

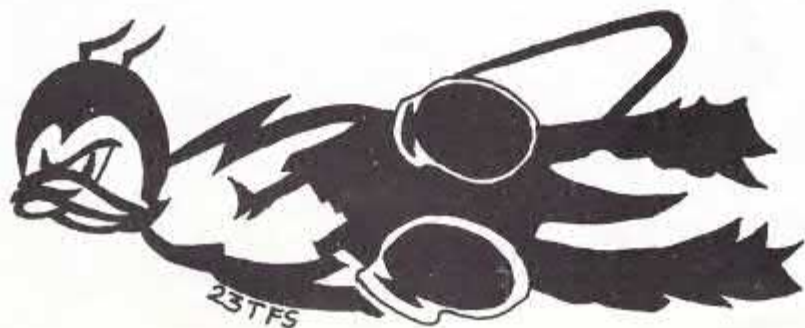
# FLASH

NR 73

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**military aviation magazine**





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Dear reader,

The weekend of October 23rd and 24th was a very good one for spotters in England. This weekend saw a real invasion of very rare American aircraft. Our colleagues over there could choose between visiting three very interesting items (or combine the visits).

It all started on October 22nd at St.Mawgan, with the arrival of no less than twenty Intruders, nine Phantoms and several Hercules. To make things even more interesting was the fact the all aircraft were of the USMarine Corps. They left for the States at 8.00am on Sunday.

The second item was the two days visit of the aircraft-carrier USS Kennedy to Portsmouth. On both Saturday and Sunday all people in possession of an invitation-card were allowed to visit the carrier. They were brought to the carrier by little ships as it had dropped anchor just in between the Isle of Wright and the harbour.

The third item was the deployment of 16 F-105 Thunderchiefs to Lakenheath. Actually the deployment should have brought 18 a/c. Unfortunately two a/c had to abort. The Thuds arrived in the late afternoon of Saturday. This spotters-festival was also attended by Mr.Softee, an ice-cream man wanting to sell ice-cream with a temperature of 10°C!!!!

From now on the photo-page cartoons are being made by Mr.P.Weehuizen (momus).

Jac van Tuyn.

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- Sample-copies of FLASH are free obtainable at the editorial address.

NEWS ----- NEWS

With special thanks to: F.v/d.Berk, A.Booy, R.Breur, R.Corsten, B.v't.Ende, M.J.Mason, T.Mulder, J.v/d.Oever, D.O'Mahony, R.Portengen, M.D.Tabak, C.D.Taylor, F.Uytenhout, G.v.Veen, S.Warren, N.A.Wiltens, 1st TASW, RSLeeuwarden, Brittany Air Spotter Group, Vliegende Hollander and Aircraft Illustrated.

HOLLAND

-- On 17 September the 700L Squadron was formed at Yeovilton. This sqdn. is to become a training unit on the Westland Lynx. Attending this celebration was the first Lynx for the Marine Luchtvaartdienst (Royal Netherlands Navy) registered G-17-1. This Dutch Lynx (designated AH-14) made its first flight in July at Yeovil where the Westlands' factories are. The Dutch Lynxs will be registered 260 and onwards.

-- Movements at Valkenburg included:

- Sep. 1: OT-ZPC/M-3 Alouette III Belg.Navy (also on 20,21,22-9)
- 7: O-10653 T-39A USAF 7101ABW
- 8: XX380/M, XX411/P Gazelle AH.1 Royal Marines 3CBAS
- 10: OT-ZPB/M-2 Alouette III Belg.Navy
- 14: 141023 C-131F USNavy/NAF Mildenhall (also on 29-9)
- 15: 10685 T-39A USAF 7005ABS
- 16: XX507 HS.125 CC.2 RAF 32Sqn
- 17: XM331/653, XP140/654, XM872/662 Wessex HAS.3 RN 737Sqn (code PO) XT469/PO514, XT763/PO515 Wessex HU.5 RNavy 772Sqn
- 20: No.67 Atlantic Fr.Navy 21F
- 21: XR442 SeaHeron C.20 and XJ319, XJ350 SeaDevon C.1. All of 781Sqn R.Navy, operating from Valkenburg for three days in connection with the ship-collision near Den Helder.
- 22: HF-N, HF-J, 7, 5 Harvards of which two converted as Thunderbolts and two as Focke Wulfs
- 23: 41-70/MM40108 Atlantic ItAF 41Stormo/88Gruppo
- 24: XR441 SeaHeron C.20 RNavy 781Sqn ?/CU576 SeaKing 706Sqn XT475/W-N, XT479/W-X Wessex HU.5 R.Navy 707Sqn
- 25: 148895 KC-130F USMC VMGR-252 ?/W-Q Wessex HU.5 RN 707Sqn
- 27: 10713 Argus CL.28 Mk.1 CAF 404Sqn XX376/K, XW912/L, XX411/P, XX413/R Gazelle AH.1 R.Marines 3CBAS
- 28: XR442 SeaHeron C.1 RN 781Sqn
- 29: 158935/LP-49 P-3C Orion USNavy VP-49
- 30: 149798/BH KC-130F USMC VMGR-252 59-23 DO-28D WGN MFG-5 50-85 C-160D WGAF LTG-63

-- From December 1952 till October 1967 the Royal Netherlands Air Force operated 59 L-18Cs, From March 1955 till January 1969 she operated 17 L-21As. In February 1955 the first of 79 L-21Bs was delivered. On 1st October the Klu had only 14 L-21Bs in service. The same day this number was reduced to nine with the withdrawal of the last five Piper Super Cubs of No.300Sqn (R-115,120,131,182,186). The remaining nine were spread over all the air force bases in Holland being used as glider-tugs. By now these Pipers also will have left military service and joined the other 22 civil Pipers of the KNVvL, still being used as glider-tugs.

-- The departure of four Dakotas of the Finnish AF were the last movements at Deelen in connection with the film "A Bridge Too Far". One day before on 21 September, three Danish AF Dakotas returned to their home-base Vaerlose.

On 31 August seven Dakotas arrived at Deelen: Via Hamburg four C-47s of the Fin.AF. DO-4,7,10,12 (using call-signs FinAF354,357,360,362 resp.) Via Eelde three C-47s of the RDenAF K-685,687 and 688. All had the light-brown World War II camouflage scheme, but still carried the national roundels. Within one day these were removed in favour of the USAF roundels and registrations.

A complete registration-view on the 11 C-47s:

N9983Q - RAF KM149/YS later AF - USAAF N9983Q code L-D8 later E-D8

D)-10 - USAAF 721182 code I-CI later H-C3  
 N9984Q - RAF KG736/YS later AF - USAAF N9984Q code L-D7 later U-D8  
 N9985Q - RAF KG411/CS - USAAF N9985Q code L-D9 later only L  
 N9986Q - RAF ? /CS - USAAF N9986Q code L-D6 later T-D3  
 K-685 - USAAF 337185 code I-C6 - RAF KG-912  
 K-687 - USAAF 823561 code I-C3 later P-C3  
 K-688 - USAAF 315317 code I-C8 later I-C3  
 DO-4 - USAAF 700318 code I-D1 - USAAF 70038 code L later J-D8  
 DO-7 - USAAF 711212 code I-D3 later F-D8  
 DO-12 - USAAF 314013 code I-C7 later the code was removed

Additions and corrections to the registrations published in Nr.71:  
 F-OCKU 25810/1465 has to be F-OCKY 25810/14365. N9986Q was coded L-D6.  
 According to the serial plate in its cockpit, N9984Q ex Portugese AF  
 6135 had serial-number 51-41406(!).

Of the four C-47s (N9983-9986Q) bought by the film company, three will  
 be sold again and the fourth will be used for another World War II  
 film "Soldaat van Oranje". Also still at Deelen are the remainings of  
 five Horsa gliders (RJ179,279,139,300 and JL482).

Noted visitors were T-405 Saab Supporter RDanAF and 3-9 and 15738 UH-1  
 UH-1H USArmy on 23-9.

-- Looking through the back-issues revealed the missing of Eindhoven  
 movements for four months. Something got to be done about this:

Apr.13: C-12 F-27M 334Sqn K-3046 NF-5A 316Sqn  
 May 5: D-5801 TF-104G CAV D-8107 RF-104G 306Sqn  
 Jul. 5: 30-58,32-87 G-91R WGAF LEKG-43 BA-08,44 Mirage 5BA BAF  
 8: XS512/W-T, XS517/W-V, XT771/W-R, and codes W-Y,W-W, all Wessex  
 HU.5s Royal Navy 707Sqn K-4011 NF-5B 316Sqn  
 Aug. 3: BA-59 Mirage 5BA BAF 3Wing/1Sqn  
 Aug.20: 72-00 UH-1D WGAF/SAR 72-23 UH-1D WGArmy  
 25: FX-30 F-104G BAF (and three others)  
 26: FX-99, FX-61 F-104G BAF 10Wing AEB/1283 Gazelle ALAT  
 BR-19, BR-22 Mirage 5BR BAF 42Esc.

Saturday, September 18th, Eindhoven saw an invasion of USArmy aircraft  
 As every year, the liberation by the 101st Airborne Division of the  
 city of Eindhoven is celebrated on this day. Traditionally the cele-  
 brating activities are attended by a delegation of the 101st AD. This  
 year they were brought in from Germany while being there because of the  
 exercise "Reforger". Transporting a/c: 15907 U-21A; 21674 and 15723  
 UH-1H; 18528 and 22286 CH-47C.

UH-1Hs and CH-47Cs are all helicopters involved in Reforger and the  
 later CH-47 had a badge of the 101st AD on its tail. Except for 22286  
 all a/c departed on Sunday the 20th. 22286, reportedly of fiscal year  
 76(!) with only 60 flying hours, also wanted to leave but its engine  
 caught fire and had to stay behind. It lasted till 15 October when it  
 finally could return to Germany after having received a new engine.

Sep.20: 15832 CH-47C (picked up the crew of 22286)  
 Sep.22: 15738 UH-1H USArmy (15733 on 23-9)  
 29: 20954 CH-47C USArmy 582Transport Company (immediately after  
 take-off it had to return again because of a defect generator)  
 30: 18014 U-21A USArmy  
 Oct. 8: 84-81 CH-53G Heer  
 14: 16008 CH-47C USArmy (brought new engine for 22286)

-- Movements at Leeuwarden included:

Jul.12: CR74-044,052,664,657 F-4E USAF 255/V SP-13A MLD  
 14: CR74-047,041 F-4E USAF 32TFS K-3001 NF-5A Klu TestGr.  
 15: SP66-748 F-4D USAF 52TFW  
 16: CR74-055 F-4E USAF 32TFS SP66-745 F-4D USAF 52TFW  
 FX-07, FX-11 F-104G BAF 1Wing  
 19: ZR68-563,567,602 RF-4C USAF 26TRW D-5803 TF-104G CAV  
 C.14-663, 664 F-4E USAF 32TFS (based for a week)  
 20: 70-54 UH-1D WGAF HTG-64 XX843/T Jag.T.2 RAF 2Sqn  
 Arrival of four Phantom FGR.2s of No.29Sqn from Coningsby for

Leeuwarden cont.

a squadron-exchange with 322Sqn (leaving on 29-7):  
XV407/X, XV418/C, XV485/K, XV501/- (the latter in 31Sqn marks)  
Transport: XR370/Ajax Belfast C.1 53Sqn  
To Coningsby: D-8082, 8083, 8293, 8297, 8319, 8319, 8338, 8093, 8109  
and D-8272.

- 21: XV423/P, XT906/T Phantom FGR.2s RAF 29Sqn (replac. XV407, XV501)  
K-3054(316), 3006(-), 4016(315) NF-5A/Bs
- 22: D-6700, 8337 F-104G 311/312Sqn K-3012, 4027 NF-5A/B 315Sqn
- 23: D-5807 TF-104G CAV HR68-531 F-4E USAF 50TFW
- 27: 24-77, 26-30 F-104G WGAF JB-31  
R-340, R-645 F-104G RDanAF Esk.723 (based for 3 days)
- 29: XR369/Spartacus Belfast C.1 RAF 53Sqn
- Aug. 2: 202/V SP-2H MLD K-4028 NF-5B 316Sqn
- 3: K-3031, 3054, 4024, 4028, NF-5A/B 316Sqn D-8051 F-104G 311/312Sqn
- 4: BA-07, BA-39, BD-12, BD-12 Mirage 5BA/BD BAF all 3Wing  
23-50, 27-97 TF-104G WGAF WS-10
- 12: 51-35/MM6785 51-43/MM6780 F-104S ItAF
- 16: BA-41, BA-15 Mirage 5BA BAF 3Wing  
20-43, 20-75 F-104G WGAF JABOG-33
- 18: Non-stop take-off of 26 F-104Gs, starring: D-6667, 6655, 8061,  
5817, 8286, 8109, 8338, 6653, 8083, 8311, 6652, 8324, 8098, 8090, 8093,  
5815, 5702, 6656, 8049, 8053, 8297, 8058, 6657, 5809, 5813, 8089.  
D-10 Do-27 Belg. Army
- 24: WL745 "Sage" Shackleton AEW.2 RAF 8Sqn
- Sep. 2: 22-43 F-104G WGAF JABOG-34 072 Sea King RNoAF 330Sqn
- 11: CM-01 Mystere XX BAF No.193 Mystere XX FAF  
16-05 Hansajet WGAF TBSS SM-12/MM62012 DC-9 ItAF  
XX508 HS.125 CC.2 RAF 32Sqn
- 12: CM-02 Mystere XX BAF
- 14: FX-41, 85, 28, 38 F-104G BAF 10Wing

Visiting Bo.105Cs during these days: B-43 without sqn-markings;  
B-40, 47, 67, 64, 73 of 298Sqn and B-38, 37, 63, 71 of 299Sqn

-- Just after 3.00p.m. D-5815, a Dutch Starfighter from Leeuwarden,  
crashed just off the coast near Harlingen (Fr.) on 12 October. The  
TF-104G had made an overshoot at Valkenburg and returned to Leeuwar-  
den to make several overshoots. While on circuit for another overshoot  
it intercepted another Starfighter. The latter "staF" from Volkel re-  
turned from a mission to Germany and after two escapes the pilot thought  
to have shaken off the intercepting TF-104G.

Actually the TF-104G suffered technical problems. The pilots ejected  
but drowned. Just before the a/c hit the water the aircraft exploded.

-- Since the beginning of August the main-runway of Ypenburg has been  
subject to repairs. All movements below, were possible due to the  
existence of a taxiway alongside the main runway.  
So Ypenburg became another air base of the Klu to be closed during  
August and September:

- Aug. 30: NAF903 F.27 Nigerian Air Force (test-flight)
- 31: D-8256 F-104G (arriving for overhaul) K-4019 NF-5B (overshoot)
- Sep. 6: D-6668 F-104G (testflight after overhaul)
- 9: 631 F-104G RNoAF (testflight after overhaul)  
This testflight was made by a Dutch pilot from Leeuw. who had  
arrived that day in D-8341. After the testflight he returned  
home again.
- 13: Delivery of 631 (with entirely new wings) to the RNoAF
- 14: 24470 T-39A USAF
- 20: D-5809 TF-104G K-4019 NF-5B V253 SP-13A MLD  
D-8280 F-104G (delivery to the Klu)
- Oct. 5: 263 TF-104G RNoAF (arriving for overhaul)  
NAF904 F.27 Nigerian AF (testflight)

-- Except for the real big ships like the USS Kennedy, all ships involved in exercise "Teamwork" spend some days in the harbour of Amsterdam. Between 24 and 30 September 17 ships were present in the "Oostelijke Handelskade" having helicopters on board:  
 HMS London (XM838/LN405 Wessex HAS.3) RNavy; HMS Rhyl (XS567/470 Wasp HAS.1) RNavy; HMS Berwick (XV624/440 Wasp HAS.1) RNavy; HMS Galatea (XT443/461 Wasp HAS.1) RNavy; HMS Amazon (XT786/320 Wasp HAS.1) RNavy; HNLMS Poolster (245 AH-12A) MLD; HNLMS De Ruyter MLD; HMS Gurkha RNavy; HNLMS Van Nes MLD; USS Garcia USN; USS Brumby USN; USS Edward McDonnell USN; USS Mount Whitney USMC/USN (CC-20); RFA Grey Rover RNavy; RFA Resurgent RN BSL Loire Fr.Navy; USS Austin USMC (LPD-4).  
 Those who didn't visited the ships were saved a real disappointment as not a single helicopter was displayed.

FRANCE

-- Noted CM-170Rs at Salon de Provence on July 27th:  
 312-TP/405, -AT/438, -AO/440, -AC/445, -TB/447, -TE/450, -TA/454,  
 -AA/457, -AY/462, -TC/463, -TW/464, -AN/467, -TD/471, -TY/478,  
 -AP/480, -AQ/482, -BM/483, -AD/485, -BY/490, -AS/497, -AE/502,  
 -TJ/507, -TH/510, -AK/519, -TS/523, -TV/525, -BW/528, -AV/530,  
 -AL/551, -BZ/554, -AR/566, -AZ/568, -AG/572, -TF/575.  
 Also: 312-US/15, -UW/32 and -UR/33 being Mystere 4As

-- Noted CM-170Rs at Aulnat on August 4th:  
 313-TH/221, -DD/233, -CV/2.., -CA/346, -DB/349, -CX/402, -DO/407,  
 -CP/418, -DA/419, -DE/427, -CS/436, -DV/446; -CF/451, -CG/452  
 -DL/458; -CO/470, -CQ/472, -CT/484, -DK/513, -DF/521, -DZ/522  
 -DW/531, -CH/537, -DL/573, -CB/? , -DN/? , -DU/? , -TI/399  
 Also: 307-SD/6, -SG/9, -SH/10, -SN/16, -SP/18, -SQ/19, -SW/25,  
 307-SX/26 and -SZ/28, all CAP-10Bs.

-- Movements at Lahn-Bihoue included:  
 Sept.1: No.40, 46 MS-760 SRL No.32 Falcon 10 SRL  
 CA/45061 DC-7C CEV AGV MH-1521M ALAT/Rennes  
 3: C-2 F-27M RNethAF 334Sqn 61-MD/F-4 C-160F ET.1/61  
 "CARROUSEL" SA-330 Puma FAF (presidential helicopter)  
 6: 18487 C-47D 56S XV204 C-130K RAF LTW  
 XL494, XL502 Gannet AEW.3 Royal Navy 849Sqn (these stayed with  
 4F for 6 days) 64-BR/182 N-2051 ET.3/64  
 7: No.33, 52 Etendard IVM 11M No.11 Br.1050 6F  
 8: No.27 Br.1050 4F (new delivery) 929 PA-31 Navajo SLD  
 9: No.32, 39 Falcon 10 SRL 701 C-47D SLD  
 13: 314-UJ/21028 T-33A GE314 No.11 Etendard IVM 11F  
 14: XV211 C-130K RAF LTW 50-49 C-160D WGAF LTG-61  
 No.20 CM-175 59S (stored) 64-PL/45473 DC-6B ET.2/64  
 16: 77011,76725 C-47D SLD No.75 Br.1050 11F (new delivery)  
 20: No.49 Br.1050 4F (new del.) No.4 Br.1050 4F (stored)  
 No.85 N.262 ERC 916 PA-31 Navajo ERC  
 21: No.27 Br.1150 24F (new del.) 13142 DC-3 FAF CNET  
 F-ZBAI Alouette III (new delivery)  
 22: 314-VK/16718 T-33A GE314 221-20 P-3A SpanishAF Esc.221  
 23: 314-VP/53103 -VS/16870 T-33A No.11 Br.1150 22F  
 27: 76209/709 C-47D 56S

ITALY

-- A T-33A of the 603rd Squadriglia Collegamenti of the 3rd A/B crashed on one of the first days of August. The accident happened during the landing at the home-base Villafranca. The only pilot in the aircraft was killed. The T-33A, code 3-484/MM51-17484 has been w/o.  
 The RF-104G, last month reported to have crashed on 22nd May actually crashed on 22nd June.  
 -- The Aermacchi is developing a new jet: the MB-340. It will be a little longer than the MB.326 but much bigger. With a new engine, the MB-340 can carry the double weight of the MB-326.

- A new F-84F monument is now at Vedelago (near Treviso). It is 53-6634, code 51-30 and has the 155th Gruppo's colours, but the 155th Gruppo never had F-84Fs with the 51st Stormo. Just 6th and 50th Grupos did.

#### UNITED KINGDOM

- Being involved in exercise "Teamwork" a Jaguar T.2 of the RAF crashed 30 miles off the coast of the Danish Isle of Samsø. The accident took place on 13 September and both pilots were killed.
- The last operational flight of the Belfast C.1 in RAF service was from Gutersloh to Brize Norton on 12 September. Two days later, No.53Sqn, flying all ten Belfasts, was disbanded at Brize Norton. A remarkable phrase was spoken by Air Vice Marshal P.G.K. Williamson on occasion of the disbandment: "If a civilian buys it and offers the RAF a priority charter it could be very convenient".  
Noted at Brize Norton on October 3rd: 1211 C-130H Abu Dhabi AF;  
NAF913(4639), NAF915L-100s of Nigerian AF                      5-146 C-130H IIAF  
The IIAF C-130 had a new serial presentation and colour scheme. The serial number is in arabic script on the port side and written normally on the starboard side.  
Also noted on this date were the first two Andovers for 115Sqn: XS639 and XS603 which are to replace the Argosy E.1s.
- No.19 "shadow" squadron took delivery of its first Phantoms at Wildenrath on 27 September. By now No.19Sqn has at least four FGR.2s on strength. A.O. XV464 (in full No.19 colours), XV498/H and XV ? /S (both in No.2Sqn colours).

#### UNITED STATES of AMERICA

- All "big bosses" within the NATO were present at Ramstein on the occasion of the opening ceremony of the annual series of exercises during the later part of the year. Under the covering name of "Autumn Forge" a total of 27 exercises were/will be held throughout Western Europe. It all started with "REFORGER VI" (Redeployment of Forces to Germany) which, by now, will have ended. In addition to the facts given last month, some new information about this year's operation.  
In ten days some 13,000 soldiers of the 101st Airborne Division from Fort Campbell, Kentucky, moved to Europe (and not 400,000 as mentioned last month; this figure approaches the total amount of soldiers involved in "Autumn Forge", namely 250,000).  
The 350 helicopters were freighted to Europe in only two ships. Stripped of doors, tails, rotor-blades etc. they were craned into the below-decks. Immediately after arriving in the Harbour of Gent, the helicopters were embarked, assembled, hover-checked and flown to a nearby airstrip. In the meanwhile chopper-pilots were flown in by C-141As and within three days all choppers were on their way to Germany.
- Euphemistically expressed "Crested Cap" is getting a bit complicated. Let's try to put down on paper what happened. Don't blame us, if you lose the thread somewhere.  
Already mentioned last month was the arrival of 24 HOs at Hahn on 24 and 25 Aug. and 24 HOs at Ramstein on 25 Aug.  
Some of these HOs were amongst the 18 F-4Ds coming from Thailand in Dec.1975: 65-0672 ex EG (noted as such in 9/69), 66-7491 ex OC, 66-7760 ex WP (noted as such 4/74), 66-7593 ex ?, 66-7594 ex FO (in 70). These first waves of HOs were accompanied by eight reserve aircraft. These all went to Lakenheath and as only seven (HO65-0730, 66-0266, 66-7766, 7472, 7701, 8700, 7626) arrived it is most likely that one HO had to return before making the trans-atlantic crossing. After some days at Lakenheath the HOs went to Torrejon, Spain. Later all would show up with the second waves of HOs.



Crested Cap cont.

On 22 and 23 Sept. the second waves of HOs arrived at Hahn:

HO64-(0)938, 64-(0)965, 64-(0)968, 65-(0)583, 65-(0)629, 65-(0)654,  
HO65-(0)679, 65-(0)697, 65-(0)707, 65-(0)717, 65-(0)791, 65-(0)792,  
HO66-(0)254, 66-(0)277, 66-(7)464, 66-(7)469, 66-(7)476, 66-(7)529,  
HO66-(7)461, 66-(7)648, 66-(7)674, 66-(7)730, 66-(7)766, 66-(?)771.

The day before Ramstein had received its share of the second wave:

HO64-(0)937, 64-(0)942, 64-(0)953, 65-(0)596, 65-(0)611, 65-(0)647,  
HO65-(0)752, 65-(0)768, 66-(0)244, 66-(0)259, 66-(0)266, 66-(7)470,  
HO66-(7)472, 66-(7)477, 66-(7)488, 66-(7)608, 66-(7)626, 66-(7)701,  
HO66-(7)721, 66-(7)724, 66-(7)753, 66-(8)700, 66-(8)819, 66-(7)726.

Again like during the first waves these 48 HOS of the second waves were accompanied by HO64-(0)945, 65-(0)671, 64-(0)975, 65-(0)617, 64-(0)939, 66-(7)693, 65-(0)595, 65-(0)730. which arrived at Lakenheath 23 Sept.

On 25 September 28 HOs departed from Ramstein of which four a/c acted as reserve (see Ramstein movements) and one day later 28 HOs departed from Hahn (registrations unknown).

What happened to the reserve HOs at Lakenheath is not known. But most likely only one (HO66-(7)693) went to Germany. Reason for this suggestion: at the time both the first and second waves were in Germany, they made a grand total of 103 (48 first wave 48 second wave and 7 reserve a/c). After departure of 2x28 HOs only 47 HOs were left.

Only three of the planned four AC-130s arrived at Zweibrucken. This deployment of 1st TOSW from Hurlburt Field, Florida, lasted from 2-20 September. AC-130s involved: AH69-570, 69-575 and 69-576.

With the registrations of the EB-57s at Spangdahlem a typing error slipped in: 54206 has to be 54266.

Thanks to a very attentive reader, it was discovered that the registration list of the deployment of the A-7s at Leckfeld contained a lot of mistakes. Therefore again the list. This time the correct ones:

MB69-206, 69-236(not 276), 70-932, 70-939, 70-964, 70-990, 70-999,  
MB70-013, 71-337, 69-218(not 71), 69-239(not 71), 70-933(not 71),  
MB70-952(not 71), 70-976(not 71), 70-983(not 71), 70-004(not 71),  
MB70-037(not 71), 71-353(not 383).

Noted at Hahn on October 6th were the following local Phantoms:

F-4Es: HR68-516, 528, 529, 530, 534, 535, 74-056, 057, 623, 626, 628, 629, 632,  
HR74-633, 635, 636 F-4D: HR66-781

Other Phantoms: HO65-629, 679 66-464, 469, 489, 658, 693, 772

It looks like the old F-4Es of 496TFS are replacing the F-4Ds of 10TFS. The latter are now being divided between 52TFW and 81TFW. Noted at Bentwaters on 20-9 following ex 10TFS F-4Ds: 66-667, 694, 714, 720, 754, 689. While HR67-555 was noted at Spangdahlem on 14-9

On July 28, the US Department of the Navy gave its fiat for engineers of McDonnell-Douglas and a design team of Hawker Siddeley to modify two flying AV-8As to prototypes of the AV-8B, designated YAV-8Bs. First flight of the YAV-8B is scheduled for late 1978.

Service entry with the US Marine Corps has been planned for 1983-1984, as replacement of the A-4 Skyhawk. In general it's expected that a total of 350 AV-8Bs will be required.

Movements at Upper Heyford included:

Seq 15: 38-27, 38-35 F-4F WGAF JG-71 80229(93BW), 76475 B-52Gs  
16: 50673, 60671, 50090, 60672 all B-52Ds of 7BW

All B-52Ds had glossy black underwings, fuselage and tail, standard camo on top and serial in red on the fin. There were two types of "last three/four" serial presentation on the nose 673, 090 and 0671, 0672. This suggests that two a/c were drawn from each of the two bomber squadrons of the 7BW at Carnwell AFB namely 9BS and 20BS.

All four a/c had a stylised "55" painted on the mid fuselage in cream, which might suggest that they had been operating with

Upper Heyford cont.

55TFS/20TFW, while on deployment. The last two a/c left on 25-9.

Sep. 17: SJ73-1165, 73-1193 F-4E 4TFW

19: CR74-045, 74-660 F-4E 32TFS (left 21-9)

21: 146447/GD-4, 146446/GD-3 ERA-3B USNavy VAQ-33 FEWSG (night-stop)

53118 EC-135K 8TDCS

156170/70 EC-130Q USNavy

23: 10876 C-9A 55AAS

23536 EC-135K 8TDCS

25: 23536, 53118 EC-135K 8TDCS

Oct. 3: WR66-747, 66-754 F-4D 81TFW

CR74-656 F-4E 32TFS

104862, 104656 CF-104D/G CAF

-- On August 24th, LN66-(7)480 of the 48TFW crashed after take-off from Lakenheath. Both pilots ejected safely.

-- Within a short time six Phantoms were subject to sabotage. In the beginning of August wires were found in the air-intakes of three F-4Es of 32TFS, just before taking-off from Soesterberg. The wires were discovered during the routine checks prior the take-off. According to the American information officer an accident was involved but they didn't exclude sabotage.

The second case was more obvious. While visiting the Norwegian Air Base of Sola, three F-4Es of 36TFW were tried to set on fire by a Norwegian lieutenant. The man had put a fosfor bomb under the a/c and shot the bomb on fire with a revolver from a safe distance. Due to very attentfull interference of the fire-brigade of the air base the damage was restricted to a burnt-out engine-starter. The lieutenant committed suicide afterwards.

-- Visiting Portsmouth Harbour (England) on October 3rd, was the US Marine Corps helicopter vessel, USS Guadal Canal. All of HMM-362:

UH-1N: 159190/YL-24, 159191/YL-25, 159194/YL-26 (ex EG/35 USSGuam),  
159193/YL-27 (ex EG-36 USSGuam)

AH-1J: 157800/YL-21, 157796/YL-20, 157793/YL-22, 157804/YL-23

CH-53D: 156959/YL-1, 157740/YL-3, 157742/YL-4 (ex EG-20 USSGuam),  
157741/YL-5 (ex EG-21 USSGuam), 157738/YL-11 (ex EG-22 USS  
Guam), 157730/YL-10

CH-46F: 155313 (no code and in navy markings), 157720/YL-17,  
157718/YL-15, 157650/YL-16 (ex EG-4 USSGuam), 157702/YL-12,  
157666/YL-14, 157668/YL-13

-- On September 14th, a F-14 Tomcat of the USNavy sank into the 600 metres (1800ft.) deep waters North East of Scotland. The accident took place while taxiing on its mother-ship USS Kennedy. The aircraft sank immediately and due to the horizontal speed it had while entering the water, the exact location of the Tomcat couldn't be estimated.

A Russian cruiser, as usully shadowing the carrier, also observed the accident and just like the Americans started a search for the Tomcat.

This worried the USN very much as the a/c was armed with the top-secret and highly sophisticated Phoenix-rockets. This alarm proved not to be in vain as when the Tomcat was found the Phoenix-rockets were missing.

-- Movements at Ramstein included:

Sep. 15: WR66-751 F-4D 81TFW H066-718, 737, 536, 489 F-4D 49TFW

32-74 G-91R WGAF LEKG-41 24-90 F-104G WGAF WS-10

90008 C-5A 436MAW 62-KH/104 N-2501 FAF

01876 YC-15 (for several days at Ramstein for evaluation tests)

60163(437), 40622(438), 40647(438), 40624(438), 50217(437),

50250(60), 40615(437), 40437 and 67957 all C-141As

21: 27-84 TF-104G WGAF JABOG-31 VP968 Devon RAF

BT68-411 F-4E 36TFW CR74-653 F-4E 32TFS (till 24-9)

H066-587, 617, 276, 465, 731, 745, 65-760, 584 F-4Ds 49TFW

70165(62), 60143(60), 60137(437), 40633(437), 59400 C-141As

24: WR66-615 F-4D 81TFW HR66-750 F-4D 50TFW

HR74-632 F-4E 50TFW 00445, 90008 C-5A 436MAW

Ramstein cont.

- Sep.24: 23844 U-8F USArmy 16395 'Geronimo', 21569 UH-1H USArmy  
50220(437), 50230(60), 50240(62), 50279(437), 60136(437),  
60174(437), 60143(63), 60190(63), 67953(438), 70004(438),  
70018(62), all C-141As  
HO65-598, 66-465, 66-506, 66-587, 66-460, 66-687 F-4Ds 49TFW  
ZR68-556, 68-560, 68-564, 68-576, 69-361, 69-367 RF-4C 26TRW
- 25: Departure of 28 HOs for a nine-hours non-stop trans-atlantic  
flight back home to Holloman AFB: HO64-937, 64-942, 64-953,  
65-584, 65-586, 65-588, 65-611, 65-626, 65-672, 65-760, 66-259,  
66-266, 66-457, 66-460, 66-470, 66-472, 66-587, 66-591, 66-617,  
66-626, 66-701, 66-721, 66-723, 66-731, 66-745, 66-753, 66-760  
and 66-700. all F-4Ds.
- 30: 50227(62), 60132(438), 67957(63), 70010(438), 70002(438),  
70025(60), 67950(438), 60209(437), 50279, 70004 all C-141As  
70-15982, 70-15996, 68-17079, 70-15994, 70-15980, 69-16416,  
and 68-17065 all AH-1Gs on their way back to the States  
HO65-672, 66-460,457,591,687,640,690 all F-4Ds 49TFW

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WORLD WIDE NEWS ---- WORLD WIDE NEWS

- AUSTRIA:** Recently took delivery of the last of twelve OH-58F Kiowas. The OH-58F is an armed observation version.
- INTERNATIONAL:** NATO's defence planning committee has selected the Boeing E-3A as the best solution to the AEW problem in Europe. The other competitors were the Grumman E-2C Hawkeye and the proposed AEW Nimrod. According to West Germany's defence minister Leber 32 E-3As are needed. Due to the high program cost, now estimated at at least £1.4 billion (6½ milliard guilders) it is most likely that the participating countries will purchase the aircraft jointly. Whether they will operated jointly is a different question, that hasn't been answered yet. A decision to purchase will not be made before December, but could well take much longer.
- IRAN:** The IIAF has reportedly ordered three P-3C Orions for ASW to be added to the six P-3Fs now in service which are only for surface surveillance. The IIAF is said to be having a requirement for a total of eighteen P-3Cs.
- IRAQ:** The IraqiAF will receive two L-100-30 Hercules with an option on two more and is negotiating with the French government on the purchase of 54 Mirage F.1s and approximately 50 Jaguars. They are also interested in about 40 aircraft in the Hawk/Alpha Jet class.
- JAPAN:** It is now fairly certain that the JASDF will buy 100-120 F-15 Eagles, to be built by Mitsubishi. The first batch will be included in the 1977 defence budget.  
The JGSDF will order a first batch of only four Bell AH-1s in the 1977 defence budget. Initial plans call for the formation of two independent units with 16 AH-1s each, followed by equipment of locally-based units.
- LYBIA:** On April 14th three Alouette IIIs were delivered: LC2281, LC2288, LC2289.
- PAKISTAN:** The PAF has announced that it has requirement for 110 Vought A-7 Corsair IIs. As soon as the US and Pakistani government sort out their political difficulties, an order will be placed. Deliveries will not start earlier than January 1978.
- RHODESIA:** According to US Senator John Tunney, the SAAF support Rhodesian troops on their COIN warfare against guerilleros. The SAAF is said to be flying missions from two newly built bases in Rhodesia with approx. 40 armed helicopters most likely being Alouettes and Pumas.
- SYRIAN:** If the US Government approves, the AF will purchase two L-100-30s with an option on two more.
- TOGO:** The Togolese AF recently took delivery of five refurbished ex-FAF Magisters, and will likely order five Mirage 5s in the near future.
- ZAIRE:** The first of three new improved DHC-5D Buffalos ordered by the Force Aeriennne was delivered in October.

THE BELGIAN AIR FORCE (part 3)

Written and compiled by Frank Klaassen with special thanks to the BAF Information Service, 1Sgt.Maj.Moerman and Paul A.Jackson.

In March 1948, Belgium undersigned the Western Union Defence Pact, an alliance with Great Britain, Holland, Luxembourg and France to prepare the defence of these 5 countries against possible hostile actions from the East. In the frame of this treaty, known as the Pact of Brussels, Belgium committed itself to establish the following first-line units before the end of 1951:

- 12 squadrons day-fighters with 16 a/c each
- 3 squadrons night-fighters with 8 a/c each
- 2 squadrons transport with 20 a/c each.

To reach the objective of 12 day-fighter squadrons, 48 Gloster Meteor F.4 were ordered; the Meteors were delivered in the summer of 1949 and assigned to Nos.349 and 350 Squadrons, a third squadron was to follow later. For training purpose a number of Meteor T.7s were bought, the first two of which arrived in September 1948. The majority of these trainers went to the Fighter School at Koksijde.

The Spitfires thus coming available from 349 and 350 Sqdns permit the erection of new dayfighter units. With the 2nd Wing at Florennes No.3 squadron saw the light and with the 1st Wing at Beauvechain a new squadron was established as well (No.4), plus an auxiliary squadron for the training of reservists. By the end of 1949, the two day-fighter wings were composed as follows:

- 1st Fighter Wing at Beauvechain: - 349 Squadron (Meteor F.4)
- 350 Squadron (Meteor F.4)
- 4 Squadron (Spitfire Mk.14)
- aux Squadron (Spitfire Mk.14)
  
- 22nd Fighter Wing at Florennes : - 1 Squadron (Spitfire Mk.14)
- 2 Squadron (Spitfire Mk.14)
- 3 Squadron (Spitfire Mk.14)

Mosquitos, 24 of which had been ordered, were to equip the 3 night-fighter fighter squadrons as agreed in the Pact of Brussels. Late 1947, the first two Mosquito NF.30s were delivered and on 25 May 1948, a "Night-fighter Flight" was established. In 1950 this flight was named No.10 Squadron and incorporated in the 1st Wing; a second night-fighter unit, No.11 Squadron, was established a year later.

New Wings.

The creation of NATO, successor of the Pact of Brussels, in 1950 marked the beginning of a new era of ambitious plans. First of all it was decided to replace the Meteor Mk.4, hardly in service, by the more advanced Meteor Mk.8.

By the end of 1950, the first examples were delivered to the new 7th Wing, based at Chievres; this wing was composed of No.7 Squadron (established 1 February 1951) and No.8 Squadron (in March 1951). The stream of the 240 Meteors kept coming and in July No.350 Squadron received them as well; Nos.349 and 4 followed a few months later. In 1952 the 7th Wing at Chievres was strenghtened with another squadron: No.9, and in December 1953 the 13th Wing was formed, comprising Nos.25,29 and 33 Squadrons. This wing received the last of the Meteor Mk.8s and was based at Koksijde; a few months later this unit moved to Brustum.

In April 1951 the first three F-84E Thunderjets were handed over to Belgium. These aircraft, 21 of which were delivered, replaced a number of Spitfires of the 2nd Wing at Florennes. In May 1952 the F-84G entered service and soon the entire 2nd Wing had converted to Thunderjets. Their Spitfires were sent to Chievres, where a new unit was in progress of being formed: No.10 Wing. This Wing was to receive F-84Gs as well but

for the time being its three squadrons (Nos.23,27 and 31) had to soldier on with Spitfires.

Early 1953 the 10th Wing was converted and the unit moved to Bruggen in Germany, as the airbase of Kleine-Brogel was still under construction. The last Thunderjets went to the 9th Wing at Bierset, erected in September 1953 and consisting of Nos.22 and 26 Squadrons.

In 1953 the two night-fighter units (Nos.10 and 11 at Beauvechain) received Meteor NF.11 to replace the Mosquitos. When this conversion was completed all fighter units of the Belgian air force were equipped with jet aircraft. Let's take

Let's take a closer look at the rest of the air force.

#### 15th Wing

In February 1948 the 15th Wing was composed of Nos.20 and 21 Squadrons, flying with Dakotas and Ansons, Dominies and Oxfords respectively. In 1950 the wing was entirely renovated and it moved from Evere to Groenveld Camp, Melsbroek; the second important event was the acquisition of two Douglas DC-4 Skymasters for No.21 Squadron. These planes were immediately employed on the Congo line.

In 1952, the first of an impressive series of Fairchild C-119 Packets arrived at Melsbroek; they were assigned to No.20 and the new No.40 Squadron. Also in 1952, No.21 Squadron received the first of twelve Pembrokes, which were to replace the aging Ansons.

#### University Flight

This Flight was established in 1948, when it appeared to be very difficult to recruit enough pilots. The object of the University Flight was to enable university students to follow an elementary flying course so that they could fill their conscription as a pilot in the air force. Aircraft used were Tiger Moths and SV-4Bs.

#### Elementary Flying School

This school moved from Schaffen to Goestenhoven in 1950; also the airfield of Wevelgem was used for a time. By the end of 1953, all Tiger Moths had been replaced by the Stampe en Vertongen SV-4Bs.

#### Advanced Flying School

As Belgium couldn't provide the training facilities for the large number of pilots that were needed to man the ever increasing number of squadrons, a great deal of the students were sent to Canada and the USA. The ones that stayed in Belgium (mainly future Meteor pilots) received their VVO at Brustem on Harvards and Spitfires. In 1953 the Advanced Flying School was transferred to Kamina (Congo) because of the much better weather conditions there. The remainders of the Spitfire Mk.9s were scrapped or sold and only some 50 Harvards immigrated.

#### Fighter School

Based at Koksijde, this school used Spitfire Mk.14s and Meteor Mk.7s and 8s. In 1952 the first Lockheed T-33As came in service.

A survey of the various wings, squadrons and schools of the Belgian air force as of December 1953 follows below:

#### 1st Fighter-Interceptor Wing at Beauvechain:

- 4	Squadron	Meteor Mk.8	squadron-code	GV
- 10	Squadron	Meteor NF.11	squadron code	KT
- 11	Squadron	Meteor NF.11	squadron code	ND
- 349	Squadron	Meteor Mk.8	squadron code	GE
- 350	Squadron	Meteor Mk.8	squadron code	MN

2nd Fighter-Bomber Wing at Florennes  
- 1 Squadron F-84E/G squadron code 3R  
- 2 Squadron F-84E/G squadron code UR  
- 3 Squadron F-84G squadron code YL  
7th Fighter-Interceptor Wing at Chievres:  
- 7 Squadron Meteor Mk.8 squadron code 7J  
- 8 Squadron Meteor Mk.8 squadron code OV  
- 9 Squadron Meteor Mk.8 squadron code S2  
9th Fighter-Bomber Wing at Bierset:  
- 22 Squadron F-84G squadron code 1S  
- 26 Squadron F-84G squadron code 7E  
- 30 Squadron F-84G squadron code EB  
10th Fighter-Bomber Wing at Bruggen:  
- 23 Squadron F-84G squadron code Z6  
- 27 Squadron F-84G squadron code RA  
- 31 Squadron F-84G squadron code 8S  
13th Fighter-Interceptor Wing at Brustum:  
- 25 Squadron Meteor Mk.8 squadron code K5  
- 29 Squadron Meteor Mk.8 squadron code VT  
- 33 Squadron Meteor Mk.8 squadron code MS  
15th Transport-Communications Wing at Melsbroek:  
- 20 Squadron C-119, C-47  
- 21 Squadron DC-4, Pembroke, Dominie  
- 40 Squadron C-119G  
Elementary Flying School at Goetsenhoven (SV-4B)  
Advanced Flying School at Kamina (Harvard)  
Fighter School at Koksijde (Spitfire Mk.14, Meteor Mk.7 and 8, T-33A)  
15 Squadron Air Observation Post at Brasschaat (Auster Mk.6)

The aircraft of the Belgian Air Force

A Corrections and additions:

From a Belgian reader, Mr.V.Kenen and from Paul A.Jackson we received additional information on the C-47 Dakota:

At first the C-47s were divided over No.20 and 21 Squadrons; call-sign of the 20th was CN and of the 21st CW. These codes were painted on the aircraft, e.g. K-1 was CW-A and KP-4 was CN-B. Later CN and CW was placed behind the OT-call-sign of the 15th Wing, thus making CN-B OT-CNB.

In 1952 or 1953, the Dakotas of No.20 Squadron all went to No.21. The meaning of the serials was: K; transport, KP: aerial photography and KN: training.

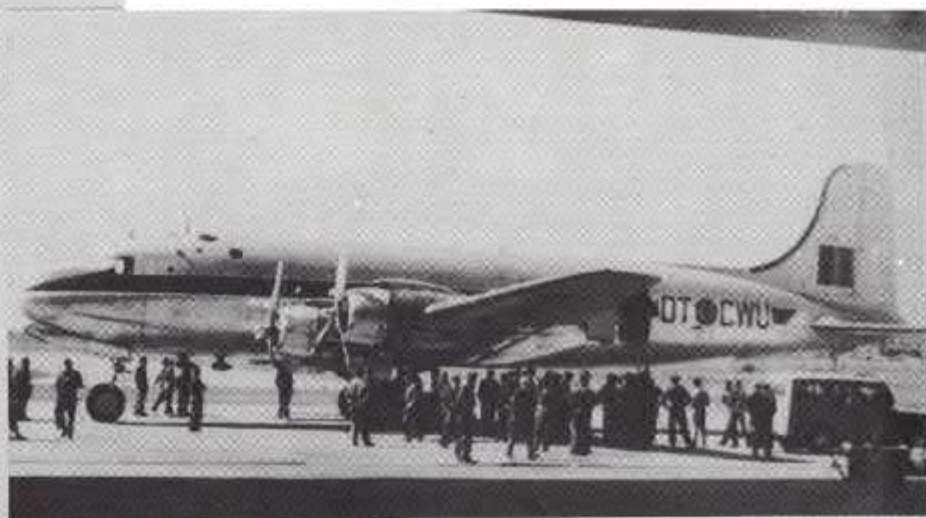
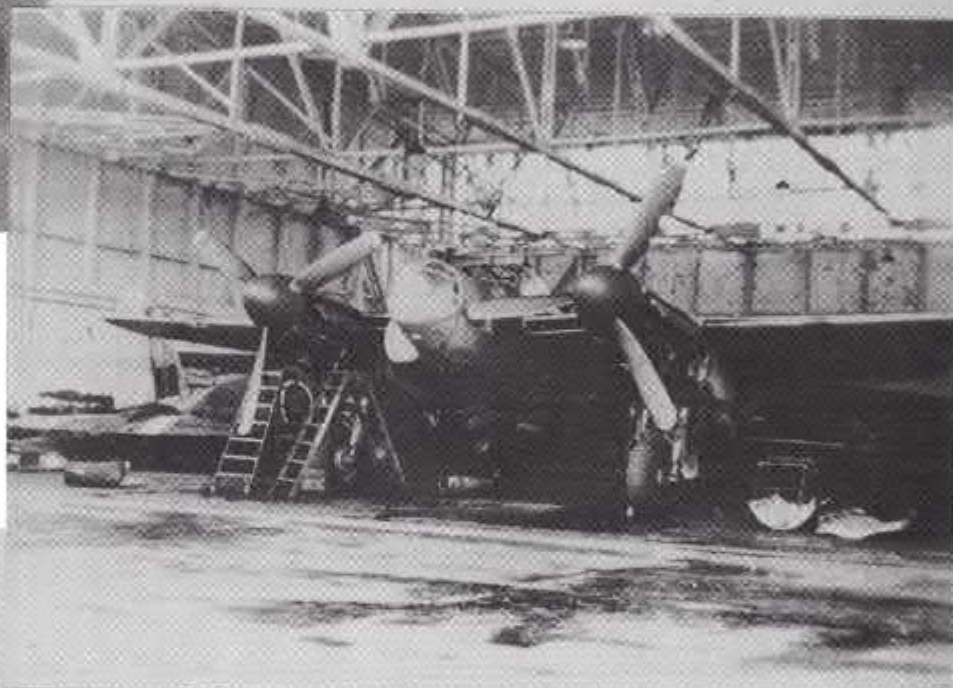
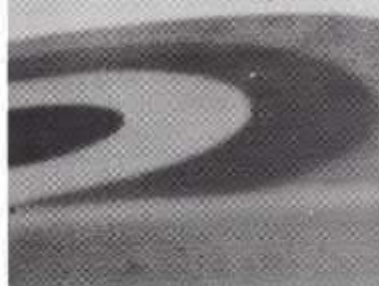
Mr.Kenen's remarks on the serial list are as follows:

K-1 had c/n 26501 KP-2 was also K-2  
KP-4 was also K-4; rebuilt NASARR in 1964  
K-5 went to RAAF as X-2 K-6 was also KP-6  
KFC-8 was also KN-8, K-8, KP-8 K-9 went to FAF to **Gr.Navy** in 9-69  
K-10 was also KR-10, code CW-E K-11 went to FAF, in 1-67 to Israel  
K-12 to FAF on 25.9.52, to Israel 25.1.67  
K-13 delivery date was 20.8.46; was also KN-13 and KP-13; struck off charge 28.1.65 and broken up 21.8.68  
K-15 was ex 43-48396  
K-16 d/d was November 1947, w.f.u. 3.8.72, to Museum 12.1.73  
K-17 was ex 43-48789; to FAF on 9.9.52, to Gabon 1.8.67  
K-18 d/d February 1947 K-19 was ex RAF KN304, became KAT-03  
K-20 was ex KK178, c/n was 26869/15424, d/d was 5.1.48; to Cameroun AF on 23.9.68  
K-21: was ex RAF KN305, to KAT 6.2.51  
K-22 later F-WGSU  
K-23 finally to Niger AF on 22.1.65 as 5U-MAB  
K-24 to FAF on 9.10.52, later to Aeronavale  
K-25 c/n was 27688/15643  
K-26 Struck off charge 31.3.62 and delivered to Philippines.  
K-27 delivered to Klu as X-4, to MLD on 23.2.60 as 018

# Belgian AF 1



# Belgian AF 2





K-29 d/d was 5.1.50, c/n was 33049/16301, ex 44-76717; to FAF on 25.9.52 and to Israel on 13.4.67  
 K-30 sold to Laos as XW-PCH on 17.2.65, delivered in 1966.  
 K-32 d/d was 14.2.50, to Klu as X-5  
 K-33 d/d was 28.2.50, c/n was 33400/16652  
 K-34 c/n was 33167/11685, ex 44-77101 and KP218; to FAF on 9.10.52 and to Aeronavale on 10.9.69  
 K-35 d/d was 14.2.50; c/n was 33433/16419, ex 44-77101 and KN555; to FAF on 9.10.52 and to Aeronavale on 10.9.69.  
 K-36 d/d was 28.2.50; c/n was 33448/16700, ex 44-77116; to FAF on 9.10.52 and to Aeronavale on 10.9.69.  
 K-37 c/n was 33401/16653, ex 44-77069; to FAF on 9.10.52 and to Niger on 24.4.69.  
 K-38 c/n was 25816/14371, to FAF on 25.9.52 and to Senegal in 8-72  
 K-39 c/n was 32755/16007; to FAF on 25.9.52 and to Israel on 13.4.67  
 K-40 c/n was 33244/16496; converted to NASARR in 1964 and struck off charge on 8.5.67  
 K-41 c/n was 25931, ex 43-48670, w/o on 29.9.51

To correct a typing error: not 6 but 16 Dakotas were equipped with IFF, starting 1.1.53.

And a final remark: although both K-8 and K-10 were flown over to the storage-centre at Koksijde on 26.1.76 (a very official event, in which one of the Dakotas was piloted by the commander of the Belgian Air Force General Debeche), it appears that the K-8/OT-CND is flying around again!

B. Vickers-Supermarine Spitfire F.Mk.XIV

To replace the war veterans (Spitfire Mk.16, owned by the RAF), the Belgian Air Force bought a number of Spit Mk.14s to equip the day-fighter squadrons.

In 1947 the first aircraft arrived at Beauvechain to re-equip Nos.349 and 350 Squadrons. The last unit to use Spitfires was the Fighter School at Koksijde; on 31 July 1954 the Spitfire era ended: a formation overflew the major airbases and then set course to Koksijde for the very last time.

regs.	ex RAF	d/d	code	reg.	ex RAF	d/d/d	code
SG-1	NH655	17.4.47	GE-A, GE-N	SG-26	NH643	14.1.48	
SG-2	RB166	17.4.47		SG-27	RB161	14.1.48	MN-P
SG-3	RM916	17.4.47	GE-A	SG-28	RM787	15.1.48	
SG-4	MV248	25.4.47		SG-29	RN113	15.1.48	
SG-5	RB163	29.4.47		SG-30	MV288	28.1.48	IQ-K
SG-6	RM701	3.5.47	GE-E	SG-31	RN201	11.2.48	
SG-7	RN121	1.5.47		SG-32	RM759	11.2.48	GE-M
SG-8	NH654	25.4.47		SG-33	TZ137	11.2.48	
SG-9	SM938	3.6.47	GE-O	SG-34	MV381	10.3.48	GE-B
SG-10	RM768	21.6.47	IQ-C	SG-35	RM770	10.3.48	MN-G
SG-11	RM672	25.6.47	3R-T	SG-36	MV302	22.3.48	IQ-
SG-12	RM870	3.7.47	MN-H	SG-37	RMB60	23.4.48	
SG-13	RB154	26.7.47	MN-X	SG-38	RM764	22.3.48	
SG-14	<del>RM726</del> 4725	7.4.47		SG-39	MV266		
SG-15	RM685	25.7.47	UR-B	SG-40	RM186	23.4.48	
SG-16	NH688	25.7.47		SG-41	RMB66	22.3.48	
SG-17	RM935	22.9.47	IQ-E	SG-42	RM697	29.5.48	GE-D
SG-18	RM741	22.9.47	MN-A	SG-43	RM920	29.5.48	MN-C
SG-19	RM906	22.9.47	YL-A	SG-44	RM802	10.6.48	
SG-20	RM712	22.9.47		SG-45	RN119	10.6.48	UR-Q, IQ-Q
SG-21	RM676	22.9.47		SG-46	RM625	15.6.48	
SG-22	RM791	20.10.47		SG-47	RN117	22.6.48	
SG-23	RM679	20.10.47		SG-48	TZ132	10.7.48	
SG-24	RM876	14.11.47		SG-49	TX995	10.7.48	
SG-25	RM927	14.11.47	IQ-W	SG-50	MV378	10.7.48	

to be continued.

ORTS ----- SHOW REPORTS ----- SHOW REPORTS ----- SHOW REPORTS ----- SHOW REPO

CAZAUX (France) "Portes Ouvertes" On July 4th (F.Willemsen)  
 On this day some sort of family day was held, producing the following:  
 AI/83, AR/95 Nord 262D 61-ZD/F-86 C-160F  
 33-NM/342 Mirage III:D 04 Mirage F.1  
 01 Alpha Jet AL/13 Mirage IVA  
 8-OH/14286, 16525, 18754 T-33A 8-OZ/91, 8-OY/309 MH-1521H  
 12-YH/148 S.Mystere B.2 43-BA/51, 43-BC/45 MS-760 Paris  
 02 Cap-10 260 Mystere 20 GAEL  
 312736/CH C-135F 64-PI/43834 DC-6B  
 Mystere IVA: 8-NO/54, 8-NX/66, 8-NB/79, 8-MS/83, 8-MV/85(ex 332-BH)  
 8-MY/92, 8-MB/93, 8-MG/97, 8-NC/99, 8-NE/111, 8-MI/116,  
 8-MP/120, 8-ME/129, 8-MN/185, 8-NL/186, 8-NU/184, 8-MO/191,  
 8-MM/194, 8-NQ/202, 8-MA/237, 8-NN/245, 8-NJ/276, 8-NZ/279,  
 8-MW/282, 8-MC/285, 8-ML/287, 8-MF/290, 8-NF/291, 8-MK/300,  
 8-NR/305, 8-MQ/315, 8-NM/318, 8-NH/324  
 Puma: 67-DE/1207, 44-GF/1302, 44-GB/1311, 67-OM/1367  
 AL.III: 1-DX/1, 10-DS/10, 151-DT/151, 194-DW/194, 236-DV/236, 67-DY/278  
 N-2501: 64-BX/60, 340-VO/65, 64-IE/149  
 AL.III: 67-JA/2091, 67-JB/2111, 67-JD/2260  
 Jaguar E: E1(CEV), 7-PB/E8, -PC/E9, -PE/E11, -PM/E13, -PN/E14, -PJ/E21  
 Jaguar A: 7-PZ/A5, -PT/A11, -HI/A23, -II/A26, -IJ/A27, -IG/A37, -IQ/A43  
 CM-170R: 8-OC/201, 8-OJ/348, OD/217, 177, 397, 406 / -/A46  
 Mirage IIIE: 2-LG/427, 2-LO/429, 2-LM/430, 2-LK/445, 3-JH/501

MONT DE MARSAN (France) "Portes Ouvertes" on July 17th (F.Willemsen)  
 314-YU/21400 T-33A CE/58 Mirage IVA (cam.)  
 312736/CH C-135F 118-DJ/103, -DF/135, -DH/162 CM-170R  
 118-IU/84, 118-IW/114 MH-1521H 118-IE/23, IC/55, -IO/108, -IF/184 and  
 61-MA/1, -MO/43, -ZZ/160 C-160F 312-BG/77, all N-2501s  
 118-AU/517 Mirage IIIE 118-AL/3, -/22(CEAM) Mirage F.1C  
 118-DB/1, -DI/25, 43-BC/45 MS760 8-MZ/117 Mystere IVA  
 AF/A2 Jaguar A CEAM 118-AA/207 Mirage IIIB  
 118-IT/66 Nord 262D BPR/1296 Gazelle (11th Para.Division)  
 118-AA (again) / B. C. / E5 Jaguar E 67-DF/1302 SA330 Puma  
 BPS/1144 AL III (11th Para.Div.) KAF-317 C-130 Kuwait AF

WOODBIDGE (England) "Open House" on August 7th (C.D.Taylor, editorial)  
 Although originally planned at Bentwaters, this open day was held at Wood-  
 bridge, while all given registrations concerning the air show were noted  
 at Bentwaters on August 6th:  
 Static: 31648 HH-53C 67ARRS UH68-022(r) F-111E 20TFW  
 BD-05 Mirage 5BD (no badge) AR66-423(b) RF-4C 1TRS/10TRW  
 50217 C-141A 437MAW XP394/C Whirlwind HAR.10 RAF CFS  
 80095 KC-135Q 17BW 15608 AH-1G 334th Av.Comp.  
 95827 HC-130P 57ARRS XS713/C Dominie T.1 RAF 6FTS  
 XW415/53 J.Provost T.5 RAF 3FTS 83805 OV-10A 601TCW/20TASS  
 01545/45 F-5E 527TFTAS FX-19 F-104G BAF 1Wing  
 XW437/39 J.Provost T.5A RAF CFS 01061, 01622, 01620 F-4E  
 WR65-681 F-4D 81TFW 21696 UH-1H USArmy  
 Show: A40, 45, 50, 64, 75, 77, 78, 79, all Alouette II Belg.Army "Blue Bees"  
 UH68-044(y), 078(b), 006(y), 015(b), all F-111Es 20TFW  
 XW357/10, XW369/9, XW408/8, XW422, all J.Provosts RAF "Poachers"  
 YR991/1, 993/3, 572/8, 537/-, 540/2, XS101/7, 107/9, XP514/6 Gnats "R.Arrows"

YEOVILTON (England) "Naval Air Day" on September 4th (B.Hickman)  
 Static: XP118/PO664 Wessex HAS.3 737 Sqn XT761/V-U Wessex HU.5 846 Sqn  
 159576/AE501 A-6E VA176 USSAmerica 22-24, 22-80 F-104G WGN MFG-1  
 159457/AE112 F-14A VF143 USSAmerica 59-08 DO-28D WGN MFG-5  
 No.40 Paris II Aeronavale SRL No.34, 60 Etendard IVM 11F  
 AT-154 TF-35 RDanAF Esk.729 WH803/856 Canberra TT.22 FRADU  
 XR752/H, XR760/G Lightning F.6 5Sqn K-4006 NF-5B RNetnAF 315Sqn  
 XL580/873 Hunter T.8 FRADU XX749/21 Jaguar GR.1 2260CU

Yeovilton cont.

XV867/R023, XN982/-, XV359/- all XL494 Gannet AEW.3 849Sqn  
Buccaneer S.2Ds of 809Sqn WB271/R024 Firefly FAA Hist.Flt.  
BA-05, BD-05 Mirage 5BA/BD BAF ST-14, 16, 17 SF-260M BAF

Flight-line:

Gazelle HT.2 705Sqn: XW884/CU41, XW856/CU47, XW907/CU40, XW890/CU53,  
XW891/CU54, XX391/CU56, XX415/CU59, all of "the Sharks"  
Sea King HAS.1 707Sqn: XV657/PO596, XV649/PO663  
Wessex HU.5 707Sqn: XS461/W-Z, XT483/W-U, XT771/W-R, XT476/W-S,  
XS517/W-V, XS509/W-P, XS542/W-T, XT756/W-M, XT479/W-X  
Wessex HU.5 846Sqn: XT459/V-J, XT461/V-A, XS520/V-O, XS483/V-U  
Wessex HU.5 772Sqn: XT469/PO514, XT763/PO515  
Wessex HU.5: 845Sqn: XS513/D-H, XT455/P-H  
Furthermore: XS516, XT468, XT766, XS515, XS488 all Wessex

Other a/c on the field and in hangars:

Hunter T.8 FRADU: XE665/878, XF985/876, WT722/872, WT702/877, XL598/871  
Hunter GA.11 FRADU: WT806/838, WV267/836, WN654/833, WT804/831,  
WV382/830, XE716/834, WT733/866, XF977/865  
Canberra TT.18: WE122/845, WJ614/846, WJ869/848  
Canberra T.22 FRADU: WT525/855, WH792/851 Lynx: XZ229  
Sea Fury T.20: WG655 ex D-CACU Sea King HAS.2: XZ574  
Fire-dump: WJ677 Canberra WF921/F Varsity WP906 Chipmunk T.10  
Show: XM597 Vulcan 50Sqn; XV238 Nimrod; XZ228 Lynx (first public app.)

BREMGGARTEN (Germany) "Tag der Offene Tur" on Sept.5th (J.v/d.Oever, F.v. Gemert

Static: 96-09 Piper L.18C AKG-51 58-97 DO-28D AKG-51 /Gemert  
56-80 DO-27 AKG-51 35-38, 57, 75 RF-4E AKG-51  
13-SG/2 Mirage 5F FAF 3/13Esc, A-702 Junker 52 Swiss AF  
34-58 G-91T3 WS-50 UH68-025(r) F-111E 20TFV USAF  
13-QE/466 Mirage IIIE FAF 27-39 TF-104G JABOG-34  
No.13 Crusader Fr.Navy 14F AT-152 TF-35 Draken RDanAF Esk.729  
BR-22 Mirage 5BR BAF 42Esc. XN791/D Lightning F.2 RAF 92Sqn  
XX819/BD Jaguar GR.1 RAF 17Sqn K-4029 NF-5B RNethAF 313Sqn  
K-3004 NF-5A RNethAF 313Sqn 14650 OV-10A USAF 20TASS  
No.36 Etendard IVM Fr.Navy 11F

Flight-line: 56-69 DO-27 AKG-51 58-72, 58-40 DO-28D AKG-51  
71-16, 70, 56 UH-1D HTG-64 51-04 C-160D Transall LTG-61  
No.52 Etendard IVM FN (no badge) No.30 Crusader Fr.Navy 14F  
D-9547 OV-10B Bronco AR-111 RF-35 RDanAF Esk.729  
XX840/BZ Jaguar T.2 RAF 17Sqn XM968/Q Lightning T.4 RAF 92Sqn  
90-28, 91-90, 92-14, 92-09 P-149D WS-50 84-53 CH-53DG Heer  
XW541 Buccaneer S.2B RAF 16Sqn 904 Navajo Aeronavale  
25-44, 22-04, 22-05, 26-11 F-104G JABOG-33

Other a/c on the field: 95-05, 95-13, 95-15 all T-33As ex WS-50 (all wfu)  
Mass-scramble of RF-4Es of AKG-51: 35-11, 06, 12, 68, 87, 88, 50, 46, 48, 04, 19,  
35-25, 51, 13, 53, 15, 35, 22

CREIL (France) "Portes Ouvertes" on Sept.26th (A.Booy, H.de Ree)

Static: 10-RE/30 Mirage IIIC (light-blue c/s) 10-KF/119 CM-170R  
10-SY/82, -RV/37 Mirage IIIC 10-KY/18628, -KX/14060 T-33A  
BV Mirage IVA (silver) 12-YJ/99 Super Mystere B.2  
10-KI/44 CM-170R

Flight-line: ADB/1221 Puma SA.330 67-SN/165 Alouette II  
67-IB/2020 Alouette III 11-RN/A50 Jaguar A  
11-RF/E31 Jaguar E 62-WW/105, N.2501  
Part.deFrance: 538VB, 535VD, VG541, VJ544, VL546, VO564, VP565, VQ533, 545, 576  
Hangar: 10-SR/90, -SQ/22, -SE/35, -SB/18, -SV/74, -SH/85, -SC/21, -SA/24,  
10-RG/70, -RY/69, -RS/89, -RX/43, -RP/56, -RR/64, -RU/28 Mirage IIIC  
Show: 10-SN/12, -SU/49, -RC/19, -RM/58, all Mirage IIIC

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ADVERTISEMENT

AGAIN WANTED to buy or swap negs of the A-10A and YF-17 of the SBAC 1976  
Display at Farnborough. Last month this adv, was also published but the  
address was not complete. The complete address: J.J.Struben,  
c/o Bremlaan 8, Son, Holland.

FARNBOROUGH SBAC 1976

With special thanks to 1TASW, B.Hickman,  
and J.Eruggeman.

This report of the 30th S.B.A.C. show held from 5th - 12th September, will give you the news and highlights, not only as a list of registrations, but also in facts and detailed information concerning the exhibited aircraft. The organizing committee could not have foreseen that within some years after internationalization of the show, the majority of exhibitors would be non-british. This year's American participation was even better than last year in Paris and out-numbered most European countries.

The intension of this sort of shows is pure-commercial and that's why it is amazing that some highlights shown by the Americans were prototypes and non-commercial. It might have been done to gain publicity which was lost year in bribe scandals, and on the other hand to express their superiority in technology.

This year's military theme could have been air superiority and manoeuvrability for the fighters to meet the requirements for the eighties.

This report is divided into two parts being a military and a civil one.

Military display:

USA:

McDONNELL-DOUGLAS YC-15: 72-1876 (USAF). 2nd prototype AMST (Advanced Medium Stol Transport). It flew non-stop from Long Beach, Calif. into Mildenhall. During its long distance flight, covering 10.000kms, it was air-to-air refuelled two times.

The new-comer demonstrated the STOL capabilities by means of the immense blown-flaps.

FAIRCHILD A-10A: 75-0265/DW (USAF). This a/c operated by 355th TFW at Davis Monthan, made its first public appearance outside the States. Before and after this show it was shown to personnel of the USAFE at e.g. Mildenhall (on 2-9), Lakenheath (13-9) and Spangdahlem (14-9).

GRUMMAN E-2C Hawkeye: 160010 (USN). This early warning and control station adopted by the USNavy, is probably the best defence system in co-operation with the Tomcat. The Hawkeye is able to control an area with a radius of 500miles and guide fighters to their targets under all circumstances. The particular a/c was not yet assigned to a carrier-wing.

NORTHROP YF-17 Cobra: 72-01570 (USN). The 2nd prototype of this light-weight fighter had special Navy markings as it is being used for the F-18 program. This joint McDonnell-Douglas/Northrop program for a navalized version of the Cobra will result in a YF-18, having an arresting hook and foldable wings. Northrop also promoted it as a standard F-17.

GRUMMAN F-14A Tomcat: 158955 (USN) of VF-24 USSConstellation

McDONNELL-DOUGLAS TF-15A Eagle: 71-0291 (USAF) in bicentennial markings

NORTHROP F-5E Tiger II: 74-1543 (USAF) of 527TFTAS from Alconbury

BOEING 707-3J9C: 5-249 (Imp.Iran AF). A tanker version with both wing-tip and tail refuelling systems.

Great Britain:

PANAVIA Tornado MRCA: XX948 (flying) and XX950 (static) both of RAF.

This is the first public appearance of the European VG fighter showing its qualities in perfect demonstrations. XX950 was surrounded by impressing weapons all being able to be delivered by the Tornado. Both a/c are in the final stage of their flying program and next year the first of 6 pre-serie a/c will roll-out. The first production batch of 40 aircraft has been ordered by the RAF.

BAC 167 Strikemaster Mk.80: 1124/G-BECI (Royal Saudi AF)

HAWKER-SIDDELEY Nimrod MR.1A: XZ282 (RAF) of Kinloss Wing

-HS748Srs.2A: CS-03 (BAF)

-Harrier AV-8A: 159374 USMarineCorps

-Hawk T.1: XX156(cam) and XX158 both of RAF

SEPECAT Jaguar GR.1: XZ358 (flying) and XZ362 (static) both of RAF

WESTLAND Lynx AH.1: XX907 R.Army

-HAS.2: XX910 R.Army

-Lynx HAS.2: XZ166 R.Army

Sweden:

SAAB Supporter: T-405 (Royal Danish AF)

SAAB AJ-37 Viggen: 37091/14 F.6 and SF-37: 37907/45 F.7 both R.SwedenAF

Italy:

AERMACCHI MB326K: MM54390/I-IVAO (flying), MM54391/I-IVAP (static)  
-MB339: MM568/I-NOVE (ItAF in civil colours). Only 25 days after its first flight the MB339 was flown to Farnborough. This ventured private design of AerMACCHI has been offered to the Italian AF which intends to buy 100 of these trainers.

AUGUSTA-BELL AB-212ASW: 7-04/MM80936 (Italian Navy) of 7th Gruppo

France:

TRANS(port)All(iance) C-160F: 61-MZ/F-54 (French AF) of ET.61

DASSAULT-BREGUET/DORNIER Alpha Jet: 02/F-ZWRU. 2nd prototype

AEROSPATIALE SA-342 Gazelle: 1185/F-WTNA for Kuwait AF

Further a/c involved in the Show were:

- A fly-past of 9 Hawks: XX159,160,161,162,163,164, G-HAWK and the 2 others
- Vintage-Pair: Meteor T.7 WF791 and Vampire T.11 XH304
- Battle of Britain Flight: PA474/KM-B Lancaster, LF363/LE-D Hurricane; PM631 Spitfire Mk.19 and P7350/UO-T Spitfire Mk.11A
- NAVAL Historical Flight: TF956 Sea Fury FB.11
- RESCUE Wessex HC.2s of 22Sqn: XS675 and XT604
- Visiting Wessex HC.2s: XR520/AB, XR517/AN, XR522/AY, XT607/AP, XV725/AC and XV726/AJ all of No.72Sqn
- Red Arrows: XP514, XR540,955,981,983,987,990,991,993, XS101,103
- Army Sioux: XT800, 505, 180, 201, 250.
- Army Scouts: XT642, 616, 618, 621, XR630 and XP853

Local Royal Aircraft Establishment aircraft:

XS646 Andover; XK944 Comet; XN543 Comet 2E; VP959 Devon; XM223 Devon; XS241 Wessex HU.5; XL728 Wessex HC.2; XM330 Wessex HAS.1; XE531 Hunter T.12; XG496 Devon; WD840 Hastings C.2; XK919 BAC.111; XN960 Buccaneer S.1; XP920,924 Sea Vixen FAW.2; XV731 Sea King; XN965 Buccaneer S.1; XX915 Jaguar T.2 (RAE-ETPS).

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SPOTTER'S VARIA

- Throw away this year's diary. Having had the last aviation event, this season is over .....  
Go and buy yourself a diary of 1977, because here are already the first items for next year:  
June 2 till 12: "Paris Air Show" at Le Bourget (France)  
June 25&26: "Air Tattoo 1977" at Greenham Common (England)  
At Greenham there will be a "Tiger Display" formed by a/c participating with the Tiger Meet at Upper Heyford.  
For our American colleagues the season is not yet over. On 31 October the annual "William Tell 1976" will commence at Tyndall AFB, Florida. This tactical weapons meet under supervision of the USAF's Air Defence Command will last for three weeks with participation of four Air National Guard units, seven USAF units and one Canadian Air Force team.
- In addition to the extensive report of the Air Tattoo 76 at Greenham Common the results of the competition:  
Making a hat-trick of wings for the RAF was Flt.Lt.D.Webb from RAF Linton-on-Ouse by winning the 1976 Embassy Jet Aerobatic Trophy with his Jet Provost T.5A. Second was Flt.Lt.D.Hill of the Central Flying School also with a Jet Provost. Mr.J.Gosnell, a pilot of Airwork Ltd., flying a Hunter GA.11 of FRADU became third.  
Thanks to R.Portengen, we can give you some additional F-5E Tigers taking part in the two flypasts on **Saturday** and Sunday during the Air Tattoo's show: 01534,01543,01544,01545,01547,01548 and 01554.
- On Saturday the 29th of January 1977 Spotting Group Eindhoven will organize its second "Open Day". More information will be published in the next issue but set this day aside so you don't have to miss it.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: A beautiful shot of one (FX-45) of the F-104Gs of the Belgian Silvers.

MISCELLANEOUS

- PHOTO 1: A very interesting line-up of F-8 Crusaders at this year's Landivisiau Portes Ouvertes. In front is No.42 which belongs to Flotille 12F. Photo: H.Berger
- PHOTO 2: One of the Alouette IIIs (212/1984) of the Helicopter Flight of Baldonnell. IAC, seen at Baldonnell's Alouette hangar on July 3rd, 1974. Photo: J.J.Struven
- PHOTO 3&4: On September 14th, people were allowed to take a closer look at the A-10. It was possible also to photograph three Thunderchiefs and one EB-57. Illustrated are F-105G GA63-316 (information see September issue) and A-10A DM75-264 (further information see Farnborough report in this issue). Both photos: P.v.Gemert/GCA

BELGIAN AIR FORCE

- PAGE 1: A mixture of photos which were not good enough for single reproduction, but too good to throw away. Starring top-left you see: Meteor F.8 EG146, a flight-line of Mosquitos plus a Spitfire at Beauvechain, a Meteor Mk.4 (EF-13/MN-T), a Meteor NF.11 (EN-3/ND-G), a Spitfire Mk.14 (SG-65/GV-X), Meteor Mk.4, a Mosquito, a Meteor Mk.4 (EF-41/OV-D) and again a Meteor Mk.4 (EF-2/GE-B). All photos (except EG-146) from the collection of F.Klaassen
- PAGE 2: Splendid picture of MB-11, a Mosquito NF-30 of No.10 Squadron, at Beauvechain. Photo: BAF
- A look inside the Mosquito hangar at Beauvechain, the aircraft in the background is MB-3 (?). Noted the light-blue surrounding of the oundel. Photo: F.Klaassen
- A Mosquito of the Target Tow Flight of Koksijde. Photo: F.Klaassen
- The brandnew C-54 OT-CWU, just after delivery to the BAF in 1950. Note the silver fuselage and the large presentation of the serial. Photo: F.Klaassen

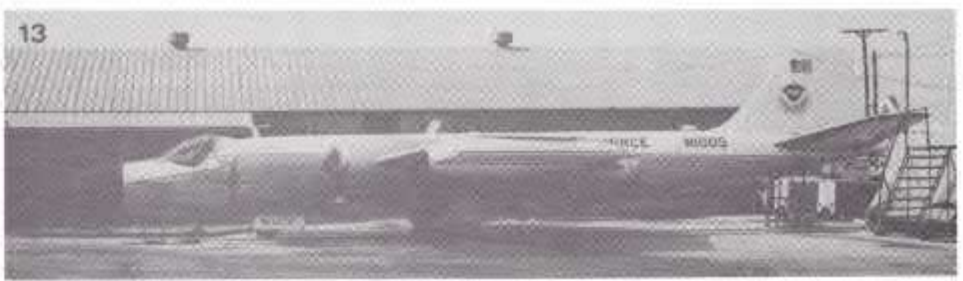
FLY NAVY

- PHOTO 5: This picture of A-4 149553 AJ/401 belonging to VA-12 from USS Shangri-La, was taken long ago in Japan. Photo: J.P.v.Kempen
- PHOTO 6: Also from Japan this US-2C 133383 UE/35. Photo: J.P.v.Kempen
- PHOTO 7: From the States themselves is this photo of a UH-1N 158241, coded JD/17 of VXE-6. Photo: H.v.d.Laar
- PHOTO 8: Visiting Mildenhall on August 5th, 1976, was RP-3A 149667 of VXN-8 nicknamed "El Coyote". Photo: J.v.Tuyn

MISCELLANEOUS

- PHOTO 9: Of the twenty SIAI SF-260AMs ordered, already over nine have been delivered to the AMI. MM54425/1608 was seen at Vergiate on June 6th, 1976. Photo: C.A.
- PHOTO 10: Seen at Duxford on June 29th, 1975 was this P-51D 44-72258 (real serial 43-73979). Apparently Col.Launders was shot down thirty German and six Japanese aircraft. Photo: B.Hickmar
- PHOTO 11-13: Serving with some non-military institutes:
- N100X, an F-100C of Flight Test Research on Jan.19th 1970 at Long Beach.
  - N709NA, a WU-2D of NASA-Ames Research Center. Earth Survey a/c No.5 was seen at Moffit Field on May 18th, 1974.
  - N1005, an RB-57A of National Oceanic and Atmospheric Administration (NOAA); US Department of Commerce on April 6th, 1973 at Miami.
- All photos: H.v.d.Laar







## CIVIL AVIATION

Edited by Coen van den Heuvel, in co-production with 1TASW and J.Struben

MOVEMENTS

With special thanks to D.Baas and P.v.Wijngaarden.

Schiphol (Amsterdam)

- Aug. 1: SE-EUF Malmo MFI.9B c/n 60 N9967N Cessna 180  
 Aug. 3: G-BDEJ Rockwell Commander 112A c/n 073  
 SE-GMV Cessna F.172M G-BCGU HP-137 Jetstream  
 N777VV SE.210 c/n 87 Atlanta Skylark (ex PH-TRY) del. August 4  
 OY-KTE DC-8-62CF c/n 45922 SAS  
 Aug. 4: D-HBLK AB.206 Jet Ranger c/n 8379 G-BCDK P.68B Victor c/n 15  
 PK-GNN DC-9-32 c/n 47722 Garuda  
 LZ-BTL Tu.154 Balkan Bulgarian Airlines (new aircraft)  
 Aug. 5: OO-TEG A.300B-4 c/n 17 TEA SE-GML Cessna 414  
 F-BTTB Mercure 100 c/n 02 Air Inter (first visit)  
 Aug. 6: N8731 B.707-331B c/n 20060 Trans World Airlines  
 G-BAFX Robin DR.400-140 c/n 739 D-EFFL Pa.28R-200  
 F-BSRE Cessna 414 c/n 414-0156 SE-FXR Cessna F.172L c/n 0830  
 D-IDHC DHC-6-300 c/n 336 Hadag Air HB-LCY Ce.320C c/n 320C-0054  
 D-IHBM Cessna 310Q c/n 310Q-0232 OY-BIT Ce.182P c/n 182-63184  
 G-BEBA HS.748 Sra.2 c/n 1613 Dan Air  
 Aug. 7: SE-DEA Learjet 35 c/n 051 YR-TPB Tu.154B Tarom  
 OO-SKE AB.206A c/n 8331 D-EKKE Pa.24-250 c/n 24-469  
 TC-JBN B.707-138B THY (new a/c) D-EJXO Ce.F.172M c/n 1174  
 N555SL SE.210 c/n 102 Atlanta Skylark (ex PH-TRU)  
 I-DIWT DC-8-43 c/n 45666 Alitalia  
 Aug. 9: HB-GCD Beech B95-B55 c/n TC.859 HB-EGB Beech C-35 c/n D.2761  
 D-GCWS Pa.34-200 c/n 34-7250145 D-HAVI AB.206A c/n 8234  
 D-GFJA Pa.34-200 c/n 34-7250194 PP-VJS B707-341 c/n19321 VARIG  
 G-ASKK HPR-7 Herald 211 c/n 161 BIA (Dan Air flight)  
 Aug.10: I-ATAC Cessna 421B c/n 421B-0121 EI-AYA MS-580 Ralley  
 D-EFCD Beech 23 Musketeer c/n M.1273 Lufthansa  
 Aug.11: 5Y-ASA DC-8-33 c/n 45379 African Safari  
 D-CCWK Learjet 25B c/n 25-076 N121EU Falcon 20  
 Aug.14: D-IGKA Ce.FT.337GP c/n FT337-0011 N711CW Learjet  
 N101TV DC-10-30 c/n 46800 TIA G-BAZF AA-5A c/n 0381  
 SE-DDL B.747-283B c/n 20120 SAS  
 PH-MAT F.28-1000 c/n 11008 Martinair (back from Linjeflyg)  
 TF-FLB DC-8-63CF c/n 45936 Loftleider  
 Aug.15: PK-GNO DC-9-32 c/n 47730 Garuda (delivery flight)  
 N8763 DC-8 Capitol International Airways  
 Aug.16: SE-DBF DC-8-62 c/n 45905 SAS  
 Aug.17: HB-IDE DC-8-62 c/n 45919 Swissair G-BA00 Ce.421B c/n 421B-0415  
 N903CL DC-8-33 c/n 45382 Capitol International Airways  
 Aug.18: F-BOLI DC-8-55F c/n 45754 UTA  
 Aug.19: LN-AEE Pa.23-250 c/n 27-2664 G-BAPM Pa.200-160 c/n 172  
 OY-SAG SE-210-12B c/n 276 Sterling Airways (also on Aug.27)  
 Aug.20: G-BBDK Viscount c/n 291 ABC  
 Aug.21: N8636 DC-8-63CF c/n 46051 Overseas National (1st. from SFA)  
 D-EHVL Cessna 172C c/n 172-49517 G-AVDI Pa.23-150  
 TS-JHT B.727-2H3 c/n 21235 Tunis Air SE-GNE Pa.28-180  
 G-AMWW DC-3 c/n 33011 Skyways Cargo N94726 Cessna F.150M  
 CCCP-85162 Tu.154B Aeroflot  
 Aug.22: N801WA DC-8-63CF c/n 46133 World Airways  
 D-EKRY Beech V-35A c/n D.9014 N277R Commander 685  
 Aug.23: SE-FTS & SE-GHX Mu.2B-25s c/ns 277 & 250 resp.  
 Aug.25: PH-FRL F-27-400M c/n 10536 (ex PH-EXA, to be T-2701 TNI-AU)  
 Aug.26: PH-DCN DC-8-53 (ex PH-DCN, OB-R1116, 5Y-QSR) African Safari  
 N1823D Grumman G.1159 (also on August 28)  
 Aug.27: OE-FMB Cessna 414 c/n 414-0023 N4PH Sabreliner

Schiphol cont.

Aug.27: G-APRN Argosy 101 c/n 6654 ABC ZS-SPC B747SP-44 c/n21134 SAA  
 Aug.28: Most aircraft for Grand Prix: G-BCOD Pa.31-350  
 G-BDUN Pa.34-200T c/n 34-7570163 D-ICCA Cessna 500  
 OO-ITF Pa.34-200 c/n 34-7340303 G-BBTJ Pa.23-250  
 D-ABIR B.727-30 c/n 18933 Condor I-ATAC Ce.421 c/n 0121  
 OY-KGR DC-9-41 c/n 47725 SAS F-BXPX Piper Pa.30  
 CS-TBH B.707-399C c/n 19415 TAP G-AWXA Cessna 182  
 G-BALU Pa.E23-250 c/n 27-3122 D-INGE Cessna 421 c/n 0187  
 G-BBBD Pa.E23-250 c/n 27-7305107 N-EBGH Bo.207 c/n 231  
 N804SW DC-8-55F c/n 45816 Seaboard World Airlines  
 D-IAWP Pa.31P c/n 31P-7530014 HB-LDG Pa.23-250 c/n 27-2863

Hilversum

Sep. 1: N8198T Cessna 175  
 Sep. 3: D-ENCI Boe.208 c/n 511 G-AHGD DH.89A (both till 4-9)  
 Sep. 4: G-AXBN Beagle 121 c/n 114. N8268U Cessna 172G  
 Sep. 9: G-BBNB DHC-1 Chipmunk c/n CI/0033 (also on 20-9)  
 Sep.10: OY-DVC Beagle 121-1 c/n 151 (also on 14-9)  
 OO-JVO Cessna F.172G c/n 0281  
 Sep.15: G-AVXF Pa.28-180 G-BAHD Cessna 182P c/n 61501  
 OO-FKT Part. P.68B Victor c/n 26 F-BOVQ MS.892A-150 c/n 10741  
 Sep.16: D-INCA Pa.23-250 c/n 27-2960  
 Sep.19: G-ALBD DH.82A Tiger Moth  
 Sep.21: D-IHVH Bn.2A c/n 303 Viessmann Kesselwerk KG (left 22-9)  
 Sep.23: EC-CQX Pa.28-180 Cherokee  
 Sep.25: G-AVVG Pa.28-180 Cherokee OY-AFW J-3 Cub c/n 5.559  
 G-BAEN Robin Dr.400/180 c/n 736  
 Sep.27: OO-MRB MS.892A c/n 11409  
 Sep.30: PH-WON Pa.34-200T c/n 34-7670342 delivery

Brussel

Sep.27: C9-ARF B.707-320C DETA HB-VCM Cessna 500  
 9Q-CLT DC-10-30 c/n 46932 Air Zaire (also on 29-9 & 1-10)  
 9Q-CLH DC-8-63CF c/n 46147 Air Zaire (also on 28-9)  
 I-DIWI DC-8-43 c/n 45600 Alitalia TC-JAU DC-10-30 c/n 46705 THY  
 7T-VEL B.737-2D6 c/n 21065 Air Algerie  
 OK-BYS Tu.134A CSA N225F G.1159 Gulfstream  
 Sep.28: D-ABKK B.727-230 c/n 21113 CONDOR CCCP-85157 Tu.154B Aeroflot  
 I-DIWY DC-8-62H c/n 46027 Alitalia  
 Sep.29: SP-LHD Tu.134A LOT CN-CCG B.727-2B6 c/n 20471 RAM  
 TC-JAY DC-10-30 c/n 46907 THY (also on 4-10)  
 LX-LGW B.707-344 c/n 17930 Luxair (also on 6-10)  
 CS-TBQ B.727-172C c/n 19665 TAP (also on 6-10)  
 Sep.30: 9Q-CLI DC-10-30 c/n 47886 Air Zaire  
 Oct. 1: HA-LBK Tu.134A c/n 1302 MALEV PH-SAD F.27-200 c/n 10272 NLM  
 YU-AJJ DC-9-32 c/n 47567 JAT  
 7T-VEK B.727-2D6 c/n 21064 Air Algerie (also on 8-10)  
 Oct. 4: CCCP-86450 Il.62 Aeroflot (with Mr.Gromyko, left 5-10)  
 LZ-TUB Tu.134A Balkan/BBA N5024 B.111-401AK c/n 064 TAG  
 HA-LBC Tu.134A c/n 0605 MALEV  
 7T-VEG B.737-2D6 c/n 20884 Air Algerie  
 Oct. 5: F-BKPF Falcon 20L & F-BUTE F.28 c/n 11031 both Air France  
 TS-JHP B.727-2H3 c/n 20822 Tunis Air  
 Oct. 6: PH-TVK B.707-329C c/n 20198 Tansavia  
 CN-CCH B.727-2B6 c/n 20705 Royal Air Maroc  
 YR-BCH BAC.1-11-402AP c/n 161 TAROM  
 Oct. 7: PH-MAO DC-9-33RC c/n 47363 Martinair  
 CN-RMK B.737-2B6 c/n 21216 Royal Air Maroc  
 G-BBAF L.1011-193N c/n 1093 British Airways  
 Oct. 8: HA-LBG Tu.134 c/n 0924 MALEV  
 YU-AHV DC-9-32 c/n 47460 JAT

NEWS

Credits: AN, AJ, AP, UPJ and Reuter

Accidents:

- **Bardados.** Cubana lost their second DC-8 (leased from Air Canada) on 6 October, when she crashed into the Caribbean after t/o from the isle of Bardados. Cuban exiles claimed to have sabotaged the aircraft, the possibility of which was confirmed by the FAA who said that an explosion had occurred in mid-air. All 73 occupants were killed.
- **Eire.** Morane Ralley EI-BBP crashed into the Galtee mountains in Co. Tipperary on 20 September, killing all three occupants.
- **France.** Mitsubishi Mu.2G c/n 526 of Ets.Travail crashed after take-off from Angouleme's BelAir Apt. on 15 August. The pilot was killed.
- **India.** N.A.Navion VT-CQN of Baroda Rayon crashed while attempting to make an emergency landing in bad weather near Boisar on 3 September. The aircraft had run out of fuel. Both occupants were killed. An Indian Airlines' Caravelle 6N crashed on take-off from Bombay's Santa Cruz Apt. on 12 October. Just before the crash the pilot reported fire in one engine and that he would attempt to make an emergency landing at the airport. All 95 occupants were killed.
- **Mexico.** Aeromexico's DC-9-15 XA-SOF c/n 47124 was heavily damaged by running off the runway at Mexico Apt., but may not be a w/o.
- **Spain.** Two of Mr.S.R.Flack's recently bought ex Spanish AF CASA 1.131s didn't make it to the UK, although one may be repaired. G-BECW was heavily damaged while taxiing at Reus Apt. on 17 September prior to a delivery flight and G-BSRF crash-landed due to engine failure near Valencia.
- **Turkey.** THY's B.727-2F2 TC-JBH c/n 20982 crashed into a mountain near Isparta. All 155 occupants were killed. Eye witnesses told the investigators that the aircraft had flown very low over the town of Isparta. Just before the crash the pilot had requested descent to 12,000 feet.
- **Seychelles.** Air Mahe's BN-2A Islander VQ-SAC c/n 287 crashed on take-off due to engine failure of both engines at Praslin on 4 September. No kills.
- **United Kingdom.** PA-19 Super Cup G-AYPM c/n 1373 was written off at Dingwall on 9 September when a gale destroyed its hangar. Beech D.95A Travel Air G-AYNM c/n TD-629 of the Chesterfield Air Touring Group crashed into a golf course near Cheltenham after hitting trees on 26 August.

Miscellaneous.

- **Cuba.** The Cuban Government cancelled the US-Cuban anti-hijack treaty, that virtually ended hijacks to Cuba in 1973, on 15 October. Prime minister Fidel Castro accused the US Government of having sabotaged the Cubana DC-8 that crashed on 6 October by providing opportunity and means via the CIA to a group of right-wing Cuban exiles in Miami (see accidents). Another reason according to Castro is the "attacking" by the CIA of Cuban ships, aircraft and diplomatic missions repeatedly and the US Government has not prevented the Cuban exiles in the USA from engaging in illegal anti-(communist)-Cuban actions.
- **France.** On 4 September the first prototype of the Dassault-Breguet Falcon 50, a larger tri-jet version of the Mystere 20 was rolled out at Bordeaux-Merignac Apt. First flight is expected to be scheduled in early November.
- **United Kingdom.** On 23 August the Cranfield A1 made its successful first flight. The aircraft is a design and product of the Cranfield College of Aeronautics and is a 210hp aerobatic monoplane, incorporating the ideas of the well-known British pilot and writer Neil Williams who was fourth in men's solo event at the 1976 Aerobatic World Championships at Kiew, USSR.
- **For those who didn't know:** PH-NZC, a S-61N s/n 61-465 of KLM Noordzee Helicopters, has been rebuilt (after its crash 10-5-74) in the USA, now flying as N87580.

- United Kingdom. A high court ruling may have saved Laker Airways' cheap "Skytrain" service to the US. It said that the Secretary of State for Trade had no authority to revoke Laker's licence to operate the Skytrain service, issued on 1 January 1973, and for which Laker had bought two DC-10s.  
The scheme was first held up by US unwillingness to grant a licence, but when the CAB (the responsible US organization) was about to grant a licence, the plans were torpedoed by a change in policy of the UK Government that ended the "dual designation" possibilities (Laker's Skytrain would compete the IATA-member British Airways). The Department of Trade ordered the CAA (the responsible UK organization) to take action in accordance with this new policy, which meant revoking Laker's licence. The High Court judge is of the opinion that ordering the CAA to revoke a licence doesn't equal reverting a CAA decision. This High Court ruling, appeal against which may be made by the Dep. of Trade, also effects BCal and British Airways because they had been swapping routes to achieve the goal of the new policy i.e. one airline on one route. The airlines are now studying the effects for them of this new development.
- USA. An extraordinary new development in aviation was reported recently from the "land of unlimited opportunities": camper helicopters! Orlando Helicopters offers Sikorsky 55s and 58s converted to campers complete with beds for hunting and fishing holidays. At least two S.55s have been sold.  
A new version of the Scottish Aviation Jetstream made its first flight at Van Nuys Apt., Calif. recently. It is the Century Jetstream 3, re-engined with Garret TPE-331-3U-303 turboprops by Volpar after a Century Aircraft Corp. design. This Jetstream has an increased overall performance and is already in "production" with Volpar's, even before the FAA certification.  
The British airways order for L.1011-500 TriStars has made it very unlikely that the proposed DC-10-30R with Rolls-Royce RB.211 engines will ever fly. The DC-10-30R had been offered to BA, the deal including considerable off-set contracts with British industries. BA, however, chose for standardization and earlier availability and ordered TriStars. At present no other airline is known to be interested in buying DC-10-30Rs. First flight of the Lockheed JetStar 2 was at Marietta, Ga. on 19 Aug. This redesign of the original JetStar, now renamed JetStar 1 and once the first business jet of the world, features Garrett TFE731-3 turbofans and a range of 3200 miles (5150kms). Orders for newly built JetStar 2s now stand at eighteen. Development of the JetStar 2 was triggered by Garrett AiResearch's programme for providing JetStar 1 owners re-engining kit, involving TFE731s. Lockheed added a number of other refinements.  
Both Delta Air Lines and Northwest Orient may become scheduled carriers to Europe soon, if presidential approval is granted, which seems very likely. Delta will probably open Atlanta-London and Dallas-Fort Worth/Houston-London: Northwest services from New York and five other cities to Prestwick and five other (unnamed, but likely to include Schiphol) European airports. Furthermore National, TWA and PanAm may receive rights to more routes or more frequent flights on existing routes to Europe.

#### Acquisitions

- BAF is negotiating with the Royal Malaysian AF for the purchase of 8 Heralds in freighter configuration made surplus by the acquisition of
- DanAir Services Ltd. bought a third B.707, this time a -320C srs. They also added three Comet 4Cs to its fleet: G-BEEX-Z c/ns 6458, 6462, 6466.
- United Airlines. It is now very likely that United will be the first US airline to order Airbu A.300Bs. Other airlines are also interested, but nothing definitive has become known yet.
- British Airways Helicopters is likely to buy three, or maybe even five, new S.61Ns to cope with increased work on the Scottish off-shore oil fields.

- TMAC has ordered two DC-8-50CF ars from McDonnell-Douglas. The two ex Aero Peru aircraft are being converted to freighters in the USA and will be delivered in March and May 1977 in a new colour scheme that has some elements in common with the new BAF colour scheme (which just looks like the F.27 Maritime c/s !). Both companies belong to the same owner. G-AZIN, a CL-44D4 c/n 19, was returned to its owner recently after a lease to Limburg Air Cargo.
- Cyprus Airways have ordered two BAC 1-11 500srs to form the backbone of their new fleet. Previously DC-9s had been leased, but Cyprus Airways is reverting to the pre-Turkish-invasion policy of using British equipment. Untill the 1-11s are delivered they will lease some others. They will Alidair's Viscount G-AZNH c/r 342 as well.
- Britannia Airways will receive a newly built B.737-200srs on long-term lease from a US leasing company in April next year. Also two B.737-204s are on order: G-BECC c/n 21335, G-BECH c/n 21336.
- Air France leases an Airbus A.300B4 (F-ODCY c/n 09) from the manufactures.
- Air Inter will take delivery of Transavia A.300B2 PH-TVL c/n 08 in February 1978 as F-BUAE. Two other A.300Bs are F-BUAF c/n 04 (ex F-WUAA) to be delivered in December, and F-BUAG c/n 15 (ex F-WLGC), del'd in Sep.
- EAS has bought two more Vanguard 935Cs being G-APEL c/n 715 and G-APEM c/n 716 (to become F-BXBX).
- VIASA leases KLM's DC-8-53 PH-DCK c/n 45614 for two years as YV-132C.
- Young Cargo's eighth Britannia 253 (C.1) is OO-YCH c/n 13399 ex XL637.

#### FARNBOROUGH CIVIL REPORT

##### USA:

- BEECH King Air 100: G-BBVM Dowty
- BELL 206L Longranger: N9954K
- BEDE BD-5J: F-WZAV (the smallest jet propelled aircraft ever built in series, is powered by a 200lb thrust jet engine giving enough power for a one person aerobatic performance).
- ENSTROM F-280 Shark: G-BDID - F-280C Shark: G-BEEL
- GATES Learjet 24: SE-DCW (c/n 1038) Swedair target-tug a/c
- GRULMAN Gulfstream II: G-BDMF (c/n 103) Rolls Royce
  - American AA-1B-TR2: G-BDLS (c/n 0564)
  - American AA-5A Cheetah: G-BEBE (c/n 0154)
  - American AA-5B Tiger: G-BDLR (c/n 0128)
- LOCKHEED L.1011-193U TriStar: A40-TY (c/n 1138) Gulf Air
- ROCKWELL 75A Sabreliner: N64 FAA

##### Great Britain:

- AERO BONNER Chipmunk 200: G-ARWB (test a/c for Bonner 200 engine)
- BAC One-Eleven 401AK: N111NA (c/n 086) Tiger Leasing
  - Aerospatiale Concorde: G-BBDG (c/n 202) British Airways
- FAIRY BRITEN NORMAN BN-2A Islander: G-BCZD (c/n 759)
  - Defender: G-BDLN (c/n 492, camouflaged)
  - Firefighter: G-BDHU (c/n 767, development a/c for fire protection fitted with water tanks and spray gear underneath)
  - BN-2A-26 Agricultural Islander: G-BDMT (development a/c for spray purposes fitted with tanks in outer wing sections and spray gear)
  - BN-2A III Trilander: G-BDTR (c/n 1029) and G-BDTS (c/n 1030)
- HAWKER SIDDELEY HS-125-600B :G-BDJE
  - HS-125-700: G-BFAN (c/n 25258, prototype with Garrett Airesearch engines and extended tail section)
  - T.52A Harrier: G-VTOL (company's demonstrator)
  - Hawk: G-HAWK (company's demonstrator)
- LOCKSPEISER LDA-01: G-AVOR (prototype)
- SCOTTISH AV. Jetstream: G-AWVK - Bulldog 120: G-ASAL (c/n 239)
  - Bullfinch: G-BDCG (c/n 381, protot. of 4 seat development of Bulldog)
- SHORT SC-7 Skyvan 3M: G-BDVO (c/n SH1949, second a/c for Venezuelan post-services, registered YV-O-MC-9)
  - SD3-30: G-BEEO (c/n SH3006) Time-Air
- WESTLAND Lynx: G-BEAD (c/n 00-001, company's demonstrator ex XW835)

Holland:

FOKKER-VFW 614: D-BABI (c/n 609) - F-27 Maritime: PH-FCX (c/n 10183)  
- F-28 Fellowship 1000: PH-ZBM (c/n 11048)

France:

AEROSPATIALE SA360 Dauphin: F-WVKJ (c/n 1001)  
- SA365 Dauphin: F-WVKE (c/n 004) - SN-601 Corvette: F-BVPI (c/n 24)  
- Ralley 150ST: G-BDWA (c/n 2695) and G-BDED (c/n 2553)  
- Ralley 235GT: G-BEEA (c/n 12770) and F-BXDT  
AIRBUS INDUSTRIES A.300B2: F-WUAD (c/n 003, third prototype)  
CESSNA REIMS FR.172E: SE-FBT (c/n 0034) Swedair target-tug a/c  
DASSAULT Falcon 10: F-BVPR (c/n 407) - Falcon 20: G-BCYF (c/n 304)

Italy:

AGUSTA Hirundo A109A: I-CDMV and I-DCVM  
PIAGGIO P-166DL3: I-PJAG (prototype of turbopropversion of the P-166)  
SIAI-MARCHETTI SF260W: I-ARGI (c/n 2001)  
PARTENAVIA P-68B: G-BCDK (c/n 15) - P-86 Observer: D-GERD (mod.nose)

Germany:

MBB Boe105C: D-HDDV (c/n S.128) and D-HDER (c/n S.150, military demon.)

Canada:

DE HAVILLAND CANADA DHC-5D Buffalo: G-GBUF (improved Buffalo)

Spain:

CASA 212 Aviocar: EC-CRV (camo.) and EC-CRX

Switzerland:

FFA AS202/18A Bravo: HB-HEY (c/n 015) and HB-HFD  
PILATUS PC-6 Turbo-Porter: HB-FFW - PC-7 Turbo-Trainer; HB-HOZ

Sweden:

SAAB 17 Safary: SE-XCF (c/n 02) - 105G: SE-XBZ (c/n 105-2)

Poland:

PZL 104 Wilga: SP-WRE (c/n 86225) - 106A Kruk: SP-WUF (c/n 26006)  
- TS-11 Iskra: SP-DOE (c/n 3H-1606, general trainer mainly used for  
military purposes, in large numbers by the Polish AF)  
- SD2-45A Ogar: G-BEBG (c/n B.655, motor glider)

Australia:

GAF Nomad 22B: VH-AUN  
Rothmans display team: G-BADW, BADX, BADI, BADZ, all Pitts S-2A; and  
G-BDFE "4" Supermarine S5 Replica; G-BECZ CAP-10B (c/n 68)  
Visiting a/c: G-ARIA Bell 47 SP-DNP An.2 (support a/c for PZL)  
G-BBHC Enstrom F-28 (c/n 149) G-ASVN AB.206A

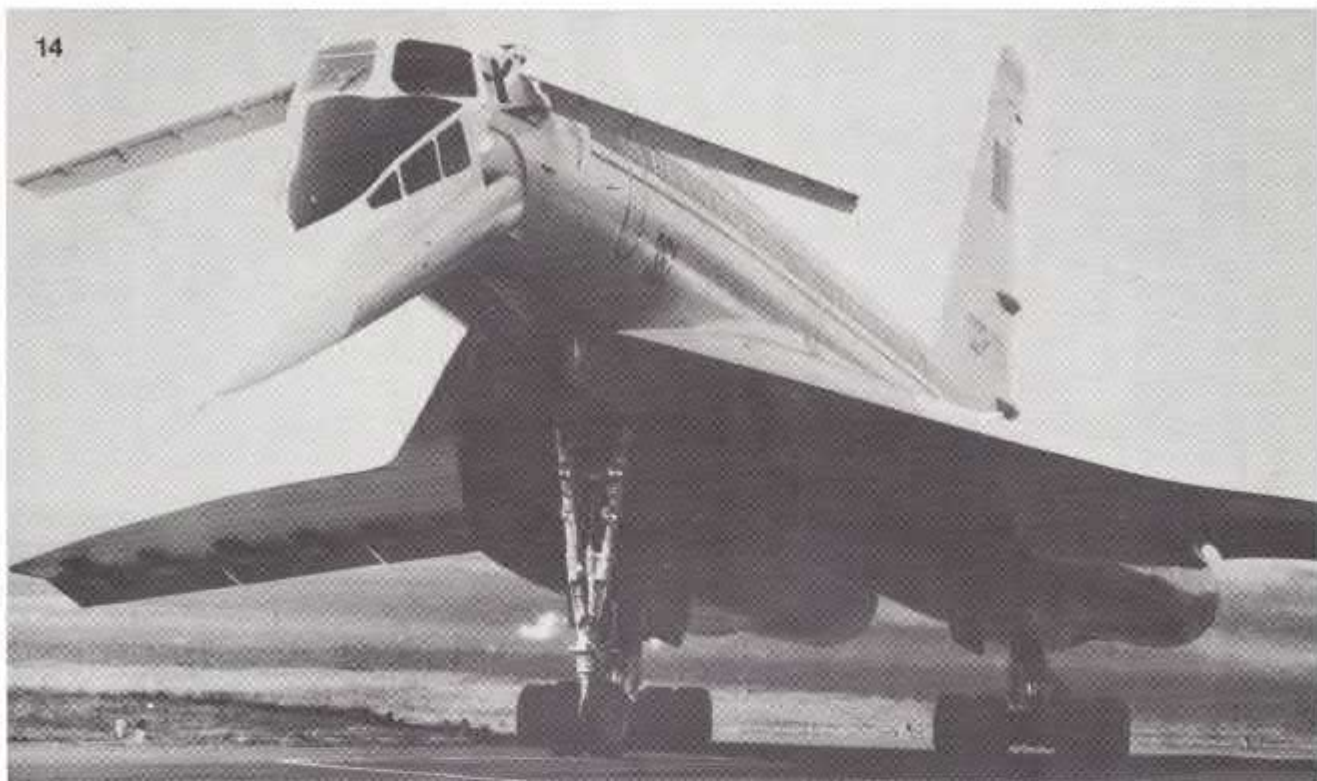
CORRECTIONS & ADDITIONS

FLASH:  
No.69 page 26: Ypenburg March 23 must be March 26  
27: Olympic Airways not BAC 1-11 but 2 B.727s  
No.70 page 44: Schiphol June 6 D-EDKL is a SIAI S-208 c/n 1-06 Dr.Trautman  
43: Schiphol May 21 LU-SUG must be LN-SUG  
45: Seppe movements May 25 must be May 23  
No.72 page 27: The DC-9-32 of Inex Adria which collided 10 Sept. was  
YU-AJR, the latest acquisition of Inex!

PHOTO COMMENT

PHOTO 14: Looking like an evil insect: pre-production Tu-144 CCCP-77144 of  
Aeroflot at Le Bourget 7 June 1974. Photo J.J.Struben  
PHOTO 15: The first newly produced F.28-6000, PH-SIX c/n 11092, was  
demonstrated during the Open Day at Volkel on 30 August 1975.  
Photo via J.J.Struben  
PHOTO 16: SAM, Alitalia's charter subsidairy, mainly flies with Caravelle  
6Ns, such as I-DABV c/n 146 seen and photographed at Barcelona,  
13 July 1973 by J.J.Struben  
PHOTO 17: Being afraid that this new aircraft would fly away without per-  
mission, PH-AUK, a Cessna F.172RG c/n 0079 was tied up to Schip-  
hol's concrete in February this year. Photo: C.v.d.Heuvel

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