

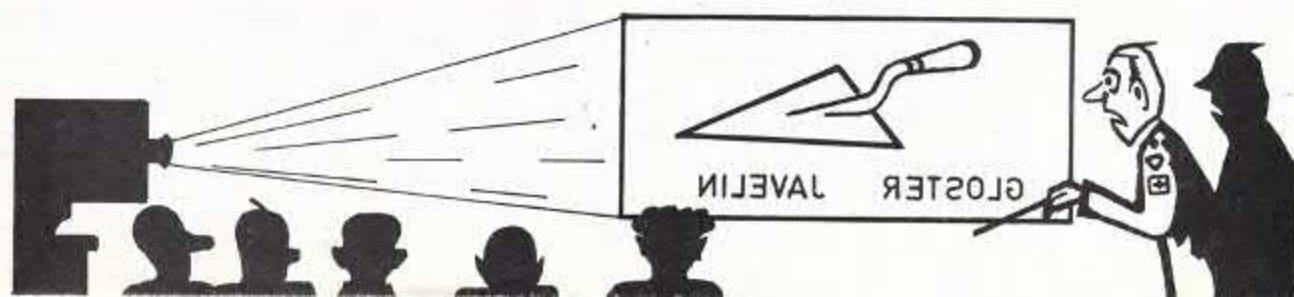
FLASH

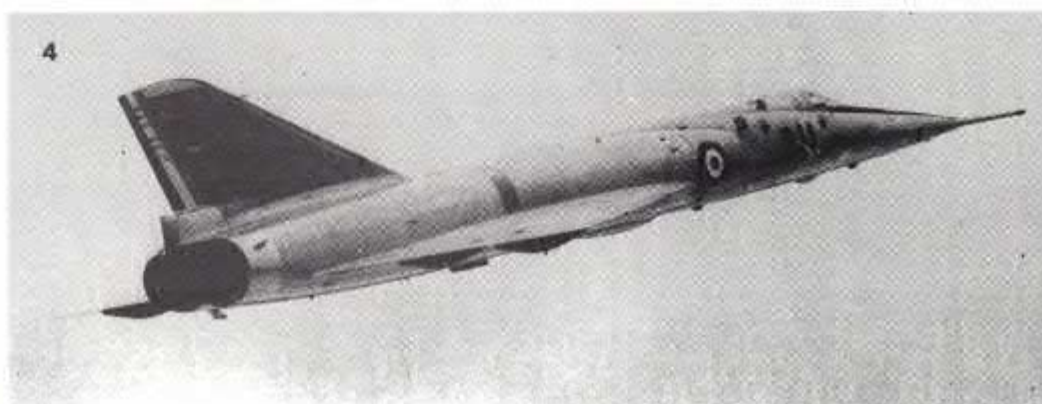
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Dear reader,

It looks as if Britain's aviation will always be obstructed by Governments, like they have for decades already. The latest governmental decision that is generally disliked in aviation circles could be called "introduction of public ownership" by those who support the government, aviation people have already called it a "state grab".

The present government is a Labour (i.e. socialist) one, in other words a government that believes in ownership of industries and services by the people. And that is how they sell their ideas.

Unfortunately for the socialists such ideas are very hard, if not impossible to realize. This is because it is not the people, but the state (that is: the representatives of the people and chosen by the people, and the civil servants) in other words: the bureaucrats, who own the nationalized industries and services in name of the people. This means that the people have not much to say when it comes to industrial policies.

The Labour government has nationalized the major aerospace industries (BAC, HSA, Shorts, Scottish and Rolls-Royce) because of their political beliefs, not because it was necessary. They knew it was a political decision that would be unpopular, so they have pushed it through parliament in a most undemocratic way: they proposed a bill for the nationalisation of both the flourishing aerospace industry and the ailing, if not dying ship-building industry, and they allowed only one day of discussions over such an important matter in the House of Lords, who had to give the final fiat.

No wonder people in Britain's aviation are angry.

Jacob Struben.

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NEWS ---- NEWS

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HOLLAND

-- On March 2nd, eighteen NF-5A/Bs of 314Sqn departed from Eindhoven for Bodø (Norway) to participate in exercise "Atlas Express". Fourteen of these being: K-3015, 3023, 3027, 3044, 3045, 3047, K-3049, 3055, 3060, 3061 (new a/c for 314Sqn), 3069, 3075, all NF-5As and K-4009, 4019, both NF-5Bs. Escorting a/c: C-8, 9 and 10 (on 1-3) and C-5, 9 (on 2-3).

-- Movements at Soesterberg included:

Dec.24: LN66-480 and 65-613 F-4D USAF 48TFW (see FLASH Nr.65)

Jan.19: LN65-712 F-4D USAF 48TFW

29: 27-89 and 27-94 TF-104G WGAF WS-10; R-140 L-21B
10879 C-9A USAF

Feb. 3: 35-12 RF-4E WGAF AKG-51

6: BT69-260 F-4E USAF 36TFW

11: D-8090, 8109, 8053, 8049 and 8308 F-104G 322/323Sqn
37-55 and 37-31 F-4F WGAF JG-71

12: 24461 T-39A USAF; 15192 OH-58A USArmy

16: ZR68-606 RF-4C USAF 26TRW

20: 37828 C-130E USAF; 22: AR66-425 RF-4C USAF 10TRW

24: 24470 T-39A USAF

25: XW228/DP Puma HC.1 RAF 230Sqn

On 6-2 the 32nd TFS took delivery of a new F-4E, the 69-260.

On 1-3 it was flying with the code CR. So far it remains unknown whether this one is the 69-260 or 69-7260. As there is also a BT69-260.

-- Movements at Valkenburg included:

Jan.14: Overshoot Phantom FGR.2 RAF 2Sqn

19: 157321/LQ-6 Orion P-3C USNavy VP-56Sqn

26: 157312/LR-4 Orion P-3C USNavy VP-24Sqn

28: 16-03 Hansa Jet WGAF FBSS

30: 157314/LR-5 Orion P-3C USNavy VP-24Sqn

Feb. 5: 46-25/MM26040 C-119G Packet ItAF 46 Aerobrigata

9: WP313/CU-568, WP309/CU-570, WP308/CU-572, WP133/CU-573,
WP314/CU-577, all Sea Princes T.1 RNavy 750Sqn

10: 10685 T-39A USAF 17th Air Force Hq.

19: 75-63 Alouette II GArmy

23: 61-15 Atlantic GArmy MFG-3 (61-09 on 26-2 and 61-11 on 27-2)

25: 18034 U-21A USArmy

27: 152687 C-118B USNavy Keflavik

The U-21A Piper Super Cub, R-140, used by the MLD, has been returned to the Air Force.

-- The MLD has ordered eight additional Westland Lynx helicopters. During November 1974, six Lynxes were ordered for transport and SAR missions, so these will replace the Bell UH-1Bs. During early 1975 two Lynxes were ordered for anti-submarine warfare, an order now enlarged to ten. These ASW Lynxes will be equipped with more powerful engines. According to British sources the first utility Lynx will be delivered during May this year, the first ASW Lynx will follow during May 1978.

At first the Lynxes will stay at Yeovilton (England) for training.

-- Movements at Schiphol/Amsterdam included:

Nov.22: 136750 C-1A Trader USNavy CV-62 USS Independence (also
on 23/11)

25: 24471 T-39A USAF

Schiphol cont.

- Dec. 1: 43-15059 and 41-23936 C-47s Aeronavale
2: 12438 CH-124 Sea King Can.Navy
3: 5-213 F-27 IIAF
8: 41-23936 and 42-92642 C-47s Aeronavale
14: 24470 T-39A USAF
Jan. 12: 4X-JYD Boeing 707 Israel AF (IDF/AF)
- Movements at Zestienhoven/Rotterdam included:
Jan. 27: SU-AVB c/n 8305 Antonow AN-12 Egypt AF (also on 14-2)
Feb. 11: XV719/AA, XT675/AR, XV723/AQ, XV721/AK, all Wessex HC.2
RAF of No.72Sqn
The Wessexes mentioned above were in a somewhat remarkable colour-scheme: white and cammy. This is a temporary winter camouflage for operations in snow-areas. The white paint is applied when necessary at home-base or at any forward field with rollers. After the requirement for such a camouflage has expired the paint is washed off, without any damage to the original paint. This method has also been applied to Harriers on exercise in Norway.
- Movements at Beek/Maastricht included:
Dec. 3: XS637 Andover C.1 RAF; AD/No.76 Nord 262D FAF
22124 UH-1H USArmy
4: 33303 VC-118A USAF; 109156 CC-109 CAF; C-1 F-27 334Sqn
XS637 Andover C.1 RAF; XS791 Andover CC.2 RAF
AD/No.76 N.262D FAF; 15906 U-21A USArmy (and 18036)
20: 55-75 DO-27 WGAF
Jan. 8: 33225 VC-118 USAF
Feb. 5: 16-02 Hansa Jet WGAF
10: 0-10654 T-39A USAF
22261 C-21 USArmy HQ.USAREUR

BELGIUM

- Noted at Brasschaat (north of Antwerpen) on August 31st last year:
G01, G02 and G03 SA.330 Pumas Gendarmerie
D-01, D-05, D-06, D-10, all DO-27s of No.15Sqn
A05, A11, A12, A14, A22, A24, A25, A26, A27, A31, A32, A41, A43,
A44, A55, A66, A72, A73, A81, A90, A92, A94, A95, all Alouette II
of No.15Sqn
- The BAF will receive all five Sea King Mk.48s before the end of August this year. The first was flown for the first time during December 1975 and is now being used by Westland for flight testing. During the summer of this year the first three will be officially delivered to the BAF, but will probably remain in England for training purpose till sufficient FAB-pilots have converted to the Sea King. The Sea King Mk.48 replaces the FAB's obsolete Sikorsky S-58s.
- The twelve Islanders now on order will enter service with the No.15 Smalleel at Brasschaat.
- The two HS.748s will probably receive the codes CS-01 and CS-02.
- Noted Bierseet on February 5th: 4583 C-130H R.Maroc.AF
- On January 7th, OT-ZKG/B-7, a Sikorsky S-58, crashed into the sea off Lombardszijde when on a rescue mission.
- The BAF has bought two Boeing 727-290s from Sabena: CB-01 c/n 19402 ex OO-STB and CB-02 c/n 19403 ex OO-STD.

CANADA

- Those who believe that Hiroshima and Nagasaki was enough, may be pleased to hear that the CAF's CF-104 Starfighters based in Europe have been converted from the nuclear strike role to conventional attack.

While the CAF plans to maintain the present level of air combat capability in Europe, replacement of the obsolescing CF-104 seems to be very far away indeed. The Canadian defence minister Richardson recently stated that the operational lives of the CF-104s are not yet over for some years and that a successor to both the CF-104s and the antique CF-101 Voodoos, still in service with Canadian-based interception units, will not be chosen before the new CAF F-3LRPA Ospreys and new tanks have been paid for. As a successor the F-15 Eagle has been suggested by press reports, but it looks like we won't know for sure for some time to come. It remains thus of the years of waiting for a Dutch F-104 successor, or for the Canadian Argus replacement

DENMARK

- The 15 ex Canadian CF-104s are presently distributed as follows:
723 Esk.: R-812, 814, 819, 832, 851, 888, 896 and RT-655, 657
726 Esk.: R-704, 757, 758, 771, 825, 846, 855, 887 and RT-654, 660
- Four ex Royal Danish AF Hunters have arrived at the production-line of Hawker Siddeley at Bitteswell recently. They are ET-271, 272, 273 and ET-274. Four others are removed to be outside at HSA/Dunsfold.

EGYPT

- On February 20th, it was announced in Cairo that the Soviet-Union would stop all deliveries of spare parts for Egypt's fleet of some 250 MIG-21s. It is expected that within a few months there won't be a MIG-21 left flying in Egypt. It is not known whether the Soviet-Union has stopped the supply of other military goods and military assistance as well.
Following these reports, it was announced on March 4th, that the US Government had authorized the sale of six C-130 Herculeses to Egypt's Air Force, possibly as replacement for Antonov AN-12s (the Soviet counterpart of the C-130), thus suggesting that the Soviets have stopped all military support.
Egypt has made clear that they would like to buy F-4 Phantoms some months ago, but sale by the US Government of Phantoms to Egypt seems as yet unlikely.

FRANCE

- Reunions Nationaux de L'Air of 1976:
16th May at Bourges -Avord 13th June at Reims-Champagne
30th May at Bordeaux-Mérignac 20th June at Caen-Carpiquet
And on 27th May a meeting due to closure of the "Salon Aérospatial de Toulouse 1976" of course at Toulouse.
- By March 7th, the score of ex French F-100s at Sculthrope had increased to 13.
One of these F-100 and a Mystere, will be moved to the aircraft preservation field of the RAF, Duxford.
- On December 18th, 1975, it was announced that the French Government had cancelled the Avion Combat de Futur-project of Dassault-Breguet. The ACF or Super Mirage would have been a two-engine high-performance air superiority aircraft in the F-15 Eagle class.
This project was immediately replaced by the cheaper single-engine Mirage 2000 project, powered by a M53 turbofan (also the engine of the Mirage F.1E once offered to Holland, Belgium, Denmark and Norway as Starfighter replacement) and capable of flying Mach 2.5. The first of 200 Mirage 2000s will enter French service in 1982.
It is believed that Dassault-Breguet will not stop work on the ACF, but will finish the prototype as a private venture (i.e. without government money). First flight of the ACF is expected in June 1976.
Dassault-Breguet is also developing a two-engine version of the Mirage 2000; so there's still a lot of life in the French design bureaux and workshops.

- Aerospatiale is developing a multi-mission transport version of the civil Airbus A.300B-4. This military Airbus will be a in-flight-refuelling a/c, a long-range freighter (with a Hercules-type rear loading door) and a long-range personnel transport. It is believed that the FAF requires such an aircraft.
- The FAF bought a fourth DC-8-62CF, c/n 46043. The a/c is operated by UTA, a civil airline, for the FAF in support of the French nuclear establishments.
- The Pakistani Navy are taking delivery of at least 3 ex Aeronavale Atlantics (ex 22F Flottile from Nimes). The construction-numbers being 33, 40 and 46. The first a/c carried 33 (its c/n) as its serial.

GREECE

- The Elliniki Aeroporia received 33 T-33As from the West German AF last year. Other recent deliveries include 10 UH-1Ds for the Army, and 40 Agusta-Bell 204s and 205s (the Italian version of the UH-1) also for the Army.

IRAN

- The first three F-14s Tomcats have been delivered recently. Most of them will be based at Vahdati near Isfahan. Deliveries are scheduled at two a month from now on. The registrations: 3-863 to 3-942 ex USNavy 160299-160378.
- The IIAF took delivery of 9 Boeing 747s ex Trans World Airlines: 5-280 to 288 c/n's 19667, 19678, 20080, 19-77, 20081, 19668, 20082, 19669, 20083. And 3 747s ex Continental Air Lines: 5-289 to 291 c/n's 19733, 19734, 19735 ex N26861, N26862 and N26863 res.

JAPAN

- This year, the fourth squadron, 304th Sqn. at Tsuiki AB will be reformed with Phantom F-4EJs, being part of the 8th Wing. Next year the last Phantom unit, 305th Sqn will be formed and probably at Okinawa.

SINGAPORE

- The Singapore Air Defence Command has been renamed in Republic Singapore Air Force. It is currently operating the following BAC-167 Strikemasters: 300/A, 301/B, 302/C, 303/D, 305/F, 308/J, 309 (crashed 8/72), 310/L, 311/M, 312/N, 313/O, 314/P, 315/R, 321/-, 322/Y, 323/Z. Leaving three a/c a mystery: 304, 306 & 307. But on January 27th a Strikemster crashed killing one pilot. The fuselage and remains are dumped at Tengah with serial and code obliterated..
- Presently 43 A-4 Skyhawks are being converted to A-4S for delivery to R.Sing.AF; 43 serials: 600-607, 616-621, 630-636, 643-650, 656-660, 679-683, all A-4S and 651-653 all TA-4S.

SWITZERLAND

- Noted at Sion (canton Valais) in January 1st. FB.6 Vampires: J-1190 (gateguard), J-1079 (fu), 1128, 1195, 1160, J-1161, 1135, 1185, 1179, 1153, 1155, 1170, 1103, J-1192 and 1145. FB.50 Venoms : J-1185, 1639, 1748, 1770, 1603, 1621

TURKEY

- The first F-104S of the second order of 20 is the MM6887.

UNITED KINGDOM

- On January 22nd, two Harriers crashed near the village of Wardle in Britain; the Harriers were part of a formation of four aircraft and collided in mid-air.
- Apart from the four tactical attack squadrons at RAF Bruggen No.2Sqn at RAF Laarbruch, a tactical reconnaissance squadron, will operate the Jaguar GR.1. They will start their re-equipment in April/May. Current plans call for a total of nine Jaguar squadrons, flying 165 GR.1s and 37 T.2s (minus crashed a/c), these being:
 - No.226OCU at RAF Lossiemouth (already operational)
 - No.2Sqn at RAF Laarbruch (still flying Phantoms, a recce sqn.
 - No.6Sqn at RAF Coltishall (already operational), an attack sqn.
 - No.14Sqn at RAF Bruggen (already operational), an attack sqn.
 - No.17Sqn at RAF Bruggen (already operational), an attack sqn.
 - No.31Sqn at RAF Bruggen (presently converting), an attack sqn.This squadron is currently operating 13 Jaguars and the normal amount of Phantoms. It is likely that the F-4s will leave No.31Sqn in April.
- No.41Sqn at RAF Coltishall (still flying Phantoms), a recce sqn.
- No.54Sqn at RAF Coltishall (already operational), an attack sqn.
- And another attack squadron at RAF Bruggen, becoming No.20Sqn, presently operating Harriers at Wildenrath.
- The Phantom FGR.2s that are replaced by Jaguars will be converted to FG.1s for intercept duties, replacing the obsolescent Lightnings, although at least one Lightning squadron (No.5 or No.11 at RAF Binbrook) will remain into service for the next four (or more) years which is why last year a Lightning Training Flight was formed at Binbrook.
- Other squadron mutations:
 - No.85Sqn disbanded at RAF West Rayham on December 17th, 1975;
 - No.100Sqn moved to RAF Marham and took into its inventory the Canberras from the recently disbanded No.98Sqn and 2310CU (both formerly based at RAF Cottesmore),
 - No.115Sqn moved from RAF Cottesmore to RAF Brize Norton.The currently vacated RAF Cottesmore will become the home-base of the MRCA OCU and the first MRCA squadrons in the last years of the seventies.
- No.23Sqn moved to Wattisham from Coningsby during the last week of February.
- Three of the replacement-projects for the eighties of the RAF are as follows:
 1. Phantom FG.1s and the remaining Lightnings. At the moment there are two possibilities: an air-defence version of the MRCA of the F-15 Eagle.
 2. Shackleton AEW.2s. Again there are two possibilities: the very expensive Boeing E-3A (if chosen, these a/c will probably be bought by several NATO-countries and operated by either national or mixed crews) or the British and cheaper Nimrod AEW version.
 3. Harrier GR.1s and Jaguar GR.1s: This is a longer range project. The RAF will buy a new type or the G.D. F-16A.Whether all these projects will be carried out depends on possible defence cuts or disarmament agreements.
- It is possible that RAF Jetstreams, now in storage will go to the Royal Navy as replacements for the Sea Princes.
- Movements at Bruggen included:
 - Dec.11: XT274 Buccaneer S.2 RAF 208Sqn
 - 490 and 110 RF-5A RNoAF 717Sqn; XV179 and 210 C-130K RAF
 - Jan.14: XV404 Phantom (new a/c of 31Sqn)
 - D-6684 and 8257 F-104G RNethAF 311/312Sqn

Bruggen cont.

Feb.23: 37834 C-130E USAF; WH646/G Canberra 360Sqn
As noted on previous page, the No.31Sqn is already operating Jaguars:
XX974, XX967 and XX971
No.14Sqn and No.17Sqn are still operating approx. two Phantoms each.

-- Movements at Wildenrath included:

Dec. 4: XS607 Andover C.1 RAF; XV185 C-130K RAF
10: XX507 HS.125 RAF; 84-79 CH-53G WGAmy
11: VP955 Devon C.1 RAF; XV206 C-130K RAF
and two Phantoms of No.41Sqn
Jan.14: WJ634/Z Canberra RAF; XS711 Dominie T.1 RAF
Feb.18: 24473 T-39A USAF; XS770 Basset CC.1 RAF Royal Flight
XX40 Jaguar T.2; WJ909/A, WJ948/E Varsity T.1 6FTS
20-81 and 25-51 F-104G WGAf JABOG-33
23: XV210 C-130K; XT905 Phantom FGR.2 (no unit markings)

Also already noticed before: No.20Sqn will become the fourth Jaguar squadron at Bruggen. This will leave only the No.3Sqn and No.4Sqn to operate the Harrier in the future. These two squadrons will be transferred to Guetersloh latter on this year.
The Lightning squadrons (No.19 & 92Sqn) will then be based at Wildenrath and re-equip with the Phantom FG.1s.

-- The "Red Arrows" will receive Hawk T.1s to replace their Folland Gnat T.1s in the winter of 1977-78.

-- In a ceremony at RAF Brize Norton on January 6th, Nos.99 and 511 Sqdns, formerly operating Britannia C.1s and C.2s, were disbanded. This marked the end of sixteen and a half years of Britannia service with the RAF. No.99 and 511Sqdns were the first long-range strategic transport squadrons of the RAF, being reactivated in 1959 with Britannias.

The second strategic transport type in the RAF was the Comet, used by No.216Sqn, out of service since last year.

The only strategic transport left is the V.C.10 C.1 used by No.10Sqn.

-- New Jaguar regs-sqns allocations and additions to last month's article:

--XW560 A&AEE, w/o Boscombe 8/72 when damaged by fire. Bits to 2260CU for instructions/ other parts to BAC Warton though unconfirmed

- XW563 possible to A&AEE - XX113 54Sqn, A&AEE, 09/2260CU
 - XX120 and 122 to 54Sqn (ex OCU)
 - XX730, 726, and 727 all ex 2, 17 and 21 resp of 2260CU
 - XX732, 733 and 734, all ex 2260CU
 - XX728, 736 both to 6Sqn - XX737 and 739(?) to No.54Sqn
 - XX751, 761 and 764 to resp. 10, 11 and 13 of 2260CU
 - XX136 crashed 22.11.74 near Wimbourn-St.Giles
 - XX144 K/2260CU under cart collapse 9.9.74; cat.3 damage; to BAC Warton noted there 1975
 - XX765 17Sqn(?), to 27/22600CU - XX766 14/2260CU
 - XX831 crashed at Lossiemouth
 - XY846, BAC-touring aircraft; toured the Middle-East during the six weeks prior to 13.12.76. The a/c flew 53 sorties including 11 demonstration flights. Support was by Argosy G-APRN
 - XX915 (c/n B.36) ETPS (noted on prod. line 31.1.76)
 - XX916 (c/n B.37) for ETPS (if built)
- New batches: XX977-979 and XZ101-124 (if these batches are not broken then these serials should be correct)

-- Arriving at RAF Marham on March 5th were four B-52Gs: 76505, 80181, 80207 and 92589.

All aircraft were participators of the SAC/RAF Bombing Command Competition 1976.

UNITED STATES of AMERICA

-- Movements at Mildenhall included:

Feb. 7: 13186 C-130E TurkAF
156523/LQ-9 P-3C Orion USNavy VP-56Sqn
13: 157316/LL-36 P-3C Orion USNavy VP-30Sqn
14: 00467 C-5A USAF 436MAW; 152791/JM C-2A USNavy VR-24
15: 157310/LR-2 P-3C Orion USNavy VP-24Sqn
16: 156177/77 EC-130Q USNavy VQ-4Sqn
21808 C-130E USAF AFRES
27: 60205 C-141A USAF 437MAW; 40623 C-141A USAF 438MAW
42814 C-131D USAF; O-72592 KC-135A USAF
24462 and 24477 T-39A USAF 7101ABW
152687 C-118B USNavy Keflavik.
10274 EC-135H USAF 6ACCS
OT-ZAG RM-7 Pembroke BAF 15 Wing/21 Sqn
28: 141011 C-131F USNavy Naples; 90003 C-5A USAF 436MAW
14842 RC-135V USAF 55SRW
29: 40618 (437MAW), 67947 (438MAW), C-141 USAF (both a/c
carrying Bi-centennial badge on tail)
LN66-(O)282 F-4D USAF 48TFW; O-10665 T-39A USAF
90003 C-5A 436MAW; O-80064 KC-135A 384ARW;
14842 RC-135V 55SRW; 141011 C-131F USNavy Naples

The KC-135As now have tail-fin markings: noted recently at Mildenhall were: 53131 AFSC 11-75/yellow diamonds on orange stripes
53595 22BW 12-75/red, white and blue horizontal strips
63662 7BW 12-75/black tip white outline
80098 5BW 11-75/black yellow diagonal stripes
91490 456BW 1-76 /two rows of black and white checks
38025 305ARW 11-75/black and white checks

-- Movements at Ramstein included:

Feb. 19: 80220 and 00467 C-5A USAF both 436MAW; 10881 C-5A USAF;
33300 VC-118A USAF; LZ/No. 62 Paris II FAF
40613 (437MAW), 60133 (438MAW), 60166 (438MAW), all C-141As
WR65-694, LN66-475 and HR66-665, all F-4Ds
RS68-401, HR68-530 and BT69-260, all F-4Es
ZR68-557 RF-4C USAF; 96608 and 96609 UH-1N USAF
58-80 DO-28D WGAF JABOG-34; RS-5 PD-808 ItAF
21581, 22080 UH-1H USArmy; 17001 OV-10 USArmy 73 Int. Corps
15876, 15883, 15885, 15886, all RU-21A USArmy

-- Noted at Sembach on Feb. 19th:

83796, 83797, 83805, 83811, 83814, 83816, 83831, 14637, 14697,
14701, all OV-10A Broncos of 20TASS

-- The USArmy has ordered 44 AH-1S HueyCobras with an option on 22 more.

-- The DC-10 and Boeing 747 are possible successors of the USAF's KC-135s. The USAF has leased a civil DC-10 and B.747 for evaluations.

-- The latest Phantom changes within the USAF:

- The 48th TFW/LN received two new ones on Jan. 18th: 65-(O)704, and 65-(O)631. Another new F-4D: 65-(O)753
- The 81st TFW/WR received four new F-4Ds: 66-(O)234, 65-(O)638, 66-(O)676, 66-(O)633
- The 10th TRW/AR received one new RF-4C on Jan. 9th: 65-(O)939 (ex ZR). This a/c was already at Alconbury since Dec. 27th.
A number of RF-4Cs of 10th TRW have been delivered to the States for the Minnesota ANG at Duluth I.A.P.:
The delivery-dates were:
one a/c on 2-1-76; 6 a/c on 7-1-76; 6 a/c on 16-1-76 being
41032, 41061, 41067, 50830, 50852 and 50891; 6 a/c on 26-1-76

-- Movements at Bitburg on January 19th:

BT68-378, 69-223, 228, 237, 239, 259, 260, 274, 302, 303, all F-4Es

Bitburg cont.

60205 C-141A USAF 437MAW

Furthermore the departure of F-15A Eagle, LA73-104 after a two weeks stay at Bitburg AFB. The a/c departed at 12 o'clock for Langley AFB.

- The deliveries of F-15A Eagles to the USAF is in full progress. On January 9th. the first operational unit with F-15As was formed at Langley AFB, Va.: the 1st TFW. By the end of this year the 1st TFW will be on full strength. The "replacing" wing for the 1st TFW at McDill AFB, is 56th TFW operating F-4Es coded MC: Tail tip colours are as follows: 61st TFS (yellow), 62nd TFS (blue), 63rd TFS (red) and 4501st tFS (white), all coded MC. Add. to FLASH Nr.65: the F-15 Eagle, that crashed on October 14th, 1975 was LA73-088
- Replacements within the USAFE: There are some very confusing rumours going round about replacements of Phantoms based in Europe, e.g. F-15s at Soesterberg and A-7s at Ahlhorn, later to be replaced by Fairchild A-10s. Only one thing seems to be certain: there will be new aircraft at Soesterberg by the end of this year. but the type of that new aircraft remains unknown. Concerning the rumours about Eagles coming to Europe, it is possible the 49th TFW is involved, as this is the next wing to receive Eagles after the 1st TFW. The arrival of the F-5E Tiger IIs at Alconbury has been delayed.
- The latest information concerning the visits of USAF units to England:
From March 5th till 19th at Upper Heyford: 4 F-111Fs of 474th TFW from Nellis AFB; NA67-058, 67-084, 67-076 and 67-062
From March 7th till 19th at Alconbury: 17 RF-4Cs of 363rd TRW from Shaw AFB: JO65-936, 65-937, 65-938, 65-942, 66-419, 66-427, JO66-455, 66-460, 66-461, 67-430, 67-456, 67-457, 67-461, JO68-576, 72-145, 72-147, 72-149.
One RF-4C didn't make the cross and made an emergency landing at Kinsley, Bermuda.

WEST GERMANY

- The Luftwaffe has ordered three VFW-Fokker 614s for use as VIP transport by the Flugbereitschaftsstaffel at Köln/Wahn.
- The Army (heer) will buy an unspecified number of Bolkow Bo-105 helicopters for use as anti-tank a/c. They will be armed with missiles and the first Bo-105s are expected to enter service during 1979-1980. The Bo-105 is seen as an interim solution. Bolkow is currently developing a helicopter especially designed for this task: the Bo-115.
- Movements at Norvenich included:
Febr. 4: BT69-260 F-4E USAF 36TFW; 22-18, 26-76 F-104G WGN MFG-2
27-25 TF-104G WGAF JABOG-32; 31-40 G-91R WGAF LEKG-43
17670 UH-1H USArmy V Corps
9: 27-41 TF-104G WGAF JABOG-34; 50-80 D-160D GAF LTG-61
59-14 and 59-23 DO-28D WGN MFG-5;
70-42 and 71-18 UH-1D HTG-64; 71-64 UH-1D HTG-64/SAR
25: 70-71 UH-1D HTG-64/SAR
Also noted a wreck of T-33A, 53-5568 (ex 94-43, serial not readable) Starfighters of JABOG-31 on these days:
20-01, 03, 15, 44, 48, 50, 21-50, 60, 65, 22-10, 66, 69,
23-40, 86, 99, 24-66, 88, 25-74, 26-33, all F-104Gs
27-07, 24, 31, 35 TF-104Gs

AUSTRALIA: The RAAF intends to replace their remaining eighteen C-47s, all Caribous and all HS.748s from 1979 onwards with one type of aircraft, probably the F-27-400MF Troopship.

CHINA: Rolls-Royce has sold twenty RB.168 Spey engines with afterburners, to the People's Republic of China. It is said these engines will only be used for civil aircraft. It is very doubtful that these Phantom and Buccaneer engines will be used for military aircraft.

Rolls Royce also offered the Spey engines to Egypt to be fitted in Egypt's 250 MIG-21's (refer to News section).

DUBAI: The Dubai Police Air Wing has ordered four more Aermacchi MB.326s. It is not yet known whether these will be single-seat strike aircraft or two-seat trainers, or both. Three single-seat MB.326K and one two-seat MB.326L are already in service.

EGYPT: The U.S. Ministry of Defence offered the Egypt AF, 6 transport a/c probably C-130 Herculeses.

In response the ADF/AF made objections as these a/c can be used as tactical support.

IRAN: The IIAF is considering the purchase of 10 Boeing E-3As or a number of the cheaper Grumman E-2C Hawkeyes.

The Iran Navy has ordered an unknown number of Sikorsky RH-53D minesweepers.

ISRAEL: The first-delivery date of the F-15 Eagles to the IDF/AF has been changed again. During this summer the first of four refurbished ex USAF F-15As will be delivered. The first of 21 new F-15As will be delivered from January 1977 onwards. Israel has acquired a number of Bell HueyCobras attack helicopters for border-patrol.

JORDAN: The RJord.AF has ordered four Sikorsky S-76 utility helicopters for delivery before the end of 1978.

KENYA: The Kenia Air Force is reported to be interested in a number of modified Northrop F-5As; the aircraft will be used to supplement the Hawker Hunters and BAC Strikemasters, currently in service.

MAROCOCO: The RMar.AF has ordered 12 T-43C Mentors for delivery during 1977.

SAUDI ARAB: A requirement for some 100 F-15As has been stated, but it seems highly unlikely that the USA will sell F-15s to both Israel and an Arabian country. In the past USA has refused to sell Phantoms to both Saudi-Arab and Egypt because of the disturbance of the arms balance in the Middle East which would be caused by supplying Egypt and Saudi-Arabia with Phantoms. The same goes for F-15s.

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ADVERTISEMENT: The U.S.A.F. Today.

Published in 1975 by the West London Aviation Group to universal acclaim... "This excellent reference work" - AAHS, "A valuable guide"-Flight, "A massive research effort" - Air International, "Thoroughly recommendable" - Air Pictorial, "we could go on extolling the virtues of this book for hours" - Aviation News. You can't say fairer than that. It contains a comprehensive and authoritative analysis of USAF air operations; commands, units, types, bases and maps. 110 pages with nearly 80 previously unpublished photographs. This book will contain a valuable amendment sections of 8 pages of recent changes and new data, which will be included on all sales after March 1st. Available from W.L.A.G., 18 Green Lawns, Eastcote, Ruislip, Middx. HA4 9SP. Price: £1.75 U.K. 7 Overseas by surface mail, £3.10 USA & Canada by air mail, £3.50 Australia & Japan by air mail.

For those persons who already own a copy a limited number of amendment sections have been printed. They cost 15p. plus a large SAE to U.K. buyers and 25p. or 3 IRC's to overseas buyers who need not send an envelope.

by Jac van Tuyn

-- **EVENTS:**

May 1st till 19th	:	"Deutsche Luftfahrtschau" at Hannover (Germany)
May 3rd till 13th	:	"Tactical Weapons Meet" at Twenthe (Holland)
May 15th & 16th	:	"International Military and Civil Air Display" at Sæve (near Göttenburg, Sweden)
May 23rd	:	"Open Day" at Ljungbyhed (Sweden)
May 30th	:	"Meeting Nationaux de l'Air" at Bordeaux-Mérignac (France)
June	:	"Tiger Meet" at Soellingen (Germany)
June 6th	:	"Open Day" at Frosön (Sweden)
June 12th	:	"Open Day" at Fleetlands (U.K.)
June 13th	:	"Meeting Nationaux de l'Air" at Reims-Champagne (France)
June 19th	:	"Open Day" at Soesterberg (Holland)
June 20th	:	"Vintage Air Day" at Duxford (U.K.)
July 3rd and 4th	:	"Bicentennial Open House" at Mildenhall (U.K.)
July 7th	:	"Open Day" at RAF Wroughton (U.K.) this may be a families day only).
July 24th & 25th	:	"Naval Day" at Portland (U.K.)
July 31st & August 1st	:	"Air Tattoo" at Greenham Common (U.K.)
August 4th	:	"International Air Day" at St. Mawgan (U.K.)
August 7th	:	"International Helicopter Meet" at Lee-on-Solent (U.K.)
August 15th	:	"Open Day" at Coventry (U.K.)
August 28th & 29th	:	"Open Day" at Malmöslätt (Sweden)
September 4th	:	"Naval Air Day" at Yeovilton (U.K.)
September 7th till 12th	:	"International Air Meeting" at Farnborough (U.K.)
September 18th	:	"Open Day" at Gilze-Rijen (Holland)
October 2nd	:	"Tag de Offene Tür" at Manching (ES-61; Germany)

And as always: "PLEASE CHECK BEFORE GOING"

-- **FLASHback**

A new supersonic delta wing fighter to be produced for the USAF is the Convair F-102. No details are yet available, but the aircraft is designed for "very high speeds in the stratosphere and incorporates significant improvements in electronics and armament". Convair's previous XF-92A research delta has been flying extensively since 1948. (Recognition Journal, December 1952)

-- **PRIZE**

Thanks to our contributor of Soesterberg movements, Hans de Ree, we can offer a prize for the best prognosis of the Open Day at Soesterberg. This prognosis must contain a list of all non-Dutch aircraft on the static show of the Open Day at Soesterberg on June 19th. For the best prognosis, Hans offered five black & white negs (5 (5 Al.IIIs before landing, taken with a 50mm lens!!). Furthermore the editorial team of FLASH will add three prints of the last year's cover-photo's at free choice (size 24x18cm). Nothing venute, nothing have.

-- **RUMOURS**

It is said that the a/c carrier USS Nimitz is due again in England in July with another carrier, possibly USS Saratoga. Greenham Common is to produce 2d German participators and also on the program is a Tomcat of the Imp. Iran AF. Just like last year, this year will see many Stateside USAF squadrons on exercise in Europe.

-- **PARIS**

From May 17th to 22nd the 3rd "International Biennale Aeronautic and Space Film" will be held in Paris. The purpose of this festival, as the organizers (the CEDFI, 15bis Rue Raspail) say, is to promote the film as a vehicle for expression and communication in the field of Aeronautics and Space. Therefore everyone can send in his film (8mm - 8mm super - 16mm -

slide show). All films will be reviewed by a jury and perhaps rewarded. Visitors are welcome and apart from this film festival there will also be a photographic exhibition.

-- MEETING

We deeply regret that we palced in our February 1976 issue of our magazine an announcement about a forthcoming aviation enthusiasts' meeting, to be held on Saturday the 13th of March 1976 in Enschede. However, this particular announcement was published so quickly as we since learned that this meeting was organized as a strictly private assembly.

We therefore like to ask our readers for apologies for having been not invited or having written to the organizers for further details. We also like to excuse the three main organizers Messrs. J.Koning, J.B.Nijhuis and J.van der Wei for having got problems due to these circumstances.

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NOTES ON SIR ANDREW HUMPREY'S X-MAS SPEECH by Jacob Struben

(Note: although the author is a member of the editorial team, the views expressed in this article are his own, and do not necessarily reflect the views of the editorial team)

At the end of last year Air Chief Marshal Sir Andrew Humphrey, Chief of the Air Staff (in other words: the "big boss" of the RAF) held a speech in which he expressed his worries about the reduction of the strength of the RAF in particular and the NATO air forces in general, and the growth of the air forces of Soviet-Russia and her allies.

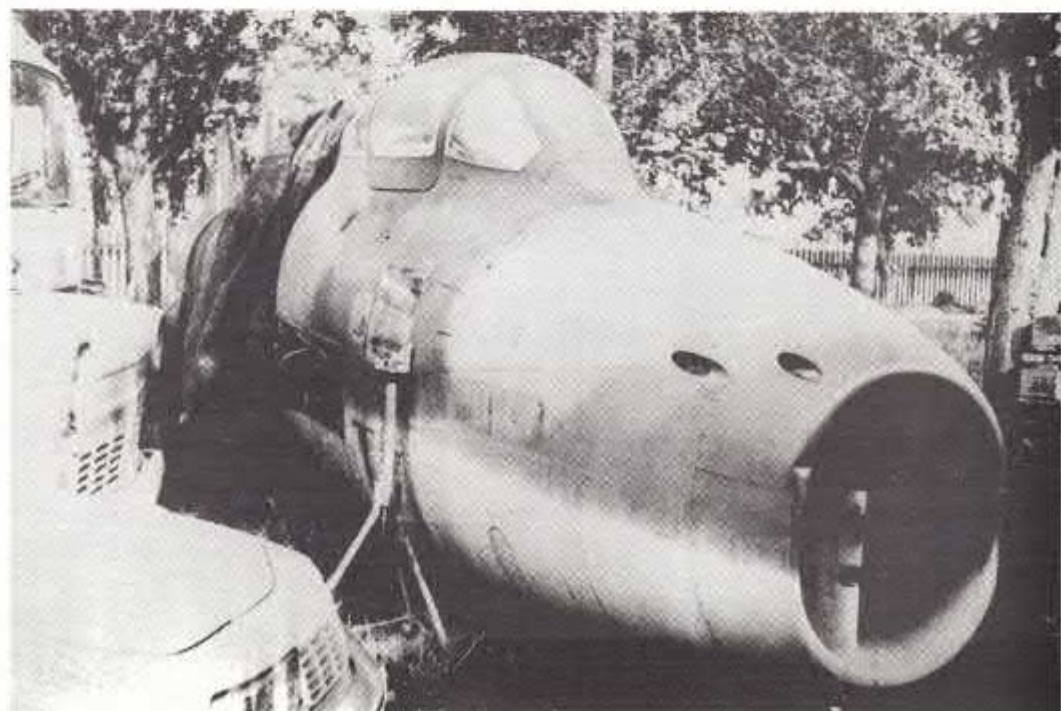
He stated that while the RAF's strength in combat aircraft had decreased to thirteen percent of the strength of 1957, the Soviets are now building 1700 new aircraft, of which 700 are combat aircraft, per year.

He admitted that the RAF's present aircraft are far more potent and advanced than those of 1957, but added that the Soviets are replacing their older low performance combat aircraft on a one-for-one basis with very advanced high performance ones. He is especially worried about the Soviet's new strategic bomber, the "Backfire" (probably a design from the Tupolev bureaux), and the Mikoyan-Gurevich bureaux' MIG-25 "Foxbat". He implied that twenty or thirty "Backfires" (as the NATO's Aviation Standards Committee calls them) armed with conventional bombs could create more havoc than a thousand bombers of World War II could. This makes me shudder when I think of twenty or thirty "Backfires" with nuclear bombs can do!

But is it all as bad as Sir Andrew wants us to believe, and probably sincerely believes himself? How can we be sure that the Soviets are indeed building 1700 new military aircraft per year, that they are indeed replacing their older combat aircraft on a one-for-one basis? And does a growing strength of the Soviets' air force really pose a threat to the Western world?

Let's first look at the first two questions. The figures don't come from the Soviets themselves, of course, and even if they did they probably wouldn't be true anyway. No, the figures come from the very sources who would wish the people to believe that the Soviets are very dangerous indeed, in casu the governments of Britain and the USA. One would expect the figures to be either exaggerated or at least incorrect because they would have to be arrived at by means of espionage and plain gueswork. I'm not, however, saying that they are indeed incorrect (exaggerated or not) but just indicating the possibility that they are.

The third question is much easier to answer: yes, Armament has always posed, does pose and always will pose a threat to peace. And that means that Sir Andrew wanting more combat aircraft (as he clearly does) poses a threat to the Western world, or for that matter the whole world, too. This however does not make combat aircraft in their quality as aircraft less appreciable.



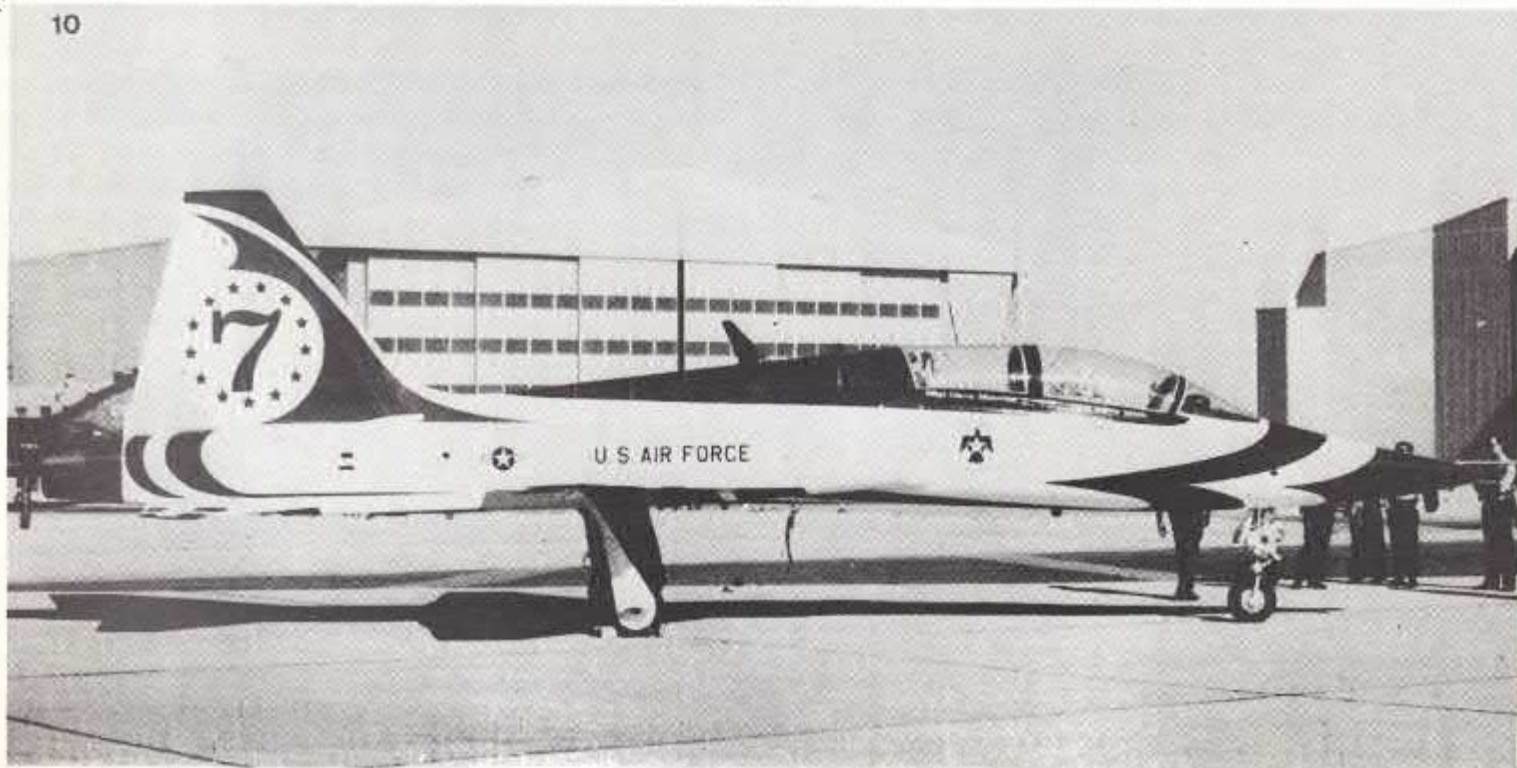
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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVERPHOTOGRAPH: A magnificent picture of one of the 18 Fokker F-27s of the Imperial Iranian Air Force; 5-206 is seen here over the Persian highlands.

Photo: Fokker

PHOTO 11: A Starfighter of Luftwaffe's Waffenschule 10 arriving at a cold and snow-covered Soesterberg.

Photo: Ton Mulder

PHOTO 2: Another nice shot of a Soesterberg visitor; RF-4C Phantom 66-425 from Alconbury, which arrived on February 20th.

Photo: Ton Mulder

PHOTO 3: As it is rumoured that the Phantoms of the 32nd TFS will be replaced by A-10s later this year, we're publishing this picture of 11369, it was taken at Edwards AFB in 1975.

Photo: Pieter van Gemert/GCA

PHOTO 4: An action-shot of a French Mirage IVA, the impressive weapon-system of the "Force de Frapp" (Strike force). As announced last month, all Mirage IVs will be camouflaged.

Photo: Jan Peter van Kempen

PHOTO 5: One of the approximately 200 Harvards that served with the Koninklijke Luchtmacht in the 1945-1967 period was B-45.

Photo: SLH, Sgt.1 v/d Berg

PHOTO 6: A flight line of Fokker S-14 Machtrainers; 20 of these aircraft were used for instrument training from 1955-1964.

Photo: SLH, Sgt.1 v/d Berg

PHOTO 7: The remains of Thunderstreak DD-248 (52-6783) at a scrapyard in Stuttgart; the aircraft will be restored in the near future.

Photo: Gerhard Lang

PHOTO 8: The Italian Army uses a number of Agusta Lince built UH-1s; illustrated is E.I.-231.

Photo: Jan Peter van Kempen

PHOTO 9: Lightnings F.2s at RAF Gutersloh. The two squadrons here, No.19 and 92Sqn are to receive Phantom FG.1s later this year. Illustrated is XM182.

Photo: Pieter van Gemert/GCA

PHOTO 10: The latest aircraft of the U.S. Demonstration Team "Thunderbirds" is the Northrop Talon.

Photo: Pieter van Gemert/GCA

PHOTO 11: A small Italian observation plane is the SM1019, 80 of which have been ordered to replace the Piper Cub and Bird Dogs of the Army. Seen here is E.I.-1 (MM61-2975).

Photo: Pieter van Gemert/GCA

PHOTO 12: The Australian government is looking for replacement for their Mirage IIIOs with which 3 air defence squadrons are equipped. Illustrated is A3-24 of No.75Sqn.

Photo: Frank Klaassen

PHOTO 13: Herculeses of the USAF operate on a rotational basis in Europe; our photo shows 63-837 from Dyess AFB.

Photo: D. Moerman

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ADVERTISEMENT:

WANTED: Negs of the following F-104 a/c: 6670, 71, 8045, 50, 99, 8103, 8123, 25, 35, 47, 8267, 8300, 26, 32 and 5802, 11; NF-5 K-3019, 23, 25 K-3030 and 4007. Have all kinds of negs for exchange. Also wanted correspondents for exchange. K. Folkersma, Furmerusstraat 326, Sneek 9400, Holland.

WANTED: Black & white prints or negatives of Vickers Viscounts, Vanguard and VC-10s in military or civil guise. Contact Paul J. Hooper, Nobelstraat 9, Geleen (1), Holland.

THE TRIPLE-ONE FIGHTER/SWING-WING IN PRACTICE

part II

Testing program

At the moment that the 474th TFW at Nellis AFB became operational on the F-111A, the test program was not yet finished. Several systems were under test to provide optimal security for the current and later F-111 versions. It is known that this a/c is the most thoroughly tested system ever flown in the USAF.

Compared to the NASA space programs the F-111 made more test-hours than both Mercury and Gemini together. After 5 years a total of no less than 50,000 flight hours had been logged and 36,000 windtunnel tests at different speeds had been made.

Not only the swing-wing needed thorough testing but the most advanced techniques used in the a/c had to be fully reliable too.

The advanced systems incorporated were:

Crew module:

The F-111's cockpit is an operating compartment, an escape system and a survival shelter. It is a self-contained, independent vehicle within the aircraft.

This side by side crew module is fully air-conditioned and the pilots can operate without pressuresuits.

The module provides the pilots with an unprecedented escape survival capability. Ejection can safely be made in a zero-speed zero-altitude condition or at any point in the F-111's performance envelope.

In case of emergency when the crew is forced to abandon the a/c, the module separates from the fuselage by means of a rocket motor, and the parachutes and the portions of the wings mounted on the module give stability in flight and landing on the ground or into sea.

Isolated from the outer conditions, the module is a shelter in heat, wetness and cold. Even if the plane crashed into water the module could be separated from the a/c, and remain floatable with the aid of flotation bags. The system is fully automatic after activating separation.

Engines

The F-111 is powered by two Pratt & Whitney TF-30 engines mounted side by side having afterburners that produce 20,000 pounds of thrust each.

This engine is the first one having an integral aerodynamic adjusting nozzle. Power and fuel consumption are automatically optimally chosen at each speed. The afterburner is adjustable and has no presettings as most conventional ones have.

Also new is the variable inlet geometry so the shockwave pattern is controlled by the inlet shapes.

Landing gear

The landing gear provides capability for taking-off and landing from unpaved strips, and steep landing angles can be made. The main gear landing doors act as a speed brake.

These systems and the other

These systems and the others, like the new flight controls and electronics, had to be tested thoroughly.

The 18 pre-production a/c were each used for different tests; as follows:

Nos. 1, 2 & 3 Principal test a/c. for swing-wing practice.

Nos. 4 & 5 Weapon system testing.

In No. 5 a 20mm Gathring gun was installed

No. 6 To NASA Research Center for future designs as SST, VFAX.

No. 10 Climate condition tests like cold and high humidity.

No. 11 Camera tests, as it was converted to RF-111A.

Nos. 15 & 16 Installed with the uprated production engines, tested at Fort Worth.

No.18 Test machine for bombing; converted to prototype FB-111A.

Production and Versions

Further development led to different types for various operations:

F-111A: principal fighter for tactical purpose. 144 a/c built.

Conversions:

RF-111A Reconnaissance aircraft with cameras fitted in the weaponsbay. 5 a/c converted.

FB-111A Strategic bomber version with modified wing. Normal load conventional and nuclear weapons, including Short Range Attack Missiles (SRAM)

F-111B: Naval version for USNavy. Only 7 a/c ordered, of which 5 flown. Later 2 a/c converted to USAF standard a/c.

F-111C: Attack fighter for the RAAF. 18 a/c in service. Similar to F-111A but 7 inch greater wing span and different landing gear.

Conversions:

RF-111C 6 A/c based on F-111C with recce. capability

F-111D: Tactical fighter with better avionics and uprated engines. 96 a/c built.

F-111E: Tactical fighter, with terrain following radar and modified air inlets. 94 a/c built.

F-111F: Tactical fighter with better avionics and uprated engines (TF30-P100), 25% more power than the origin TF30-P3. Improved performance.

F-111K: British version for RAF, order for 50 a/c but cancelled

TF-111K: Trainer version of F-111K.

EF-111A: Electronic counter measure aircraft converted from F-111A. Intended to replace EB-66s. Avionics and ECM of EA-6A. Only 2 prototypes built. Not yet ordered for production.

The cancellation of the F-111Ks

The British government ordered 50 F-111Ks, a version designed to British specifications with licence built engines and U.K. built avionics. These planes should replace the Vulcans in first line units. As costs were growing per unit and the financial situation worsened in Britain, a decision was made to cancel the order in favour of F-4 Phantoms. Meanwhile the British government changed policy and the Vulcans remained in service.

Now the Vulcans are ageing, they should be replaced by the MRCA, which costs twice as much as the F-111K did, and of which the capability should be the same. Should they cancel again?

At the time of cancelling the first machine was completed bearing the fin code UK-1, being XV884. The airframes went to USAF as instructional or to be rebuilt as a USAF version, depending on the degree of completion.

In service

The original concept has been adapted for various functions within the Air Force.

This reliable system is now used for tactical bombing and strategic penetration.

The FB-111A was originally intended to replace the whole strategic Air Command fleet but changes in policy and changes in strategy caused the uprating of the current B-52 fleet, and limited numbers of the FB-111A were ordered.

As tactical fighters, a part of 474th TFW/428th TFS with 6 a/c, was even sent to Thailand for operations to targets in North Vietnam. These operations, although very successfully, started (the a/c flew directly within 12 hours from the States to Thailand and made their first combat sortie only 12 hours after arrival), ended with all aircraft grounded. Five a/c were lost during action but because of enemy interference but because of technical failures. All aircraft,

even those in the States, were grounded as it was found out that the wings didn't functioned properly.
 Later once again all aircraft were grounded with engine troubles and the engines had to be replaced.
 It seems that all problems have been solved now and the Air Force has a capable fighter for the future.

Production list

F-111A c/n 1-18 US. serial 63-9766 to 9783
 No.11 to RF-111A and No.18 to prototype FB-111A
 19-28 65-5701 to 5710
 29-76 66-011 to 065
 No.38 converted to prototype F-111E
 77-159 67-032 to 144
 F-111E c/n 160-169 67-115 to 124
 170-253 68-001 to 084
 FB-111A c/n 1-5 67-159 to 163 11-64 68-239 to 292
 6-10 67-7122 to 7196 65-76 69-6503 to 6514
 F-111F c/n 1-58 70-2362 to 2419 71-82 72-1441 to 1452
 59-70 71-0883 to 0894 83-94 73-00707 to 00718
 F-111D c/n 1-96 68-085 to 180
 F-111C c/n 1-24 67-125 to 148 to RAAF as A-8-125 to 148
 F-111K (cancelled U.K. machines):
 TF-111K: XV884 s/n 67-0151; XV885 s/n 67-0152;
 XX886 s/n 67-0153; XV887 s/n 67-0155
 F-111K: XV902-904 s/n 67-0149, 0150 and 0154
 XV905-907 s/n 67-0156, 0157 and 0158
 XV908-947 s/n 68-0181 to 0210 and 68-0229 to 0238
 F-111B Bu.Nr. 151970-15974 and 152714-152717
 Of these naval machines 152715-152717 were not completed as F-111B
 but after cancelling the naval contract these machines were re-
 built as F-111As.

Unit-service

AFFTC: Edwards AFB, Calif.
 different types: EF-111A, FB-111A and F-111D
 380 B.W. Plattsburgh AFB, N.Y.
 528 B.Sqn with FB-111A and 529 B.Sqn also with FB-111A
 509 B.W. Pease AFB, New Hampshire
 393 B.Sqn with FB-111A and 715 B.Sqn also with FB-111A
 27 TFW Cannon AFB, N.M.
 522TFS, 523TFS, 524TFS and 4427 TFS, all with F-111D and
 coded CC
 347 TFW Takhli RTAFB Thailand
 429TFS and 430TFS, both with F-111 and coded HG
 This unit will return to the States.
 366 TFW Mountain Home AFB, Idaho
 389 TFS, 390 TFS and 391 TFS, all with F-111F and
 coded MO
 474 TFW Nellis AFB, Nevada
 428 TFS and 442 TFS, both with F-111A and coded NA
 20 TFW Upper Heyford U.K.
 55 TFS, 77 TFS and 79 TFS, all with F-111E and
 coded UH
 57 Fighter Weapons Wing, Nellis AFB, Nevada
 422 F.W.S. with F-111A and F-111E coded WA
 No.1Sqn RAAF at Amberley
 No.6Sqn RAAF at Amberley

UNITED STATES AIR FORCE IN EUROPE (part 15)

by Hans van de Laar, with speical thanks to
USAF, Paul Jackson and Pieter van Gemert.

Registrations of 49th TFW added to the ones dealt with in part 14.
Phantom F-4Ds ex 36th TFW now of 49th TFW at Holloman AFB.

64-0977(ex 36TFW), to 555TFS/432TFW/OY, 48TFW/LN resp.
0979(ex 36TFW), to 8TFS/49TFW/HC-HO, 35TFW/GA, 49TFW/HO resp.
0980(ex 36TFW), to 8TFS/49TFW/HC
65-0581(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0583(ex 23TFS/36TFW), to 8TFS/49TFW/HC-HO, 35TFW/GA resp.
0584(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0585(ex 22TFS/36TFW), to 8TFS/49TFW/HC, 7TFS/49TFW/HB-HO resp.
0586(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0588(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0590(ex 36TFW), to 8TFS/49TFW/HC-HO; ... 0593(ex 36TFW/23TFS), to 8TFS/HC
0595(ex 53TFS/36TFW), to 8TFS/49TFW/HC-HO resp.
0596(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0598(ex 36TFW), to 8TFS/49TFW/HC-HO resp.
0599(ex 36TFW), to 7TFS/49TFW/HB
0603(ex 36TFW), to 7TFS/49TFW/HB-HQ resp.
0619(ex 36TFW), to 7TFS/49TFW/HB
0635(ex 53TFS/36TFW), to 7TFS/49TFW/HB, 48TFW/LK-LN resp.
0636(ex 53TFS/36TFW), to 7TFS/49TFW/HB
0638(ex 36TFW), to 7TFS/49TFW/HB-HO resp.
0639(ex 36TFW), to 7TFS/49TFW/HB-HO resp.
0643(ex 36TFW), to 7TFS/49TFW/HB
0646(ex 36TFW), to 7TFS/49TFW/HB, 48TFW/LK-LN resp.
0647(ex 36TFW), to 7TFS/49TFW/HB
0650(ex 36TFW), to 7TFS/49TFW/HB, 67TFS/47.5TFW/UP, 49TFW/HO resp.
0652(ex 36TFW), to 7 TFS/49TFW/HB-HO resp.
0653(ex 36TFW), to 7TFS/49TFW/HB
0654(ex 36TFW), to 7TFS/49TFW/HB
0655(ex 36TFW), to 9TFS/49TFW/HD, 35TFW/GA resp.
659(ex 36TFW), to 7TFS/49TFW/HB, 48TFW/LK-LN resp.
0677(ex 36TFW), to 9TFS/49TFW/HD
0792(ex 36TFW), to 9TFS/49TFW/HD, 7TFS/49TFW/HB-HO resp.

Many other F-4D's have been assigned to the 49th TFW during the 7 years
that it has been based at Holloman AFB. A list of these F-4Ds will be
published in the near future, may be.

50th TACTICAL FIGHTER WING

Originally the 50th Pursuit Group, the unit was activated January 16th
1941, at Selfridge Field,,Michigan. In November 1942, the 50th became a
part of the Army Air Force School of Applied Tactics and trained cadets.
Selected to support the invasion of the European continent, the Group moved
to Lymington Hants, England, in April 1944. It began operations over France
on May 1st, flying P-47s. During World War II, the Group earned battle
stars for the Air Offensive Europe, Normandy, Northern France, Central
Europe and the Rhineland. It also was awarded two Distinguished Unit Ci-
tations.

The 50th PG was inactivated November 7th, 1945, in the United States. On
June 1st, 1949, it was reactivated as a corollary reserve unit and on
January 1st, 1951, the group was assigned to the 50th Fighter Wing. Inac-
tivated six months later, the Group was again reactivated on January 1st,
1953, at Clovis AFB, New Mexico.

Later that year, it moved to Hahn AFB. In June 1954, it went to Toul-
Rosieres, France, where it was integrated into the 50th Tactical Fighter
Wing. It returned to Hahn AB in December 1959.

The 50th TFW was composed of the 10th and 81st TFSs based at Hahn AFB,
and the 417th TFS, that operated from Ramstein AB. In the Spring of 1968,
the 417th TFS was called back to the US, where it was relocated at Moun-
tain Home AFB, still as part of the 50th TFW (dual-based). During 1969
this 417th TFS received the tail code KB on its aircraft and in 1970 it

reassigned to the 49th TFW at Holloman AFB, recoding its aircraft HE. End 1969, the 50th TFW lost control of another squadron, namely the 81st TFS, which was reassigned to the 86th TFW at Zweibruecken. So the only to remain under 50th TFW command was the 10th TFS, but this situation didn't last very long. In 1970, the 496th TFS, which formerly was an interceptor unit under command of the 86th Air Division, became part of the 50th TFW. During this same year, 10th TFS's aircraft were coded HR, while the jets of the 496th TFS got the tail code HS. In 1972, a wing-base code was introduced and both squadrons were coded HR.

Aircraft of th 50th TFW:

19??-1966: F-100L/F Super Sabres (10th, 81st and 417th TFSs)

1967-1969: F-4C/D Phantom II (81st TFS)

1967-present: F-4D Phantom II (10th and 417th TFSs)

1970-present: F-4E Phantom II (496th TFS).

P.S.: additions are very welcome!!!!

Registrations of 50th TFW

F-100D: 55-2801, 2809(10TFS), 2810(10TFS), 2813, 2814, 2821, 2823, 2826, 2834, 55-2852, 2924, 2934, 2937, 2942, 2943, 2947, 2948, 2951, 2952, 3578, 3643, 55-3685

56-2924, 2964, 2995, 3024, 3025, 3027, 2038, 3029, 3031, 3032, 3041, 3042, 56-3098, 3102, 3107, 3135, 3168, 3179, 3180, 3190, 3201, 3202, 3204, 3205, 3215, 3218, 3220, 3222, 3224, 3227, 3229, 3231, 3232, 3235, 3238, 3239, 3241, 3242, 3243, 3244, 3245, 3247, 3249, 3252, 3255, 3256, 3260, 3261, 3262, 3268, 3285, 3289, 3291, 3293, 3294, 3295, 3296, 3298, 3299, 3301, 3304, 3307, 3306, 3307, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3318, 3369, 3371, 3393, 3422

F-100F: 56-3803, 3805, 3813, 3814, 3821, 3826, 3828, 3830, 3847, 3871, 3880, 3882, 56-3883

C-47 : 44-76671

T-39A : 62-4470

F-4D: Squadron unknown, probably most were 10th TFS aircraft:

64-0932

65-0663, 0672, 0680, 683, 0686, 0693, 0710, 0712, 0721, 0731, 0733, 0739, 0748, 0749, 0753, 0756, 0759, 0765, 0776, 0788, 0789.

66-0257 (returned to 50th TFW via USA, see 10th TFS), 7476, 7489, 7499, 7531, 7641, 7507

F-4D : 417th TFS:

65-0668; 0669(w/o 1967); 0673(to 78TFS/81TFW/WR, w/o resp.);

0676(ex 36TFW), to 10TFS/50TFW/HR, 81TFW/WR resp.;

0702, to 78TFS/81TFW/WR; 0746, to 417TFS/50TFW/KB Mountain Home;

66-0228, to 417TFS/50TFW/KB Mountain Home

0251, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 8TFS/49TFW/HO, 10TFS/50TFW/HR, 48TFW/LN Resp.

0253(ex 49TFW), to 417TFS/50TFW/KB, 417TFS/49TFW/HE resp.

0254, to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.

0256/KB, (ex 335TFS/4TFW/SB), to 8TFS/49TFW/HC, 48TFW/LK-LN resp.

0262, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LN resp.

0268/KB, further details unknown

0269, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LN resp.

0270, to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.

0276/KB, to 417TFS/49TFW/HE, 48TFW/LK-LN, 49TFW/HO resp.

0277, to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.

0278, to 417TFS/50TFW/KB, 7TFS/49TFW/HB, 48TFW/LK-LN resp.

0282, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN resp.

0283, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN resp.

7461, to 417TFS/50TFW/KB

7467, to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.

7469, to ???, to 35TFW/GA

7470, to 417TFS/50TFW, 417TFS/49TFW/HE-HO resp.

7471, to 417TFS/50TFW/417TFS/49TFW/HE-HO resp.

7472, to ???, to 35TFW/GA

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edited by S.Jaskolkowski and J.Struben

MOVEMENTS NEWS REGISTER FELLOWSHIP STORY MOVEMENTS NEWS REGISTER FELLOWSHIP

MOVEMENTS

Thanks to 1 TASW, P.J.Hooper and E.H. Roelofs.

Eindhoven

March 2: G-AYMM Cessna 421B Pye of Cambridge Ltd. new colours
OO-PWW Cessna 172
PH-GON Cessna F.172M c/n 0953 Air Service Holland

Beek (Vliegveld Zuid-Limburg)

Jan. 2: CS-TBI B.707-399C c/n 19767 TAP (also on several subsequent dates)
Jan. 6: D-ICAZ Cessna 310
Jan. 7: VR-EHC Canadair 44D-4 c/n 17 Trans Meridian Hong Kong
Jan. 9: PH-PBX F.28-1000 c/n 11045 RLD with HM Queen Juliana
Jan. 14: N8956U DC-8-61CF c/n 45949 Saturn A/w (titles: Seaboard World A/1 and EFS; also on several subsequent dates)
G-AZIN Canadair 44D-4 c/n 19 Limburg Air Cargo (leased from Trans Meridian)
Jan. 15: C-FPWJ B.707-351C c/n 18746 Pacific Western A/1
Jan. 18: N804SW DC-8-55F c/n 45816 Seaboard World A/1 (EFS titles) also on several subsequent dates)
Jan. 20: F-BPIV Cessna 310N
Jan. 29: PH-MYR Cessna 340 c/n 3400023 Milair

Schiphol (Amsterdam)

Jan. 2: PH-COZ, MIO and MIP Cessna F.172Ms resp. c/ns 1256, 1384, 1382 resp. Coz-Air (twice and Aeroclub Schiphol, all new residents)
Jan. 10: CS TBA B.707-382BA c/n 18961 TAP
G-BAPT Fuji Fa.200-180 c/n 188 Hornsea Metal Co. Ltd.
G-BATB MBB Bo-105C c/n S.40 leased by KLM Noordzee Helis
OY-KHA B.747-283B c/n 20121 SAS
Jan. 11: N8960T DC-8-61CF c/n 45938 TIA (full Loftleidir colours)
Jan. 16: OY-BLF PA.31-350 Navajo Chieftain
Jan. 17: G-APFD B.707-436 c/n 17705 delivery flight to SAA/SAL
G-BDLZ Britannia 253 (ex C.1) c/n 13435 Air Faisel
LN-SUS B.737-205 c/n 19408 Breathens-SAFE
Jan. 20: CF-DTW L.1329 Jetstar Canadian Dept. of Transport

Zestienhoven (Rotterdam)

Feb. 20: D-IBOE Aero Commander 680T
D-IFDM Cessna 411 Mae Air
G-AZBK PA-23-250D Aztec IDS Aircraft Ltd.
G-AZKJ Canadair 44D-4 c/n 37 Trans Meridian
OO-HAM PA-34 Seneca 2

CORRECTIONS AND ADDITIONS

Nr. 65 page 23 Schiphol: Dec. 6 N22AW must be N22AN
Nr. 64 page 23 Schiphol: Jan. 3 registration of the unidentified EFS DC-8 is probably N804SW
News: EFS Express Flug Service, not Flbeflug

NEWS

Acquisitions

- Air Algeria has bought eight general aviation aircraft: three Beech Queen Air 80s and five Grumman Ag-Cats.
- Air Anglia's newest aircraft is a PA-31-350 Navajo Chieftain, G-BDMD c/n 31-05119 ex N608HR, used on UK routes.
- Air Faisel has bought a second ex RAF Britannia C.1
- Air France has ordered two additional long range A.300B-4s, making a total of nine Airbusses. They will be delivered this month and March 1977. Total orders stand at 32 plus options on another 24.
- Air Inter has ordered three Airbus A.300B-2s for delivery between the last months of this year and the end of 1977. They will be used on the important interair routes Paris-Marseilles and Paris-Lyon.
- Air Malta leases a B.727-173C from World Airways.
- Air Rouergue, a new French interior airline, has ordered a F.27-500 for delivery in December 1977. Operations till that date will be carried out by a leased F.27-200.
- Air Niugini's Boeing 720-023B is registered P2-ANG, c/n 18014 (ex G-BCBA of Tempair).
- Alidair's newest Viscount is a Mk.724, registered G-BDRC c/n 52.
- AMAZ, a Zairian company has bought RAF's Britannia C.1 XM517, c/n 13511, now registered as 9Q-CAJ.
- Belair will receive an ex Swissair DC-8-62CF, HB-IDH c/n 45984, on April 1st, and has ordered a DC-9-34 to be registered as HB-IDT, c/n 47711.
- Condor Flugdienst's fleet has been added to by Boeing 727-230 D-ABMI, c/n 20675, an ex Lufthansa aircraft.
- Cubana has bought two DC-8-43s from Air Canada CF-TJI c/n 45611 and CF-TJK c/n 45638 (now CU-T1200).
- East-West Airlines, an Australian operator, have ordered two additional F.27-500 Friendships, making a total of nine F.27s bought by EWA.
Total sales stand at 648 now, still a world record for turboprop airliners.
- Euroworld Leasing has purchased RAF's Britannia C.2 XN398, an aircraft that may receive its old registration G-APPE.
- Finnair has exchanged DC-8-62CF OH-LFV c/n 46043 for UTA's DC-8-62 F-BOLG c/n 45987 now OH-LFZ.
Their six DC-9-51s will be registered OH-LYN to OH-LYT, c/ns resp. 47694-47696 and 47736-47738.
- Garuda Indonesian has ordered two DC-10-30s: PK-GWA c/n 46918 and PK-GWB c/n 46919.
- Iberia has ordered two additional DC-10-30s for delivery in March and May. Iberia already has four DC-10-30s.
- Invicta International is back in the business with two Bristol Britannias leased from IAS Cargo.
- Limburg Air Cargo, a new Dutch cargo airline, operates TransMeridian's CL.44D-4 G-AZIN c/n 19, on lease. G-AZIN was previously leased to EFS.
- Lufthansa has ordered its eleventh B.747, a -206B (SCD), to be registered D-ABYK c/n 21221. The first Airbus A.300B-2 D-AIAA c/n 21 was delivered recently.
- Maersk Air has ordered two Boeing 737-200s for delivery in December
- Martineir has ordered the third prototype Fellowship F.28-1000 PH-MOL c/n 11003, from Fokker-VFW since January. The latest reports indicate that PH-MOL is flying in Air Gabon colours without titles.
- SATA has bought an ex Swissair DC-8-53, HB-IDB c/n 45417.
- Scaniair has bought two DC-8-55s from SAS, who had previously leased them to Scaniair. These will be followed by an ex SAS DC-8-62 shortly.

- TEA has ordered a Boeing 737-2M3, OO-TEH c/n 21231.
- TAY have ordered their fifth Boeing 727-2F2, to be delivered in September. Total sales now stand at 1241, a world record for jet airliners.
- UTA has ordered its sixth DC-10-30 for delivery in December 1977.

Crashes

- Bolivia. CP-1022, a private Cessna 207, crashed on take-off from Santa Rosa Apt. on 31 January after being hit by two vultures.
- Columbia. LAC Columbia's DC-6B HK-1389 crashed into sea after take-off from Santa Marta Apt. because of engine troubles, killing the three crew-members, on February 4th.
Also on 4 February Viscount 745D HK-1320 c/n 112 of Aerovias de la Pesca y Colonizacion de Surcoeste Colombiano was extensively damaged in an emergency landing at El Dorado Apt. after one of the starboard wheels had fallen off in full flight.
- Finland. Agusta-Bell AB.47J-2A OH-HID, c/n 2103, inadvertently flew into hangar doors on take-off from Malmi Apt. on 27 January. The helicopter was written off.
- Netherlands. Cessna FR.172G PH-COX c/n 0209 of the Eerste Nederlandse Parachutisten Club was damaged in a take-off accident at Seppe on 25 January and is probably a write-off.
- Peru. On 26 January a Bell 205 Iroquois of Helicopteros Nacionales de Colombia, HK-570-E crashed into a mountain near Iquitos in the Andes foothills. All seven occupants were killed.
- Soviet-Union. An Aeroflot airliner, probably an Ilyushin Il.18, crashed near Voronash on a flight from Moscow to Yerevan in Armenia on 6 or 7 March. All 120 occupants were killed.

Miscellaneous.

- Cyprus. The Cyprus Airways services are currently flown from Larnaca Airport with American registered DC-9-10s. Nicosia Airport is not used because of its location on the borderline between Greek and Turkish Cyprus.
- Germany (West). During November last year a start was made with the withdrawal of the entire Boeing 707 fleet of Lufthansa. The first to be withdrawn was D-ABOD, a B.707-430, c/n 17720. The B.707s are expected to be gone by 1980, and will have been replaced by DC-10s and A.300Bs by then. The first Airbus service will be on 1 April between Frankfurt on Main and London (Heathrow).
The VFW 614, sequence number G4, registration OY-TOR, has entered service with Cimber Air of Denmark. Delivery of this company's second aircraft is due this month when services will go into full swing, serving Sonderborg and Copenhagen. The aircraft is intended as an F.27 replacement and has so far landed at four small airfields where no jet had previously landed whilst on a North American tour. Three companies have expressed their interest in the VFW 614 during or after this tour: Air Florida, who will probably order three, Air New England and Air Wisconsin.
- International. The supersonic era in civil aviation began on 21 January 1976 (or was it 26 December 1975). On the former date (21-) at 1130 a.m. two Concorde (G-BOAA of British Airways and F-BVFA of Air France) inaugurated services with paying passengers to Bahrain and Rio de Janeiro respectively. But on 26 December a Tupolev Tu.144 had already flown its first scheduled flight from Moscow to Alma Ata in Kazakhstan, inaugurating a twice-weekly freight and mail service. The Tupolev Tu.144 takes just two hours for this 1900n.m. (3420km) flight. It's up to you whether this first Tu.144 scheduled flight may be considered as the first supersonic commercial flight, inaugurating the supersonic era in civil aviation...
Something else now: in spite of protests of people who have been led to believe that the Concorde is noisier than other airliners,

Air France and Ba have received permission from the Government of the USA to operate four flights daily to New York and two per day to Washington, with Concorde for 16 months. After this it would be decided whether the Concorde is really that much noisier and more poisonous than other airliners, after which a permanent permission would be granted (or not). On 24 February however, the senate of the States of New York approved of a bill that makes it impossible for the Air France and Ba to use Concorde on their flights to Kennedy IAP, New York. Both airlines will try to change this decision, but there is not much chance that the New York State authorities will change their minds. So far New York the fair scheme of the federal Government has been thwarted. The services to Washington are not in danger because Dulles Apt. is under federal control. Ba plans to commence services to the USA in May. Finally it should be noted that the Europe-USA services (especially those to New York) are of vital importance to making the Concorde a cost-effective aircraft. McDonnell-Douglas is proposing to develop and build an RB.211 powered version of the DC-10, known as DC-10-30R, in close co-operation with the British aircraft industries. If the DC-10-30R becomes a success, there may be work for 10,000 people in the aircraft industries for the next ten years, according to McDonnell-Douglas. Talks regarding this matter are under way between McDonnell-Douglas, the British Government and the leading British aircraft manufacturers. McDonnell-Douglas expects to sell at least seventy-six DC-10-30Rs, including a number to British airways.

- Netherlands. Our collection of old and worn-out aircraft preserved as monuments or otherwise has been added to by two aircraft: a Dakota (PH-PBA, once the only flying Dakota left in Holland) has been placed outside the Aviodome museum at Schiphol, and a Siai 205 (LN-VYQ) is to be seen in Nieuw-Vennep where it is used for publicity purposes.

- UK. British Air Ferries Carvairs are finally disappearing to more obscure parts of the world. One was sold recently to a French construction firm for use in Iran.

The nationalized British aircraft industry will be known as the British National Aerospace Corporation. BNAC will be formed by merging HSA, BAC, Scottish Aviation, Short Bros. & Harland and Rolls-Royce. The merged companies will probably continue to operate under their old names but under state control. Westland and Fairey-Britten Norman will, for the time being, not be nationalized.

Flight development of the Shorts SD.3-30, a twin-turboprop thirty-seat feederliner, evolved from the successful Skyvan cargo plane, is now progressing satisfactorily with three aircraft flying (G-BSBH, G-BDBS and G-BDMA, c/ns resp. SH.3001-3003), of which the third is the first production aircraft. At the end of last year only five had been sold, but Shorts expect to sell a lot more this year and for some years to come.

The Aberdeen-Dyce based Ba helicopters' S.61N Sea Kings that provide SAR for that region will be replaced by RAF sea Kings HAR.3s during 1977.

- USA. The Boeing 747SP will shortly be awarded type certification, less than a year after the first flight of the plane, which took place on July 4th last year. The B.747SP has reached speeds of up to Mach 0.98 during trials and 46,000 ft, 900 ft above the normal ceiling for the type in the 544 hours that have been flown so far by the three test aircraft. A fourth machine is now flying, having recently flown a world demonstration tour totalling 140 hrs. This aircraft will eventually go to PanAm together with two of the test aircraft. Air France is also an early customer and JAT may also place a firm order for two soon.

Cessna has announced a new version of an existing type and a wholly new type, resp. the 340A and the 404 Titan. The 304A is new more powerful and more comfortable version of the 340. The 404 Titan is a large piston-engined twin with short/rough field performance.

DUTCH REGISTER part five

by Coen van de Heuvel

- PH-DEA. Douglas DC-8-63, c/n 45903, ex N1504U Douglas (f/f 10-4-67), del'd to KLM as PH-DEA "Amerigo Vespucci" on 8-11-67.
- PH-DEB. Douglas DC-8-63, c/n 45901, ex N1503U Douglas, del'd to KLM as PH-DEB "Christophorus Columbus" on 15-7-67.
- PH-DEC. Douglas DC-8-63, c/n 45999, del'd to KLM as "Marco Polo" on 21-7-68.
- PH-DED. Douglas DC-8-63, c/n 46000, del'd to KLM as "Leifur Eriksson" on 25- -68.
- DH-DEE. Douglas DC-8-63, c/n 46019, del'd to KLM as "Abel Tasman" on 27-11-68.
- PH-DEF. Douglas DC-8-63, c/n 46080, del'd to KLM as "Henry Hudson" on 20-6-69, on 19-5-70 to a leasing company (holder KLM).
- PH-DEG. Douglas DC-8-63, c/n 46092, del'd to KLM as "Jan van Riebeeck" on 23-12-69, on 16-6-70 to a leasing company (holder KLM).
- PH-DEH. Douglas DC-8-63, c/n 46075, del'd to KLM as "Vasco da Gama" on 29-8-69, on 6-1-70 to a leasing company (holder KLM).
- PH-DEK. Douglas DC-8-63, c/n 46121, del'd to KLM as "David Livingstone" on 25-1-69, on 1-5-72 on lease to PAL retaining Dutch registration.
- PH-DEL. Douglas DC-8-63, c/n 46122, del'd to KLM as "Fernando de Magelhaen" on 31-12-69, on 23-7-71 to a leasing company (holder: KLM), later leased to PAL via KLM retaining Dutch registration.
- PH-DEM. Douglas DC-8-63, c/n 46141, del'd to KLM as "James Cook" on 22-6-70, on 25-5-71 to a leasing company (holder KLM), on Nov. 1975 leased to Surinam Airways "25 November" retaining Dutch registration.
- PH-DER. Cessna F.172M, c/n 1019, del'd to Br .peldoorn BV on 1-10-73.
- PH-DES. Cessna 182P, c/n 18263920, del'd to Air Service Holland BV on 14-8-75, on 1-1-76 to fa. Mikkers.
- PH-DMA. Fokker S.11-1 Instructor, c/n 6276, ex E-33 (Klu), 1 (MLD), on 19-4-74 to Handelsonderneming Belpak, on 20-8-75 to D-IMCO.
- PH-DMP. Cessna F.172M, c/n 1137, on 28-6-74 del'd to Air Service Holland BV, on 24-9-74 to Stichting Vliegschool Zestienhoven.
- PH-DNA. Douglas DC-9-15, c/n 45718, del'd to KLM as "Amsterdam" on 23-3-66.
- PH-DNB. Douglas DC-9-15, c/n 45719, del'd to KLM as "Brussel" on 28-2-66.
- PH-DNC. Douglas DC-9-15, c/n 45720, del'd to KLM as "Luxemburg" on 30-4-66.
- PH-DNG. Douglas DC-9-32, c/n 4102, del'd to KLM as "Rotterdam" on 18-11-67.
- PH-DNH. Douglas DC-9-32, c/n 47131, del'd to KLM as "Zurich" on 12-12-67.
- PH-DNI. Douglas DC-9-32, c/n 47132, del'd to KLM as "Stanboel" on 3-1-68.
- PH-DNK. Douglas DV-9-32, c/n 47133, del'd to KLM as "Kopenhagen" on 10-1-68.
- PH-DNL. Douglas DC-9-32, c/n 47190, del'd to KLM as "Oslo" on 24-1-68.
- PH-DNM. Douglas DC-9-32 CF, c/n 47191, del'd to KLM as "Madrid" on 27-4-68.
- PH-DNN. Douglas DC-9-33CF, c/n 47192, del'd to KLM as "Wenen" on 16-4-68.
- PH-DNO. Douglas DC-9-33CF, c/n 47193, del'd to KLM as "Oslo" on 17-5-68.
- PH-DNP. Douglas DC-9-33CF, c/n 47194, del'd to KLM as "Athene" on 12-6-68.

THE-FELLOWSHIP STORY part one

J.Struben traces the development of the Fokker F.28 Fellowship, with thanks to Fokker-VFW International BV (especially to Mr.L.J.N.Steijn of the Persdienst).

It is hard to say what aircraft is Holland's pride and glory. One thing is certain, it is either the Fokker F.27 Friendship, the world's most succesful turboprop airliner with 648 aircraft of this type sold to date (including the Fairchild-built ones), or the Fokker F.28 Fellowship, Holland's first jet airliner and a very remarkable one too.

The Fellowship family we know today evolved from a project in the early sixties named P.290. This was a small twin jet airliner, with a straight wing (by the way this was the first Fokker airliner with a low set wing), a T-tail, two engines with thrust reversers in Carevelle-configuration, only a bit higher, like on a A-10, and forty-four seats in a pressurized cabin.

It was decided to built this aircraft as F.28 Fellowship. At the 1962 Hannover Show the Fellowship was first shown to the public, in the form of a scale model. The F.28 project that was now publicized had come some way from that the P.290 looked like. This project was for a slightly larger aircraft that looked very much like the first prototype, but still retained a straight wing. There would be room for 55 to 60 seats, and the engines would be Rolls Royce RB.183-1 Spey Juniors of 3924kgs thrust each, provided with thrust reversers. This F.28 would weigh some 23000 kgs.

More detailed design followed and then construction of the three prototypes, the second of which would be used for static tests only. This stage of the development was partially financed by the Dutch government in a similar deal as with F.27 development: the money was to be repayed from the sales of the aircraft involved.

On 9 May 1967, the first prototype of the F.28-1000, PH-JHG, made its first flight, followed by the third prototype, PH-MOL. The Mk.1000 differed from the F.28 project of 1962 considerably. The wing was now of moderate sweep-back, the weight had risen to 28123kgs (later to 29486kgs) there were 60 to 65 seats and in the production Mk.1000s the Spey Juniors were replaced by Rolls Royce 555-15 Speys of 4181kgs thrust each. Another remarkable change was the replacement of the thrust reversers with large airbrakes at the rear extremity of the fuselage. The standard M Mk.1000 has a range of 1800kms with maximum payload and was certificated in 1968, and four rough field operations in June 1972. Deliveries started on 24 February 1969 to the German charter company LTU.

Apart from the Mk.1000 discussed above there are two variations on that theme: the VIP version and the convertible version (Mk.1000C). The VIP version is a twenty-seater with a range of no less than some 4000kms, this large range is due to the lower weight of the aircraft as compared to the standard Mk.1000 and the larger fuel capacity. Several governments have bought VIP Fellowships, including the Dutch government.

The Mk.1000C is a convertible freighter. There is a fairly large upward hinging cargo door in the starboard side of the fuselage just behind the cockpit, the floor is strengthened to sustain the greater weights involved in freight transport, and the seats are mounted on rails in palletized form, so that conversion from passenger to cargo role and viceversa can be carried out in twenty minutes. Some companies however use their F.28-1000Cs in the freight role only, like for example Iberia who used their three Mk.1000Cs for cargo and mail flights and as pilot training aircraft during those flights, thus killing two birds with one stone.

to be continued next month.

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