Upper Heyford

431st./LEKG-43 (WGAf)

G-91E

Oldenburg

11



12



53 TFS  
 ÜBER ALLES

13



14



439 TIGER SQN

15



16



31 Sqn/ 10 Wing (BAF)	F-104G	Kleine-Brogel
FX-91 c/n 9158, FX-28 c/n 9062, FX-81 c/n 9139		
1/ 12 Escadre (FAF)	Super Mystere B.2	Cambrai-Epinoy
12-YQ c/n 90, 12-YJ c/n 99; 12-YF c/n 85		
439 Squadron (CAF)	CF-104	Soellingen
104808, 104859 CF-104G and 104653 CF-104D		
AG-52 (WGAf)	RF-4E	Leck
35-77, 35-85		
21 Gruppo/ 51 Stormo (ItAF)	F-104S	Cameri
53-01 MM6732, 53-04 MM6815, 53-20 MM6770		
335 Squadron (GreeceAF)	TF-104G	Tanagra
FG-278 22278		
4 Sqn/ CFS	Gnat T.1	Kemble
53 TFS/ 36 TFW	F-4E	Bitburg

Other aircraft on 25 June:

BT-68-381, 68-464, 68-534, 69-277, 68-394, 69-255, 67-266, 69-277,  
 BT-69-271, 68-465, 69-212, 69-267, and BT245,274,279,386 all F-4E of 36TFW  
 LN256 and WR66-229 F-4D USAF CH-10, CH-12 C-130H BAF

46-04 C-130H ItAF 33287 C-118A USAF  
 61-ZQ F-99 C-160F FAF 156175 EC-130Q USNavy VQ-4Sqn

5Y-AKB C-47A Kenya Air Police.

Of the F-111B's, G-91R's and Gnats-we cannot give you registrations as they didn't arrive on this day.

The Tiger Meet is not a competition, like so many other meets. It's primarily a gathering to improve solidarity and to facilitate closer cooperation among squadrons with tigers for emblems. Flying is the focal point of the meet with nearly 50 sorties planned this time. The Tigers also maintain close contact throughout the year with cross-country stops at each other's base. This according to official papers, but one thing we would like to add:the fun, drinking and party's. The history of the Tiger Meet goes back to 1961 when 79TFS at Woodbridge which had a Tiger-batch, was looking for a French Tiger-squadron under the French-American military connections. That is the way they found 1/12 Escadre at Cambrai-Epinoy. So on 19 July 1961 the first Tiger Meet took place at Woodbridge. The following Tiger-squadrons participated: 79TFS(as host), 1/12Esc. and 74Sqn of the RAF from Coltishall. The Meet lasted only one day but was such a great success, that it was decided to invite several other tiger-squadrons. The result was a 2nd Tiger Meet (22 till 25 August 1962) with the following teams:

79TFS (USAF)	F-111	Woodbridge	53TFS(USAF)	F-105	Bitburg
1/12Esc(FAF)	S.Mystere	Cambrai	31Sqn(BAF)	F-104G	Kl.Brogel
366TFS(USAF)	F-84F	Chaumont	74Sqn(RAF)	Lightning	Coltishall
439Sqn(RCAF)	Can.Sabre	Merville	721Sqn(WGAf)	Can.Sbbre	Oldenburg

The 3rd Tiger Meet was organized by 31Sqn at Kleine Brogel. All squadrons mentioned participated except for USAF 366TFS, which had left for the States and RCAF 439Sqn, which was converting to the Starfighter. Replacements were AKG-52 with RF-84F from Eggebeck and ItAF 53Stormo. From 1964 till 1973 the Meet was held at the following air bases:

1964 Cambrai (host 1/12Esc)	1970 Kleine Borgel (host 31Sqn)
1965 Bitburg (host 53TFS)	1971 Uppar Heyford (here LEKG-43 was host as the runway at Oldenburg was too short for keeping a Tiger Meet)
1966 Leuchers (host 74Sqn)	1972 Cambrai (host 1/12 Esc)
1967 Leck (host AKG-52)	1973 Cameri (host 53 Stormo)
1968 Lehr (host 439Sqn)	
1969 Woodbridge (host 79TFS)	

Highlight of the Meet was the Open House on Saturday June 29. Unfortunately the weather was so bad that the Open House fell in' the water. During the show it was uncertain whether the present Italian aerobatic team Frece Tricolori would fly or not. But in the late afternoon Frece Tricolori took off and gave their demonstration. Here are the registrations:

STATIC:

K-4017 NF-5B RNethAF 314Sqn	FX-91 c/n 9158 F-104G BAF 10Wing
53-20 MM6770 F-104S ItAF 53Stormo	104859 CF-104G CAF 439Sqn
33-06 G-91R WGAF LEKG-43	12-YF c/n 85 S.Mystere B.2 FAF 12Esc.
35-85 s/n 69-7532 RF-4E WGAF AG-52	UH68-037 F-111E USAF 79TFS
BT68-392, 68-464, 69-245	XP539, XR981 Gnat T.1 RAF CFS
BT69-303 F-4E USAF 36TFW	

SHOW:

BT68-241, 69-256 F-4E 36TFW	XP539 Gnat T.1 RAF CFS
35-77 RF-4E WGAG AG-52	32-04 G-91R WGAF LEKG-43
UH68-056 F-111E USAF 79TFS	FX-81 F-104G BAF 10Wing
12-YQ Super Mystere B.2 FAF	104808 CF-104G CAF
95820 HC-130H USAF 67ARRS	53-04 F-104S ItAF
FG-278 22278 TF-104G GreeceAF	5797 HE-53C USAF 67ARRS
16355 UH-1H USArmy 173Av.Comp.	FX58,72,74 F-104G BAF "Slivers"
OL-A65, -A75 (C/n2095), -A70 (2070), -A76 (2110), -A67 (1962),	
OL-A46 (1964), -A78 (2033), All Alouettes II BAF "The Blue Bees"	
1/MM6248, 2/MM6241, 4/MM6242, 6/MM6264, 11/MM6240, 14/MM6261,	
-/MM6265, -/MM6243 G-91PAN's ItAF "Frece Tricolori"	

OTHER A/C ON THE FIELD:

UH68-066 F-111E USAF 55TFS/20TFW	UH68-073 F-111E USAF
UH68-048 F-111E USAF 77TFS/20TFW	58-30 DO-28D WGAF LEKG-43
33643 FG-643 F-104G GreeceAF	47781 FG-781 F-104G GreeceAF
32-94, 33-01 G-91R WGAF LKG-43	XR981/12 Gnat RAF CFS
BT68-467, 68-465, 69-266, 68-379,	69-281, 68-406, 68-460, 68-382, 68-381,
BT68-321, 69-253, 69-303(ex RAAF).	

Herewith I would like to express my thanks to all those how made the visit to Bitburg AB possible: Wing Commander Don.H.Payne, Press-officer William H. Johnson, Jr., Kapt USAF and all the others.

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CORRECTIONS AND ADDITIONS CONT.

FLASH Nr.44: page 9: Reims: additions  
 Flamant 77(wfu); N-2501: 157/?, 143/62-QP, 30/62-KP, 89/62-QR, 91/62-KO, 72-62-WO, 116/62-W?, 145/62-KV, 148/62-QM, 201/62-KM  
 Mirage 3R: 335/33-CD; Mirage F.1: 8/30-ME, 9/30-M, 13/30-M, 15/30-MS, 16/30-M, 17/30-MU, 23/30-F, 26/30-F, 29/30-F, 30/30-F, 31/30-F, 32/30-F  
 Strasbourg: SA-318B has to be SA-319B; T-33A ex 338-HO, probably has to be 338-PG as this is the latest spotted reg. of this a/c.

FLASH 45 pg15: Danish Sabres: According to our member Bjarne Sorresig Den rk has 60 Sabres (not 59 as we gave). The lacking aircraft is 51-6119 reg AL-B, F-119, d.d.27-6-58, Sqns 726, 723 and 728. The a/c was cancelled in July 1965  
 s/n 51-5964 must be 51-5963 and F-963  
 s/n 51-6090 crashed in 1958 not 1959  
 s/n 51-5966 crashed 22-1-62  
 s/n 51-5976 crashed 7-2-61 at Gjø1 not Gjøe

Page 17: Hannover: SM-1019 is of the Italian Navy not of the AF  
 Saint-Dizior: 355 is a Mirage 3RD

■ ■ ■ ■  
ITALIAN AIR POWER (part 4)

Compiled and written by G.A.Hiltermann

Next month we will continue with the squadron histories but due to lack of space only a list of the Italian Starfighters this time. Special thanks to a great number of Italian spotters, especially G.Bonetti!

The F-104G in service with the A.M.I.

125 F-104G Starfighters were delivered to the A.M.I. by Fiat in Torino-Caselle. They went in service with the following squadrons: 9 Gruppo (4 Stormo) at Grosseto, 102 Gruppo (5St.) at Rimini, 154 Gruppo (6 St.) at Ghedi, 10 Gruppo (9 St.) at Grazzanise, 21 Gruppo (53 Stormo) at Cameri and with two squadrons of the 3 Aerobrigate at Villafranca (18 and 28 Gruppo). The latter a/c were converted to RF-104G standard.

In some of the above mentioned squadrons the F-104G has now been replaced by his "brother", the F-104S.

Our list is as follows:

<u>MM-serial</u>	<u>Registrations</u>	<u>Details</u>
MM6501	4-1, 5-04, 6-20	
MM6502	4-2, 5-09, 6-15, 6-19	
MM6503	4-3, 6-05	w/o 11-9-71 near Pordenhede after coll. / <u>with</u> MM6598 (6-12)
MM6504	4-4, 6-01, 5-10	
MM6505	4-5, 6-01, 5-10	
MM6506		
MM6507		
MM6508	RS-2, 5-16	
MM6509	4-	w/o 8-1-64 near Grosseto
MM6510	4- , 9-22, 53-11, 5-01	
MM6511	4-11, 5-11, 9- , 5-12	
MM6512		
MM6513	5-01	
MM6514	6-02	
MM6515	RS-1, 9-12, 4-15	
MM6516	4- , 53-04, 6-18	
MM6517	6-03	
MM6518		
MM6519	4-11	w/o 8-5-68 near Tremiti
MM6520	5-08	
MM6521	6-	w/o 6-7-66 near Mantova after coll. / <u>with</u> MM6650
MM6522	4-4, 9-05	
MM6523	4-1, 4-15	
MM6524	5-09	
MM6525	5-02	
MM6526	4-18, 53-02	
MM6527	5-03	
MM6528	5-05	
MM6529	9-12	
MM6530	5-24	w/o 3-7-67 at Rimini
MM6531	6-14, 5-10	
MM6532	53-15, 53-14	
MM6533	4-14, 5-06	
MM6534	6-19	w/o 11-7-67 near Vettore
MM6535	6-13	
MM6536	53-05, 53-14	
MM6537	6-18	w/o 3-11-67 near Ghedi
MM6538	4-11, 9-11	
MM6539	9-11, 6-11	
MM6540		
MM6541	5-13	
MM6542	9-04, 53-12	
MM6543	5-09	w/o 2-9-69 near Rimini after a coll.

MM6544		
MM6545	51- , 53-03	
MM6546	53-16, 53-02	
MM6547	9-03, 53-05, 53-12, 5-04	
MM6548	6-18	w/o 25-1-66 near Acemoli
MM6549		
MM6550	6-08, 3-30	RF
MM6651		
MM6552	9-15	
MM6553	3-20	RF
MM6554	53-	w/o 7-2-68 near Pavia after coll.
MM6555	21-	w/o 11-9-64 <u>/with</u> MM6562
MM6556	9-22, 5-11	
MM6557	21-16	
MM6558	4-40, 9-14, 5-18	
MM6559	5-18	w/o 25-6-65 near Carignano
MM6560	4-32, 53-15	w/o 11-8-69 near Fornace fi Formilliana
MM6561	4-14, 5-14	
MM6562	53-	w/o 7-2-58 after coll. with MM6554
MM6563	53-20, 53-07	
MM6564	4-44	w/o 8-6-65 in sea near Vasto
MM6565	6-04	
MM6566	4-	w/o 1-7-68 Grosseto
MM6567	4-36, 6-10, 53-13	
MM6568	53-01, 9-03	
MM6570	5-15, 9-	w/o 18-7-68 Grazzenise
MM6571	6-16, 53-11	
MM6572	9-04	
MM6573	4-45, 9-02, 5-08	
MM6574	4-46, 9-	w/o 11-1-66 near Grenzenise
MM6575	4-19, 9-10, 9-11	
MM6576	9-01, 9-05	
MM6577	5-01, 6-07	
MM6578	5-02, 5-15	
MM6579	RS-	
MM6580	5-15	w/o 12-10-70
MM6581	6-20	
MM6582	5-19, 5-16	
MM6583	4-	w/o 22-1-65 near Todi
MM6584		w/o 19-4-66 near Grosseto
MM6585	9-01, 5-19, 5-10	
MM6586	6-14, 20-27	
MM6587	4-5, 5-12	w/o 4-6-70 at Rimini (burned out on <u>the ground during engine-tests</u> )
MM6588	5-12, 5-11	
MM6589	RS- , 5-42, 5-14	
MM6590	5-07, 6-21	
MM6591	6-09	
MM6592	53-	w/o 9-6-68 near Cameri
MM6593	5-20, 9- , 3-45	RF
MM6594	5-10	w/o 18-8-65 near Senigallia
MM6595	6-21, 5-07, 3-01	RF
MM6596		w/o 23-7-64 near Fossano
MM6597		w/o 29-10-64 near Rimini
MM6598	6-12	w/o 11-9-71 near Fordenhohe after coll. <u>/with</u> MM6503 (6-05)
MM6599	9-07	
MM6601	53-10, 5-14	
MM6603	6-05, 5-20	
MM6608		
MM6609	4-4, 4-7, 53-06, 5-06	
MM6610		
MM6611		

MM6631	4-5, 3-21, 3-29	RF
MM6632	9-20, 4-10, 3-25	RF
MM6633	3-24	RF
MM6634		
MM6635	RS-2, 3-19	RF
MM6636	5-	w/o 31-8-66 near Maniago
MM6637	4-6, 3-24	RF
MM6638	4-15, 4-11, 3-23	RF
MM6643	3-21	RF, probably w/o
MM6644		
MM6645	6-18	
MM6646	4-16, 9-05, 3-24	RF
MM6647	4-4, 3-30, 3-25	RF
MM6648	4-7, 3-25	RF
MM6649	3-28	RF
MM6650	6-	w/o 6-7-66 near Mantova after coll.
MM6651	3-26	RF /with MM6521
MM6658	RS-2	converted to F-104S; w/o 22-5-72 near
MM6659		w/o Carignano /Castel Porziano
MM6660	5-41	converted to F-104S

A lot of other accidents than the ones mentioned above have occurred, of which no serials are known until now.

- May 1969, probably F-104G, no further details
- 25-7-69 and 29-9-69: on both days a F-104G crash
- On 16-2-70, 16-4-70 and 28-4-70 F-104G's crashed
- On 12-10-70 a F-104G of the 4 Stormo crashed near Grugliasco
- On 21-10-70 a F-104G of the 6 Stormo crashed at Ghedi
- On 19-4-71 a F-104G or S crashed
- On 14-10-72 two Starfighters crashed after a collision near Padua
- On 1-3-73 a RF-104G crashed near Mombaroccio, pilot rescued
- On 21-3-73 a F-104G of the 6 Stormo crashed near Alessio, pilot killed
- On 26-6-73 a F-104G of the 5 Stormo crashed near Cervia
- On 19-9-73 another F-104G crashed
- In December 1973 a RF-104G crashed near Grazzanise, the pilot was killed

THE F-104S in service with the A.M.I.

An initial order was for 165 Fiat built F-104S Starfighters, armed with Sidewinders, for the defence of Italy. Later another 40 were ordered, and the F-104S is also in use as a fighter-bomber now. The F-104S (deliveries will go on this year) will be the backbone of the A.M.I. together with the MCR, and the G-91Y in the next coming years. The 205 a/c will be serialled MM6701 up to MM6905. About 150 have been delivered till now. Registrations known are:

MM6701	prototype	MM6770	53-20
MM6703	51-01	MM6773	53-12
MM6704	51-02	MM6774	53-22
MM6705	51-03	MM6776	53-21
MM6706	51-04	MM6777	53- , 51-24
MM6707	51-05	MM6778	53-20
MM6708	51-07, 53-07	MM6779	4-2
MM6709	53-07	MM6781	50-01, 51-31
MM6710	51-06	MM6782	53-01, 50-02, 51-32
MM6711	51-10	MM6785	50-05, 51-35
MM6712	51-08, 51-13	MM6786	50-
MM6713	51-20	MM6787	50-03
MM6714	51-14	MM6788	50-08, 51-38
MM6716	36-36	MM6789	36-34
MM6717	53-10, 51-11	MM6791	50-09
MM6718	51-12, 51-16, 51-12	MM6792	36-42
MM6720	6-03	MM6993	51-40
MM6721	51-09, 51-14	MM6794	36-38, 50-11, 51-41

MM6723	53-12	MM6795	50-12
MM6726	53-03	MM6796	36-39
MM6729	4-6	MM6798	36-40
MM6730	4-10	MM6799	36-32
MM6731	4-11, 5-35	MM6800	36-12
MM6732	53-01	MM6801	36-01
MM6733	4-14	MM6806	9-31
MM6735	4-12	MM6807	36-10
MM6736	51-23	MM6810	5-33
MM6737	4-8, 51-07	MM6813	5-31
MM6740	51-15	MM6814	5-33
MM6741	36-43	MM6815	5-32, 53-04
MM6742	50-02	MM6817	9-34
MM6746	36-46	MM6820	9-40
MM6748	36-34	MM6821	36-30
MM6749	36-35	MM6822	5-34
MM6750	36-31	MM6826	9-44
MM6751	36-37	MM6827	5-30
MM6753	36-38	MM6828	5-21, 5-01
MM6759	36-47, 36-48	MM6829	5-10
MM6760	36-50	MM6831	5-
MM6762	4-18	MM6834	5-
MM6767	53-06	MM6835	5-11
MM6769	53-11		

The following F-104S crashes are known:

- On 14-9-70 a F-104S of the 36 Stormo crashed near Menca Bessi di
- On 1-10-71 the MM6766 crashed near San Maurizio /Episcopia
- On 14-2-73 two F-104S, reg 50-06 and 50-07 collided 15km from Piacenza; both pilots were killed
- On 13-4-73 a F-104S of the 36 Stormo crashed near Altamura, pilot
- On 11-7-73 F-104S 36-34 MM6748 crashed at Caselle /killed
- On 19-9-73 a F-104S of the 36 Stormo crashed in the sea, pilot rescued.
- On 26-9-73 a F-104S, reg 5-31 MM6813, crashed near Milano
- On 8-5-74 a F-104S of the 21 Gruppo, 53 Stormo
- On 13-5-74 a F-104S of the 51 Stormo crashed

The squadrons using the F-104S are:

- 132 Gruppo, 3 Aerobrigata (RF-104S?)
- 9 Gruppo, 4 Stormo at Grosseto
- 23 and 102 Gruppo of 5 Stormo at Rimini
- 12 and 156 Gruppo of 36 Stormo at Gioia del Colle
- 22 and 155 Gruppo of 51 Stormo at Istrana
- 21 Gruppo of 53 Stormo at Cameri

TF-104G in service with the A.M.I.

28 TF-104G's were delivered to the 20 Gruppo at Grosseto. 12 a/c are Lockheed built, the remaining 16 are Fiat built.

MM-serials are as follows:

MM54223	20-9	MM54237	20-12 s/n 62-12696 c/n 5785
MM54224		MM54238	20-11
MM54225		MM54250	20-14
MM54226	20-1 s/n 62-12685 c/n 5767	MM54251	20-15
MM54227	20-2 s/n 62-12686 c/n 5766	MM54252	20-16
MM54228	20-3 s/n 62-12687 c/n 5772	MM54253	20-18
MM54229	20-4 s/n 62-12688 c/n 5774	MM54254	20-20
MM54230	20-4 s/n 62-12689 c/n 5776	MM54255	
MM54231	20-9 s/n 62-12690 c/n 5778	MM54256	
MM54232	20-6 s/n 62-12691 c/n 5780	MM54257	20-22
MM54233	20-7 s/n 62-12692 c/n 5781	MM54258	
MM54234	20-8 s/n 62-12693 c/n 5782	MM54259	20-24
MM54235	20-10 s/n 62-12694 c/n 5783	MM54260	20-25 w/o 10-2-69
MM54236	20-11 s/n 62-12695 c/n 5784	MM54261	20-26

Corrections and Additions to the previous parts

From Franco Cappabianca we received following additions concerning the organization of the Italian Air Force:

1 Aerobrigata	7 reparto	Nike-Ajax
	16 reparto	Nike-Hercules
	17 reparto	Nike-Hercules
15 Stormo	84 Gruppo	HU-16A
	85 Gruppo	AB-204B, AB-47J
--	24 Gruppo	Hawk missiles
31 Stormo	93 Gruppo	AB-47J
	94 Gruppo	AB-204B

A new Gruppo is the 71 Gruppo with DC-3, C-119J and PD-808, all converted for the ECM-rôle. This unit is based at Pratica di Mare.

- Centro Radionisura	code CR	315 Gruppo	DC-3
		316 Gruppo	T-33 and PD-808
- Reparto Volo Stato Maggiore (RSVM)	code SM	306 Gruppo	DC-3, DC-6, DC-9, CV440, PD-808, P-166
- Pattuglia Acrobatica Nazionale	----	313 Gruppo	G-91PAN
- Reparto Sperimentale Volo (RSV)	code RS	311 Gruppo	various a/c
- Scuola Volo Basico Iniziale Aviogetti (SVBIA)	---	212 Gruppo	MB-326
		213 Gruppo	MB-326
		214 Gruppo	MB-326
			and some SL-coded Harvards
- Scuola Volo Basico Avanzato Aviogetti (SVBIA)	code SA	201 Gruppo	G-91T
		204 Gruppo	G-91T
		205 Gruppo	G-91T
- Scuola Volo Basico Iniziale Elica (SVBIE)	code ?	211 Gruppo	T-6
- Scuola Volo Basico Avanzato Elica (SVBAE)	code SP	207 Gruppo	DC-3 and P-166
- Scuola Centrale Istruttori Volo (SCIV)	code SI(SC)	---	T-6, MB326, P-148, P-166
- Scuole Elicotteri	code SE	208 Gruppo	AB-47J
		209 Gruppo	AB-204B
- Scuola Volo a Vela	code VV	---	Blenik, Calif, S-208
- Reparto Volo 1e Regione Aerea	code RM	---	various a/c
- Reparto Volo 2e Regione Aerea	code RR	303 Gruppo	various a/c
		307 Gruppo	various a/c
- Reparto Volo 3e Regione Aerea	code RB	304 Gruppo	various a/c

AA was the code of the a/c of the Accademia Aeronautica, but this code is no longer in use.

ST was the code of the Scuola Turbogetti (the former jet school), but this code is no longer in use either.

A further addition to the CV-440 and DC-6 list (FLASH 44, page 13):

MM61833	c/n 422	code SM-1	
MM61898	392	SM-4	ex Alitalia I-DOVA
MM61899	407	SM-21	ex Alitalia I-DOVE, ex SM-2
MM61901	450	SM-22	ex SM-5
MM61900	43152	SM-6	ex Alitalia I-DIMC
MM61922	43216	SM-26	ex Alitalia I-DIMS
MM61923	43217	SM-8	ex Alitalia I-DIMT
MM61964	44253	SM-23	ex Alitalia I-DIMI
MM61965	44251	SM-5	ex Alitalia I-DIMA
MM61987	44417	SM-29	ex L.I I-LYNX and Alitalia I-DIMP

From Paul Jackson we received following additions to the F-84F and RF-84F list (FLASH 45 page 9 and 10):

F-84F: add 52-6362(3-27), 6432, 6478(6-32), 6603, 7016(wfu 7-72), 10512, 52-10513(wfu 7-72), 10523, 10525(wfu 7-72), 10527(wfu 7-72), 53-6619(wfu 7-72), 53-6628, 6650 should be ex Klu P-227, 53-6652, 6789(5-789), 6802, 6817, 6819(also BAF FU162!), 53-6825 should be ex Klu P-275, 6827, 6828, 6848, 6852, 53-6859, 6875(50-10), 6880(50-29), 6892(seen at Piacenza 9/73), 53-6952(50-01), 6953, 6981, 6988(50-19)

Following were wfu 7-72: 53-6632, 6633, 6636, 6639, 6648, 6653, 53-6704, 6705, 6736, 6801, 6805, 6821, 6845, 6856, 6875.

RF-84F: add 11265 to 3-51, 11266 is 3-166, 11267 is 3-167, 11268 is 3-04, 11275 is 3-33, 11283 is 3-17, 11284 is 3- , 17024 is 3-12 to 3-17, 17025 ex 3-15, 27320 is 3-20, 27339 is 3-43, 27390 is 3-29 to 3-19, 27395 to 3-10, 27396 is 3-07, 27398 also 3-5, 27408, 27425, 27437 to 3-54, 27440 also 3-24, 27445(not 447) 3-01 to 3-06, 27452, 27456 is 3-28, 27458 also 3-37, 27460 is 3-16, 27467 also 3-22, 27472 to 3-01, 27474 ex 4-49 end last but not least 37640.

Peter Verduijse had a number of additions too:

RF-84F 27479 coded 3-14 (FLASH 45 photo 7) cannot be correct as 52-7479 is a Sikorsky H-19B.

C-119J MM51-8121 is c/n 124, not 123  
MM51-8140 is c/n 143 not 10918  
MM52-5849 is c/n 11008 not 10208  
MM52-5851 is c/n 11010 not 10210  
MM52-5884 is converted to EC-119J (not EC-199J of course)  
MM51-8113 ex reg. was 46-49, he was flying as C-18113 in that time!

C-119G: the c/n's are: 10777, 10778, 10779, 10780, 10826, 10827, 10828, 10862, 10864, 10865, 10866, 10867, 10868, 10909, 10910, 10912, 10946, 10947, 10948, 10949, 10950, 10995, 10996, 11030, 11031, 11032, 11079, 11080, 11081, 11116, 11117, 11121, 11144, 11145, 11213, 11235, 11245, 11266, 249

Former regs are: MM52-6003 46-8, 6004 46-12, 6007 46-37, MM52-6017 46-18, 6024 46-41, 6048 46-42  
MF62-8049 46-33

CV-440: c/s of MM61833 is IMIDA

MM61901 is ex N6666C, ex VH-320, ex N8446H

DC-6B: MM61900 is also ex I-LIKE; MM61922 is also ex I-LADY;  
MM61923 is also ex I-LOVE

Franco, Paul and Peter; may thanks for your letters with useful information.

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ADVERTISEMENTS ---- ADVERTISEMENTS

-- Wanted: F-104 of all countries, I have very good negs for exchange, very rare ones. Also wanted correspondence in England to exchange Javelins. Write to: Klaas Folkersma, Furmerusstraat 326, SNEEK 9400 -- Holland.

-- Wanted: correspondents all over the world, especially in Japan, France, USA, Australia and Europe. I am only interested in military aircraft and I want to exchange slides and news; I can offer material from the Italian Air Force.  
Write to: Frank Smith, Via S. Salvini 30, 57100 LIVORNO, Italy.

SHOW REPORTS ----- SHOW REPORTS

RHEIN-MAIN on 5th of July:

Static: 51-15 C-160D WGAF LTG-61      31-29 G-91R WGAF LEKG-44  
 35-40 RF-4E WGAF AG-52      20-77 F-104G WGAF J BOG-33  
 LK72-291 C-130H USAF      BT68-381 F-4E USAF 36TFW  
 10882 C-9A USAF 322TAW      25787 C-131A USAF 322TAW  
 70-15202 (c/n 40753) OH-58A USArmy from Hanau  
 68-15655 (c/n 10585) UH-1H USArmy 38 Helic.Div.  
 66-512 (c/n 14490) UH-1M USArmy 38 Helic.Div.  
 70-16003 (c/n 20949) AH-1G USArmy 173 Aviation Comp.  
 66-18037 U-21A USArmy from Hanau  
 68-16006 c/n B-598 CH-47C Chinook USArmy  
 68-15934 OV-10 Mohawk USArmy 122 Av.Comp.  
 68-18461 CH-54A Skycrane USArmy 295 Av.Comp.  
 69-5797 HH-53C USAF 67ARRS

MANCHING on 21st of July:

Static: 50-02 c/n V-3 C-160(silver) ES-61  
 70-41 UH-1D WGAF      84-02 "Anni" CH-53G HEER ES-61  
 35-04 RF-4E AG-51      90-85 P-149D no badge  
 56-05 DO-27 no badge

F-104G's on overhaul (in hangars and on the field):

20-02, 21-27(Marine), 23-08, 26-58(silver), 22-89(silver), 28-30(MFG-1),  
 22-19(MFG-1), 22-36, 26-56(MFG-2), 21-55(silver), 22-79(MFG-1), 23-15  
 (Marine), 22-95(silver), 28-22(Silver), 24-66, 26-62, 25-67(dayglow tail),  
 27-25(silver), 27-85, 27-99, 23-20(MFG-2), 28-11, 21-14, 21-24, 26-57,  
 25-12, 21-20, 21-11, 24-98, 26-73, 22-77, 22-93, 23-24, 25-10, 24-90,  
 21-13, 21-03, 27-40, 27-75, 28-20, 27-05

RF-4E on overhaul (in hangars and on the field):

35-08, 35-14, 35-50, 35-44, 35-56(all entriely yellow)  
 35-30, 35-49, 35-17, 35-41 (all cem.)

Other a/c on the field:

7037, 7184 UH-1D WGAF      52-52 Noratlas(stored)  
 D-9504 GM-191 prototype      XV306 C-130K RAF  
 46-12 C-130H ItAF      312-BG/77 Noratlas F.L.F GE-312  
 O101, YA-043(c/n 1593), c/n 1598(no reg) all Can Sabre Mk.6  
 Present stuntteams: Red Arrows, Partouille de France and Frece  
 Tricolori (1,2,3,4,5,6,11 and two uncoded).

KOKSIJDE on 27th July:

It was also open on 21,22 and 28 July. There was only a static park:

FX-94 F-104G 10 Wing      BA-15 Mirage 5BA 80TU/3Wing  
 CH-12 s/n 71-1808 C-130H BAF      OT-ZAB RM-2 Pembroke 15 Wing  
 OT-ZKJ B-10 H-34 BAF      MT 37 c/n 312 GM-170R  
 FT-17 s/n 51-17468 T-33A      CT-CAI CP-9 C-119  
 OT-CWA K-1 C-47A Dakota      ST-10 Marchetti  
 OT-ZPB M-2 c/n 1816 Alouette III Belgische Zeemacht

Other a/c on the field: The following C-119's Packet:

OT-CAQ CP-17, OT-CAP CP-16, OT-CEB CP-42, OT-CAM CP-13, OT-CEA and  
 CP-18, 22 27, 11, 30, 32, 12, 46

There were also four Packets with only their C1-registration on their  
 tails: CP-15 s/n 51-2706, CP-44 53-8141, CP-43 53-8138, CP-10

In one of the hangars was a glider with the registration PL-70. This  
 glider belongs to the Air Cadetts of the Belgian Air Force. Other gliders  
 are based at Oostende, Evere, Brustum, Gavere and Zoersel. Here also some  
 SV-4bis Stamps are stationed to pull up the gliders.

BEST HIT 1974

by J.Koning

This year the Turkish Air Force was asked to organise the fifth Tactical air gunnery competition "Best Hit". This time it was held on the 4th Main Jet Base Murted, some 35 kilometers west of the city of Ankara over the Anatolian plateau.

Between 16 and 27 July outstanding air force units from Greece, Italy and Turkey had been invited to the competition. Both Italy and Turkey did participate, but the Hellenic Air Force did not accept the invitation. In declining this year's invitation Lt.Gen.A.Papanikolaou, Commander of the Hellenic Air Force, stated, "the Hellenic Air Force, fully occupied with its modernization, regrets being deprived of the privilege of participating in this years Airsouth Tactical Weapons Meeting".

In the past a joint US Air Force- US Navy Team participated as a guest team, but this year it was for the first time in the history of the Best Hit that those teams were seperated.

The Turkish AF participated with the F-104G of 141sq from Murted. The Italian AF with G-91Y of 8<sup>o</sup> Stormo, 101 Gruppo from Cervia. The US Navy with A-7E Corsair from USS Forrestal and last but not least the USAF with F-4C Phantom 613Sqn from Torrejon, Spain.

During the first week of the meet the political situation around Cyprus came to an explosion and that's why the second week of Best Hit was cancelled and all teams were retired immediately. It was just a pity for the Turkish Air Force because they had won the competitoin two times and by winning the third time, they could keep the winning Trophy.

Although the weather conditions were excellent for the competition, Best Hit 74 goes into history for the Turkish Air Force with the dirty taste of a real war.

Expressed in figures the following aircraft participated:

Turkish Air Force: 141Sqn with F-104G

12620, 22328, 22333, 22339, 32718 ex Spanish AF and 47783

Italian AF: 8 Stormo, 101 Gruppo with G-91Y

8-06 MM6450, 8-07 MM6442, 8-30 MM6472, 8-42 MM6481, 8-52 MM6489  
8-53 MM6490

US Navy: VA-81 and VA-83 from USS Forrestal

157555/403, 158027/405, 157593/401 of VA-81  
157457/305, 157572/311, 157564/312 of VA-83

USAF: 401TFW, 613Sqn with F-4C

64-775, 812, 818, 905, 911, 915 all coded TJ

Chase planes !!!

TF-102A Turkish Air Force 142/182 Sqn Murted  
054033, 054053, 041360

Visitors:

F-104G: Luftwaffe JABOG-32: 26-34, 26-46, 25-27

F-104G: Italian AF 6 Stormo: 6-02, 6-14, 6-18 and 6-21 (for a squadron-rotation)

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Advertisements:

Within a short time a new research-group will be formed. The group will keep itself busy with military registrations and squadron-histories. If you have suggestions, or if you want to cooperate, please write to Jac van Tuyn, Zeelsterstraat 40, EINDHOVEN, Holland.

WEST GERMAN CORRECTIONS AND ADDITIONS

Still going on! At first some more disposals to civil:

Bell 47G-2: 74-03 to D-HANZ	74-33 to D-HAEM	
<u>P-149D</u> : 90-81 to D-BFNS		
<u>DO-27</u> : 55-56 to D-EFAU	56-58 to D-EBKL	57-14 to F-BSGJ
55-62 to D-EHIK	57-00 to OG-LMH	57-23 to F-BSKK
56-34 to D-EIBE	57-08 to F-BSGH	57-25 to F-BSGL
56-46 to D-EIVE	57-10 to F-BSGI	57-62 to D-EFGK

The cancelled UH-1D order 71-73 up to 71-80 was apparently built. A/c seen are: 71-73 with HTG-64 9/72      71-75 with HTG-64 9/73  
71-74      HTG-64 7/73      71-76 with HTG-64 9/73

Some H-34's which were w/o before 1-1-68:  
58-583/AS-342      58-1588/SC-258      58-1568/WE-552  
58-881/PJ-363      58-743/PB-203

Some HEER notes: HFlgrTrReg.20 is based at Roth/Nurnberg  
HFlgStffl.101 is based at Rheine-Bentlage  
HFlgStffl.201 is based at Laupheim  
HFlgStffl.301 is based at Mendig  
HFLKom.1 is based at Handorf (no airfield)  
HFLKom.2 is based at Laupheim  
HFLKom.3 is based at Mendig

Other HEER codes noted as mentioned in FLASH Nr.44 page 14/15:  
PN, e.g. Alouettes at Rheine-Bentlage  
PO, e.g. DO-27 at Celle  
PP, e.g. Alouettes at Niedermendig  
PQ, was Heeresfliegerstaffel 208 at Niederstetten

HFlgBtl.9 (PI-code); Div.8 must be 1 Gebirgsdiv., which has an  
HFlgStf.8, Div.9 is 1 Luftlandediv.

The Djinn in the Buckeburg museum has c/n 7-FR8, which is a French number, so this isn't a German a/c.

Some additions to our Veteran & Vintage list are:  
Ahlhorn: a new stored a/c is a Sycamore, details still unknown  
Geisbuhl: in fact this is the town of Messstetten  
Husum: the G-19R monument is a R.4 (c/n is 91-1-0124)  
Karlsruhe: of Magister BF-209 only the fuselage is still present, painted blue with yellow. the reg. is only readable in the cockpit.

Manching: two more veterans are a Sabre wreck, c/n S6-1598 without any registration and a preserved Sabre, c/n S6-1593 without reg., but with its former registration, YA-043 still readable.

Niedermendig: gate guard is still H-21C 83-32 while a new scrap-yard has been made. Aircraft present there are a T-33A without registration, s/n 53-5564(ex 94-40) and a H-21C with reg., details unknown till now and two fuselages of H-21's (probably), further details unknown

Oberpfaffenhofen: as known three Sabres are stored here, besides 01-13 another one is D-9523, while the third one is 01-03

Wittmund: in this town a F-104G is placed (reg 20-86) with the Sabre JA-112

Advertisement:  
--STILL REQUIRED: registrations of F-84F, F-86, F-100, F-101, F-102, F-104, F-105, F-4, B-66, B-58, B-47, which served with the USAF in Europe. The registration are for an article in FLASH.  
Please write to: Hans v/d.Laar, Olympialaan 60, EINDHOVEN, Holland.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: RF-104G 3-28 being prepared for another mission.  
Copyright: ItAF
- PHOTO 2: F-104G 6-21 taxiing to the Cervia runway.  
Copyright: G.Hiltermann
- PHOTO 3: We just can't get enough of the Best Hit: 20-2 TF-104G during the Best Hit 73 at Istrana. By the way, next month we will publish some photos of this year's Best Hit.  
Copyright: F.Klaassen
- PHOTO 4: Texan 401-2 somewhere over Spanish Guinea. Copyright: G.Serrano
- PHOTO 5&7: Spanish Texans all photos by A.le Nobel
- PHOTO 8: On display at Torrejon in June 1971 was Texan 514-5; in the background is SP-5 C9-038. Photo J.A.Nebreda
- PHOTO 9 and 10: Preserved at Kristiansand are o.a. Thunderflash T3-E (117051) and Sabre AH-D
- PHOTO 11: One of the French representatives at this year's Tiger Meet was Super Mystere 12-YF from Cambrai. On 15th of September Cambrai will be open to the public, this will be one of last chances to get a good look at the Super Mysteres of 12 Esc.  
Copyright: H.v.Tuyn
- PHOTO 12: Also coming in at Bitburg during the Tiger Meet BT68-465.  
Copyright: H.v.Tuyn
- PHOTO 13: At the press-day only one Greek Starfighter: FG-278/22278.  
Copyright: H.v.Tuyn
- PHOTO 14: The Belgian team was supported by no less than two Herculeses. Leaves us to guess what was in it (frite's?).  
Copyright: H.v.Tuyn
- PHOTO 15 and 16: Again two pictures taken during the Tiger Meet at Bitburg.  
Copyright: H.v.Tuyn
- PHOTO 17: Coming in at Greenham Common on 7 July, this Meteor WA669. Last year it was part of the Vintage Pair.  
Copyright: J.v.Tuyn
- PHOTO 18: Yes, what can we say about this? Visible on this picture are: ID-128, ID-51, ID-57, ID-54. For more details see news under Belgium.  
Copyright: P.v.Gemert/GCA
- PHOTO 19: During test-flight at Manching after overhaul all Phantoms fly in a yellow coat. This Phantom was taken during the Open House by Messerschmidt at Manching on 21 July.  
Copyright: J.v.Tuyn
- PHOTO 20: Last picture of this issue was also taken at Manching of 21 July. It represents one of the many silver Starfighters at Manching. 26-58(7404) was one of the few Starfighters which was complete however.  
Copyright: J.v.Tuyn

