

# FLASH

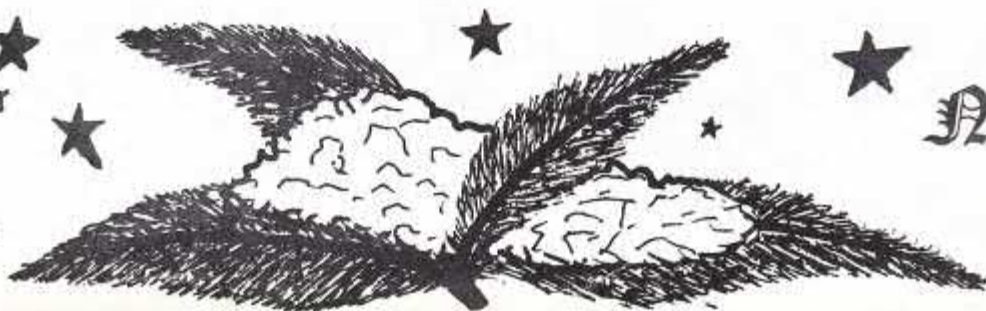
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**military aviation magazine**

Belukkig  
Nieuwjaar



Happy  
New Year



FLASH AVIATION MAGAZINE, P.O. BOX 855, EINDHOVEN, HOLLAND

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Dear reader,

As usual towards a year's end, the editorial staff wants to cast a glance at past and future. 1976 has been an extremely good year for our magazine; important actions have led to a steady growth and to obtaining a foothold on the market of aviation magazines. Thanks to one of our principles (the account must balance), we have managed to control the subscription fee very well though many advanced of several items. We think the magazine has improved a lot thanks to a more extensive contributing by our readers and therefore we want to thank all of you for your faith and contributions. We wish you a happy ending of this year and a good start of the new 1977, hoping we can count on you further on,

Peter, Jac, Frank and Coen

In order to facilitate the activities of our agencies in Italy and Great Britain and in order to compile a special column with all occurrences in these countries in FLASH, we ask all readers in question to send their news and movements directly to the agents. This way we get a more efficient system and its cheaper for you too. We also prefer you to send them your payments and demands for a sample copy. This doesn't mean that questions for the editorial staff ought to be sent to the agencies (though not forbidden).

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NEWS ----- NEWS

With special thanks to: H.Berger, J.Struben, C.D.Taylor, N.Wiltens, 00368, 1st TASW, Brittany Air Spotter Group, SCAN.

HOLLAND

-- Movements at Twenthe included:

- Jun. 2: 27-05, 27-85 TF-104G WGAF WS-10 71-84 UH-1D Heer HFWS
- 3: 28-02, 27-17 TF-104G WGAF WS-10 27-81 TF-104G WGN MFG-2
- 8: D-5612, 5813 TF-104G TCA 84-87 CH-53G Heer
- 9: D-8266, 6666, 8259, 8062, 6695, 6698, 8268, 6699, 8114, 8282 all F-104Gs of 311/312Sqn
- 17: FX-29 and FX-89 F-104G BAF 10Wing K-4022 NF-5B 314Sqn
- 23: CR74-045 F-4E USAF 32TFS (and CR74-052 on 24-6)
- Jul. 20: FX-41, FX-52 F-104G BAF 10Wing K-4024 NF-5B 316Sqn
- 21: 35-49, 35-88 RF-4E WGAF AKG-51
- 22: FX-79 F-104G BAF 10Wing K-4021 NF-5B 314Sqn
- 23: FX-41, FX-46 F-104G BAF 10Wing CR74-046 F-4E USAF 32TFS
- XW764/C Harrier GR.1A RAFG 3Sqn (emergency landing)
- 27-18, 28-35, 28-32 and 28-16 TF-104G WGAF WS-10
- 26: R-700 and R-703 F-104G RDanAF XZ145/T Harrier T.4 RAF
- 27: XV407/X Phantom FGR.2 RAF 2Sqn 27-98 TF-104G WGAF WS-10
- 28: 113(RF-5A) and 165(F-5A) RNoAF XV423/P Phantom RAF 29Sqn
- 29: 27-97, 28-29 and 28-34 TF-104G WGAF WS-10
- 23-50 F-104G WGAF WS-10 K/221 UH-1B MLD 7Sqn
- FX-06, FX-52 F-104G BAF 10Wing R-126 L-21B Piper Cub
- Aug. 2: 27-84 TF-104G WGAF JB-31
- 3: 27-37, 27-96 TF-104G WGAF WS-10 D-5808 TF-104G TCA
- 4: BA-07, BA-39 Mirage 5BA BAF 3Wing 58-60 DO-28D WGAF JB-34
- 6: 27-94 TF-104G WGAF WS-10
- 9: V/202 SP-2H Neptune MLD K-3033 NF-5A 316Sqn
- 10: CR74-653, 74-053 and 74-652 F-4E USAF 32TFS
- 38-65, 37-17 F-4F WGAF JABOG-36
- 12: G-769 and GT-874 F-100D/F RDanAF 727Esk.
- 13: XX963/AL Jaguar Gr.1 RAFG 14Sqn D-5801 TF-104G CAV
- 17: 31-42 and 33-06 G-91R WGAF LEKG-43 CR74-059 F-4E USAF 32TFS
- 18: BR-16 Mirage 5BR BAF
- 19: 70-59 UH-1D WGAF HTG-64
- 24: 7T-WAM F.27 Algerian AF (co-operating with ITC)
- FC-12 TF-104G BAF 10Wing 27-95 TF-104G WGAF WS-10
- 27: 37-53 F-4F WGAF JABOG-36 71-53 UH-1D WGAF HTG-64
- 30: 27-09 and 28-34 TF-104G WS-10 26-55 F-104G WGN MFG-2
- D-6656, 8058, 6654 F-104G 322/323Sqn C-8 F-27M 334Sqn

-- The DVM (Depot Vliegtuig Materieel) is the organization responsible for spare parts for all aircraft serving in the Klu. In one of their hangars at Gilze-Rijen quite an impressive amount of aircraft can be found being withdrawn from service. Noted on 3 December were:

- 54-2405 (ex R-115), 54-2410(ex R-120), 54-2415(ex R-125)
- 54-2422 (ex R-132), 54-2424 (ex R-134), 54-2425((ex R-135)
- 54-2426 (ex R-136), 54-2428 (ex R-138), 54-2439 (ex R-149)
- 54-2440 (ex R-150), 54-2448 (ex R-158), 54-2449 (ex R-159)
- 54-2451 (ex R-161), 54-2453 (ex R-163, without engine),
- 54-2455 (ex R-165), 54-2462 (ex R-172), 54-2465 (ex R-175)
- 54-2467 (ex R-177), 54-2472 (ex R-182), 54-2473 (ex R-183)
- 54-2476 (ex R-186), all 21 L-21Bs had only the US serial on the tail while all other markings had been removed.

-- Movements at Schiphol included:

- Oct. 2: NAF-905 F-27-400M Nigerian AF (c/n 10490)
- 17: XW791 HS.125 CC.2 RAF (and XW789 on 5-11)
- 20: 5-8532 C-130H Imp.Iran AF
- 28: 31-13/MM62013 DC-9C ItAF
- Nov. 4: 5-8513 C-130H Imp.Iran AF
- 11: XT645 and XW614 Scout AH.1 Army

Schiphol cont.

Nov.23: 22462 UH-1H USArmy

In the October issue it was noticed that the Hercules of the IIAF received new serial presentation and colour scheme. As can be concluded from above they also changed the serial itself by adding an 8.

-- Movements at Valkenburg included:

- Oct. 1: 141009 C-131F USNavy/Mildenhall (also on 6-10 and 28-10)  
 WF118/CU569, WF309CU570, WF308CU572, WF125/CU576, WM735/CU578,  
 all Sea Prince T.1s Royal Navy 750Sqn  
 XK895 Sea Devon C.20 Royal Navy Culdrose Station Flight  
 XJ319 Sea Devon C.20 Royal Navy 781Sqn
- 4: 147567 SP-2H Fr.Navy.25F 84-79 CH-53G Heer MHFTR-15
- 5: XS498/W-Q/VL end XT476/W-S/VL Wessex HU.5 Royal Navy 707Sqn
- 7: 159363/JM CT-39G USNavy VR-24 K-686 C-47 RDAD Esk.721
- 15: 141023 C-131F USN/Mildenhall VP962 Devon C.2 RAF
- 18: No.25 Atlantic Fr.Navy 22F
- 19: 158920/LP-3 P-3C Orion USNavy VP-49
- 20: 71-62 UH-1D WGAF FBSS (VIP heli in white c/s)
- 27: 45-29/MM52-6012 C-119G ItAF
- Nov. 1: 159320/LP-5 P-3C Orion USNavy VP-49
- 5: 59-06 DO-28D WGNavy MFG-5
- 8: 71-88 UH-1D WGAmy HFWS
- 10: MT-31 Magister CM-170R BAF "Rode Duivels"  
 2844 VC-118B USN/Washington 24472 T-39A USAF
- 12: XR443 Sea Heron C.1 RNavy 781Sqn (also on 16-11)
- 16: WB534 Devon C.2 RAF
- 25: XW208/CE end XW210/CG Puma HC.1 RAF 33Sqn
- 26: WP308/572, WP320/573 and WF125/576 Sea Prince T.1s RNavy 750Sqn
- 27: XT461/V-L/VL Wessex HU.5 RNavy 846Sqn

CANADA

-- At Greenham Common construction work started with aircraft shelters. The runway is being provided with a new surface. But what has this got to do with Canada you might wonder. It is said that Greenham Common will become operational again. On a rotational base six USAF Hercules are to be based here and it seems to be certain that the shelters are to house Canadian AF CF-5s (even CF-104s have been mentioned).

-- Throughout the summer of 1976 following CF-104s have been noticed at CFB Bad Soellingen:

- 104704, 706, 713(439), 716(439), 733, 737, 739, 740, 743, 747(441),
  - 104749(441), 760, 761(441), 762, 776, 785, 788(441), 795(421), 796(441),
  - 104805, 807(441), 808, 810, 813(439), 815, 821, 822, 823, 824, 826,
  - 104827, 829, 835, 837, 838, 839(421), 840, 841(421), 842, 843(439), 845,
  - 104847(421), 848(439), 862, 865(439), 869, 880(441), 889, 891(421),
  - 104892(441), 893(421), 896 and 899(421), all CF-104Gs
  - 104653, 656, 658, 661, 665 CF-104Ds
- Noted CT-33ANs: 133069, 133345, 133393, 133450 and 133542

DENMARK

-- On 29 November, a Super Sabre of the Danish Air Force crashed near Vejle, Denmark. The pilot was killed. It was the fifth Danish F-100 to crash this year.

FRANCE

-- Movements at Lann-Bihoue included:

- Nov. 2: XS794 Andover CC.2 RAF 32Sqn 150/- SA321G 32F
- 3: Aflving-display by several French navy aircraft:
- No.34 and 160 Al.III 34F No.32 Falcon 10 SRL
- No.75 Br.1050 Alize 4F No.60 Nord 262 2S
- No.3 Br.1150 Atlantic 23F No.01 Super Etendard
- No.15 and 66 Br.1150 Atlantic 24F No.162/P SA321G 32F

Leam-Bihoue cont.

- Nov. 4: AGE Alouette II ALAT Rennes 328-EL/203 N-2501  
92-AD/357 Vautour IIN EB.1/92 WT/35144 T-33A LEB-92  
314-VB/14230 T-33A GE.3/314
- 5: No.997 Alouette III TRME 22S C-2 F-27M RNethAF 334Sqn
- 8: 314-VT/14144 T-33A GE.3/314 WP/53091 T-33A LEB.92
- 12: 61-14 and 61-20 Atlantic WGNavy MFG-3  
V/251, V/256, V/258 Atlantic Kon.Marine  
No.50 Br.1150 Atlantic 21F 315-QB CM-170R GE.3/315  
The foreign Atlantics stayed here for 8 days for an international exercise "SUROIT 76".
- 15: 64-IV/177 N.2501 ET.1/64 48406/6 C-47D 56S  
61-ZB/FO6, 61-ZE/FO9 C-160F ET.2/61 314-YR/21485 T-33A GE.6/314
- 16: 070-MM/195 N.2501 EC.70 312737/CI C-135F  
XS495/B-VC, XT755/B-VD, XT759/B-VN, XT761/B-VU, all Wessex HU.5 of the Royal Navy 848Sqn visiting for exercise "SUROIT 76"
- 17: 61-12 Atlantic WGNavy MFG-3 (Suroit 76) No.5 Br.1050 6F
- 19: 92-AZ/625 Vautour IIB EB.1/92
- 22: AF/7 Mirage IVA FAS/EB.3/91 No.13 Br.1050 6F  
No.35/no serial, 84/no serial, 771/no serial, all C-47Ds 56S
- 23: 12-ZF/84 and 12-ZI/87 Mirage F.1C EC.2/12
- 24: 319-DC/235 MD-312 Flamant GE.319 314-VD/14230 T-33A GE.3/314  
314-YE/17552 T-33A GE.6/314
- 25: 314-YA/16793 T-33A GE.6/314 33-TM/315 Mirage IIIR  
92-AK/615 Vautour IIB EB.1/92 No.60 Etendard IVM 11F
- 26: No.35/ no serial, 59/no serial, 84/no serial all C-47Ds 56S
- 29: 10/no serial C-47D 56S 10-KH/104 CM-170R
- 30: 319-DW/229 MD-312 GE.319 50022 NC-130A USAF ABSC/ASD

Noted at Bordeaux in September:

- CB/45307 DC-7C (CEV), 177 N-2501, 226 MD-312, 219 CM-170R,
- 10-KI/44 CM-170R, CH-04 C-130H BAF
- 140-13 and 140-14 Mirage F.1C Spanish AF
- 507 and 508 Mirage IIIE Abu Dhabi AF
- 92-AH/612, 92-AK/615, 92-AR/631, 92-AT/633 Vautour IIB Esc.1/92
- 92-AY/364 Vautour IIN Esc.1/92 WV/54434, WY/16648 T-33As

ITALY

- On the 4th of August a F-104S of the 36th Stormo crashed near Matera during a night-flight. The pilot was killed.  
Another F-104S crashed into the sea near Carbonifera on the 8th of October. The a/c belonged to the 9th Gruppo of the 4th Stormo based at Grosseto. The pilot ejected safely.  
The AB-206A that crashed near Viterbo was the EI-523/80564 (and not EI803 as published in FLASH Nr.74).
- On 6 October the Reparto Volo Stato Maggiore (code SM) was disbanded and the 31st Stormo received its two Gruppi, the 302nd and the 306th. Now all the DC-9s, C-118s, CV440s have the code 31.  
Also the new SH-3DTs (for VIP use) now carry the code 31.  
With the arrival of the president of Venezuela three of these helicopters were seen coded 31-1,2, and 3. The DC-9s are coded 31-12 and 31-13.  
The 205th Gruppo of the Scuola Volo Basico Avanzato Aviogetti (code SA) with G-91Ts has been disbanded. At Amendola now only the 201st and 204th Gruppi are operated.
- From the 11th to the 20th of October a squadron-rotation took place between the 2nd Stormo from Treviso and the 2nd Wing of the Belgian AF. Six Mirage 5BAs of the 2Sqn landed at Treviso: BA-22,26,30,51,53,54  
Six G-91Rs of the 103rd Gruppo left for Belgium.
- Many USAF aircraft were in Italy between 5-12 October. At Rimini 25 Phantoms from Alconbury, Lakenheath and Bitburg were stationed. At Ghedi about 12 F-111Es from Upper Heyford were seen. On those bases (and others) also many C-130s, C-141s, T-39s and OV-10s were seen. This because of a

USAF exercises cont.

big naval exercise. All a/c used the AMI's bases because Aviano AFB was closed due to runway repairs.

- On 7 October, in the afternoon, the G-222 ordered by the Dubai Defence Air Force made its roll out at Torino-Caselle. The a/c has c/n 4006 and carries the code 321. It's most likely Dubai will order another G-222 in the future.
- Helicopters of Agusta are still going strong. Lybia ordered 24 CH-47Cs. They are registered LC001 and up. LC002 was noted at Milano-Malpense in July. Syria will order 24 A-109s, 12 SH-3Ds, 6 CH-47Cs, 6 AB-212s and 12 AB-212AS'ws, while Venezuela is very interested in purchasing some Agusta A-109s. An Iranian CH-47C, 5-4072 was at Genova on delivery to the Imperial Iran Army in August.

SWITZERLAND

- On July 8th the Flugwaffe took delivery of the last Hunter of an additional order of 30 F.58As. This Hunter was the 160th example for the Flugwaffe. The first out of 100 Hunter F.58s (J4001-4100) was delivered in 1958. In 1971 they were supplemented by 30 F.58As (J4101-4130) and in November 1972 again 22 F.58As (J4131-4152) and 8 T.69s (J4201-4208) were ordered. Last year and early this year the last batch was delivered and at the same time the Venom FB.50s of Staffel 4,7,18 and 19 were replaced by the Hunter F.58As..

UNITED KINGDOM

- The USMarine Corps invasion at St.Mawgan on 22 October included the following aircraft:  
 F-4J VMFA-122 (code DC): 157243/00, 157242/01, 155888/02, 155882/03, 155881/04, 155880/05, 155876/06, 155832/07, 155807/10, 155786/11, 153825/12 (leaving 25-10)  
 A-6E VMA(AW)-121 (code VK) : 154154/000, 152931/00, 159314/01, 155589/02, 155657/03, 155638/04, 152614/05, 151784/06, 159570/08, 152541/09, 154156/10 (leaving 24-10)  
 EA-6A VMAQ-2 (code CY): 151597/07, 156983/12, 156986/15, 156988/17 (leaving 24-10)  
 All aircraft participated in exercise "Teamwork" and operated from Sola, Norway during September and where on their way back to Cherry Point. Acting as tankers for the trans-Atlantic flight were the KA-3Bs of VAQ-208 at Mildenhall on 21-10 (see FLASH NR.74). Transport/tanker support were KC-130F 148891/BH, 148893/BH, 148897/BH, 148907/BH and KC-130R 160016/QB.
- During October and November seven new T-2E Buckeyes passed through Prestwick on delivery to the Greek AF: 160086,160087,160088,160089 on Oct.9 and 160090,160091,160092 on Nov.6. Another interesting delivery via Prestwick was FAG-880 IAI 201 Avava on its way to the Guatemala AF (ex reg 4X-IBU still readable). The most interesting delivery however passed through Lossiemouth on August 2nd. This delivery consisted of four T-33As for the Greek AF: 80580, 80668, 80664 and 80665.
- Movements at Northolt included:  
 Nov. 1: 149677/20 P-3A Orion USNavy VQ-2  
 3: 18014 U-21A USArmy HQ USAREUR 18034 U-21A USArmy HQ USEC  
 4: 18019 U-21A USArmy HQ USEC  
 5: 50-09,50-64,50-75 C-160D WGAF LTG-63 10939 C-130E 317TAW  
 8: 46-03/MM61989 C-130H ItAF AO/92 Nord 262D FAF ET.2/65  
 15: 141002 C-131F USNavy NAS Rota 41661 C-130H 463TAW  
 17: 152722/LO-1 P-3B USNavy VP-10 2464 C-130H Brasil AF  
 158935/LP-49 P-3C USNavy VP-49 CS-02 HS.748 BAF  
 19: 42063 C-130H USAF 463TAW

- The Panavia Tornado (MRCA) will become the most important combat a/c in the RAF in the 1980s. This was stated in a report on RAF's plans for the Tornado.  
Out of the 809 Tornados ordered so far, 385 will enter RAF service. The remaining will go to Italy (100) and West Germany (322 plus the two additionally ordered).  
The RAF Tornados will consist of three basic versions: the IDS, ADV and the trainer version. The IDS Tornado, an interdiction strike a/c, will replace the Buccaneers and the Vulcans in their overland and maritime roles. Also some reconnaissance squadrons are expected to be equipped with Tornados. The IDS version will be based in Britain and Germany with deliveries commencing in 1978/1979. The first to receive the IDS Tornado will be the Operational Conversion Unit at Cottesmore.  
The ADV Tornado, an air defence variant, will replace the Phantoms and Lightnings serving in the present air defence squadrons. The ADV differs only for 20% from the IDS version with a UK-developed air intercept radar and air-to-air missiles. Just like the IDS, the ADV will both be based in Britain and Germany, but delivery will last a little longer. The Phantoms have only recently taken over the air defence role of the Lightnings.
- Recently noted Lightnings at Gutersloh:  
No.19Sqn: XN735/A, XN793/A, XN766/C, XN724/F, XN783/G, XN793/H,  
          XN789/J, XN790/L, XN771/P, XN731/Z, all F.2A and XM973/V T.4  
No.92Sqn: XN778/A, XN791/D, XN774/F, XN787/L, XN792/M, XN726/N,  
          XN732/R, XN727/W, all F.2As and XM968/Q, XM995/T both T.4s.

UNITED STATES of AMERICA

- Movements at Lakenheath included:  
Oct.27: 22-19 and 22-79 F-104G WGN MFG-1      30304 KC-97L Texas ANG  
          30: BT69-213 and RS-74-639 both F-4Es      SP66-644 F-4D 52TFW (ex WR)  
Nov. 6: 21-11 and 23-11 F-104G WGN MFG-2      HR74-633 F-4E 50TFW  
          9: 22-66, 24-66 F-104G WGAF JB-31      28-11, 28-29 TF-104G TS-10  
              D-8120 and D-8331 F-104G RNethAF 322/323Sqn  
          10: FX-33 and FX-65 F-104G BAF  
          13: BT69-271, BT69-274, HR68-503, RS63-490 All F-4Es  
              104658 CF-104D CAF      SP66-768 and 66-793 F-4D 52TFW  
              Plus 10212, 24365 F-105D Vir. ANG still here from the deployment.  
          20: HR74-632 F-4E 50TFW (and HR74-622 on 27-11)  
              40639 C-141A 438MAW (delivered an F-111 simulator)
- Movements at Mildenhall included:  
Oct.28: 71505 KC-135A Maine ANG  
          30: 14832 KC-135A 93BW  
Nov. 4: 53146 KC-135A Ohio ANG  
          5: 23414 EC-121T AFRES 79A WCS      22-19 and 22-79 F-104G WGN MFG-1  
          6: 76-0166 C-12A USAF (delivery flight)  
          11: 76-0167 C-12A USAF (delivery flight)  
              72608 KC-135A New Hampshire ANG  
          12: 00451 C-5A 60MAW      149801 C-130F USN VR-24Sqn  
          15: 156528/LL-40 P-3C USNavy  
          17: 157316/LL-36 P-3C USNavy      71445 KC-135A Ohio ANG  
          18: 00448 C-5A 443MAW (this a/c was operating a 60MAW mission and  
              was crewed by 60MAW)      158929/LP-6 P-3C USNavy  
          27: 155124 C-2A USNavy Vr.2Sqn      50240 C-141A 62MAW  
          29: 24-88, 25-38 F-104G WGAF JB-31  
          30: 27-72 TF-104G WGAF JB-31      67945 C-141A 63MAW  
New rotation at Mildenhall with 463TAW/773TAS: 74-1661, 1662, 1663, 1664,  
74-1667, 1673, 1676, 1682, 1683, 1689, 1690, 1691, 1692, 2062, 2063 and another
- During the latest deployments the KC-135 activities at Mildenhall increased considerably. E.g. on August 26th:  
KC-135A: 91519(305ARW), 80037(68BW), 38886(96BW), 72591(68BW),  
          71473(11ARW), 38000(22BW), 80035(379BW), 63624(42BW),



KC-135s cont.

23501(42BW), 38887(916ARS), 23532(509BW), 63603(384 ARW),  
37984(410BW)

KC-135Qs: 00342, 91523, 00335, 80084, 80086, 80117, 80112, 80129 all of 17BW  
And on October 24th:

KC-135As; 14833(93BW), 38004(28BW), 38880(93BW), 63637(42BW),  
80010(5BW), 23505(509BW), 37984(410BW), 71476(305ARW), 38007(379BW),  
23524(380BW), 00348(416BW)

KC-135Qs: 80071, 91513, 91474 all of 17BW

All operations are controlled by the newly activated 306th Strategic Wing at Ramstein taking over from the disbanded 98th Strategic Wing at Torrejon. Nevertheless the major part of the KC-135s on rotation in Europe keep going to Torrejon.

More and more KC-135s of the Air National Guard have been noted in Europe. They have been divided as follows:

160ARG Ohio ANG: 53146, 63611, 63638, 63648, 71445, 71507, 80008, 80017  
101ARG Maine ANG: 63605, 63609, 63640, 63654, 71443, 71450, 71491, 71505  
157ARG N.Hamps ANG: 63612, 63626, 63643, 63650, 72607, 72608, 80043, 80068  
141ARG Wash. ANG: 71425, 71428, 71434, 71480, 80067 and three more  
189ARG Arkansas ANG: yet to form

ANG units to receive the KC-135As in 1977: 128 ARG Wisconsin ANG,  
134ARG Tennessee ANG, 161 ARG Arizona ANG and 171 ARG Penn. ANG.

-- Mapping the F-4Ds of the 48TFW will leave Lakenheath for Nellis AFB. The main batch of F-111Fs of 366TFW will arrive in the summer although a few will be delivered earlier (February) for maintenance training. The rumours about the A-10 in Europe are taking shape. As it now looks there will be a wing at Ahlhorn and one at Spangdahlem. The wing at Ahlhorn will have at least two detachments. One at Soesterberg and one at Gilze-Rijen.

The RF-4Cs of 26TRV will be replaced by the RF-16As in the far future and some what nearer is the replacement of the F-4Cs Wild Weasels and F-4Ds LORAN of the 52TFW by F-4Gs.

-- A Spangdahlem based F-4D crashed during the night of 15 - 16 November, killing both pilots. A crash site was not mentioned in the USAFE statement nor an indication of what the cause may have been.

A rather unknown crash of a USAFE Phantom is 64-0824 "WR" that had an mid-air collision with 64-0812 "WR" over the North Sea on 21-8-72. Correction FLASH Nr.74: page 11: 19TFW has to be 18TFW and F-4D 50793 has to be 50795.

-- In 1974 the policy of the Defence Department towards Aerospace Defense Command was one of "de-emphasis", or reduction of strength. The main argument given for this was that, as J. Schlesinger said: "air Defences are of very limited value against potential aggressors armed with strategic missiles". Under his policy the manned interceptor force has been reduced to six regular Air Force and six ANG squadrons, mainly equipped with F-106s and one squadron with F-4Cs at Keflevik and one at Hawaii. However the F-106s would eventually be replaced. Now ADC is pressing the defence Department for funds to replace the 20-years old F-106s. It may have been de Defence Department's intention to use ex-TAC F-4s, made surplus by e.g. the introduction of F-15s and later of F-16s, to replace the F-106s, but ADC wants newly built aircraft that are genuinely capable of doing their job, which is intercepting and if necessary destroying intruders. ADC seems to favour the F-15 but the F-15 is not suited for an interceptor because only four Sparrows can track only one target at the same time. An alternative is the Grumman F-14 which can track no less than 24 targets simultaneously and destroy six targets. The F-14 would seem ideal as a F-106 replacement, but costs 20 million dollars whereas the F-15 in its present configuration costs only 16 million dollars.

WEST GERMANY

-- Some additional noted on the D-95 and 99- affairs. Six G-91Rs are known to have D-95 registrations:

D-9599 ex 30-67 ex LKG-41; D-9600 ex 30-81 ex WS-50; D-9601 ex 31-12  
D-9602 ex 31-91 WS-50; D-9604 ex 31-99 LKG-43; D-9607 ex 32-49 WS-50

The three N-2501s having 99- registrations are:

99-13 ex D-9579 & 53-19; 99-14 ex D-9580 & 53-30; 99-15 ex D-9570, 53-31

-- Squadron allocations of the F-4Fs of the WGAF:

JG-71: 37-03, 14, 15, 18, 19, 23, 27, 31, 35, 39, 43, 47, 51, 55, 59, 63, 67, 71, 79, 83,  
37-87, 95, 99, 38-03, 07, 11, 15, 19, 23, 27, 31, 35, 39, 43, 47, 51, 55, 59, 63, 67,  
38-71 and 75

JG-74: 37-05, 20, 24, 28, 32, 36, 44, 48, 52, 56, 60, 72, 76, 84, 96, 38-00, 04, 08,  
38-16, 24, 28, 32, 36, 40, 44, 48, 52, 60, 64, 72

JB-36: 37-17, 21, 25, 29, 33, 37, 41, 45, 49, 53, 57, 61, 65, 69, 73, 77, 81, 85, 89, 93,  
37-97, 38-01, 05, 09, 13, 17, 21, 25, 29, 33, 37, 41, 45, 57, 61, 65, 73 and 37-01

JB-35: 37-22, 30, 34, 38, 46, 50, 54, 58, 62, 66, 70, 74, 78, 82, 86, 90, 94, 98,  
38-02, 06, 10, 14, 18, 22, 26, 30, 34, 38, 42, 46, 50, 58, 62, 70

The following a/c have not yet been confirmed but are expected to operate with the following wings: JG-71: 37-75 JG-74: 37-40, 64, 37-80, 88, 92, 38-12, 20, 56, 64, 68 JB36: 38-49, 53, 69 JB-35: 37-26, 42 38-54, 66, 74

Other units operating the F-4F are:

Ts.Lw.1 at Kaufbeuren: 37-04 Es.61 at Manching: 37-16 and 37-31  
35TFW/20TFTS at George AFB (USA): 3702, 3706, 3707, 3708, 3709, 3710, 3712, 3713

Of 3711 no service details are known.

Since the introduction of the F-4F the following three were written-off: 37-65 (21-10-75), 37-68 (22-4-75) and 37-75 (22-10-75). Another accident occurred to the 37-33 when on 26-6-74 its nose wheel collapsed at Buchel. This a/c was repaired and was again observed in May 1976 with JABOG-36.

WORLD WIDE NEWS --- WORLD WIDE NEWS --- WORLD WIDE NEWS

IRE: On 13 November the last two of six Magisters (219 & 220) were delivered to the IAAC at Baldonnel. This month the first SF-260<sup>M</sup> is expected.

SOVIET UNION: In spite of earlier reports that the MIG-25 as recently examined by US experts in Japan, was disappointing, it now seems that the experts were somewhat impressed by the aircraft. Its primary role is high-altitude high-speed intercept. The a/c apparently designed hurriedly between 1960 and '64 to counter the high-flying U-2 and B-70, is very well suited for his task, although several off-the-shelf components were used such as MIG-21 cockpits, the engines of a large drone and vacuum tubes for the electronic equipments. This in combination with the fact that the a/c consists largely of steel and aluminium, using titanium only where absolutely necessary making the MIG-25 very cheap to build.

The MIG-25 seems to have only two drawbacks: 1. she is not suited for any thing else but high-altitude, high-speed intercept and reconnaissance roles, because of bad manoeuvrability in general, but especially at medium and low altitudes. 2. she cannot operate on her own, because she contains only a relatively small tracking radar and much room being devoted to ECM apparatus. Therefore the MIG-25 is dependent from extensive ground control, which is so extensive that the only things the pilot does is taking-off after which ground control flies the aircraft by remote control to the target and tracks the target until the pilot can fire the missiles after which the pilot flies the a/c back to its home-base. What disturbs US experts most is that the Soviets are able to meet a threat quickly by cheaply building a weapon from existing components which is very effective at least against that threat.

TURKEY: The TAF is supposed to place an additional order for 40 F-4Es. The other candidate is the F-104S, which is much cheaper and can be delivered faster, Turkey is renowned for her preference for purchasing military supplies from more than one source so that she could decide to purchase both a/c.

SPOTTER'S VARIA

- Read in Aircraft Illustrated....  
During October four CF-5s operated from CAF Bad Soellingen, participating in operation "Long Leap III". The operation started with the trans-Atlantic flight of the four CF-5s and one CC-137 tanker from Goose Bay to Nancy-Ochey. The six hours return on October 29th started at RAF Lossiemouth.
  
- Over heard in political circles....  
On 22 November the bill for nationalization of Britain's aerospace and shipbuilding industries was scrapped from the list of proposals of law under consideration by the British parliament. The government can and probably will re-introduce the bill, but it will now take at least a year to get the bill accepted by parliament. It is at present uncertain if the government will significantly alter the bill and whether the new version of the bill will be more acceptable to both parliament and the aviation industries.
  
- Jet of water....  
The F-14A Tomcat that crashed overboard the USS John F. Kennedy in September during exercise "Teamwork" (during which the RAF lost two Jaguars and the RNavy a mine-sweeper) was at long last recovered, from the North Sea bottom off Scotland by a West German commercial recovery vessel during the second week of November. The badly damaged aircraft which couldn't be salvaged earlier because of bad weather, was brought to Rosyth where she was dismantled; after which she was flown back to the USA for close examination. According to press reports the cause of the taxiing accident was that the throttles got stuck in an open position so the engines' thrust overpowered the brakes..  
In connection with this the suggestion has been made that the USNavy might consider replacing all F-14s' engines by Rolls-Royce engines which would be a considerable boost for Britain's economy.  
The still very secret Phoenix missile that the F-14A carried when she fell overboard was recovered earlier by an experimental USN nuclear mini-submarine.
  
- Big men of aviation....  
Mikhail Gurevich, pioneer aircraft designer and partner of the late Artem Mikoyan in the MIG design bureau, died at the age of 84 on November 25th.
  
- Photo-business....  
One can't say the fully 100%, but surely the major part of our readers are also very fanatic photographers. Some are shooting up hundreds of films per year while others can manage with a few. Nevertheless, all will undoubtedly be very keen on buying the cheapest films. After having overheard many discussions about where to buy these cheap films, I decided to pay some attention to this matter. Therefore if anyone of you knows a place to get cheap films and wants his little secret to be shared with his fellow-spotter (and who doesn't), he only has to write to the editorial address.  
To give some prices to start with:  
CAMEX (with branches in Amsterdam, Zaandam, Lindhoven and also believed to have one Arnhem by now) sells colour-slide films (type Kodakchrome 25 and 64) for DFL.18,- and black and white films (type Ilford PAN F and FP4) for DFL.3,80.  
There are places known in Germany, where they sell Kodakchrome even at lower prices (DFL.13,-) but where?  
And how about prices in England?

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: Belonging to a detachment of electronic warfare squadron VAQ-133 aboard USS John F. Kennedy, is this EA-6B Prowler 158803/AB613. It was photographed on October 24th when this carrier was visiting Portsmouth.  
Photo: J.v.Tuyn

MISCELLANEOUS

- PHOTO 1: One of Spain's 18 SRF-5As is CR.9-066/212-66 of 212Sqn/Ala-21. The photo was made at Moron on 30 March 1975.  
Photo: Jose A.Nebreda
- PHOTO 2: This Iranian Mystere XX 5-4040 was seen at Le Bourget on 21 October 1976.  
Photo: 1TASW
- PHOTO 3: A rather unknown a/c is the prototype of the Mystere IVN 01/F-ZXRM.  
Photo: J.Pagnoux/BASG
- PHOTO 4: Photographed during final approach into Aalborg AB is Draken A-014 on 28 May 1974.  
Photo: N.Larsen

UNITED STATES AIR FORCE

Illustrating our USAF survey and added with some nice photos which were made this year.

- PHOTO 13: Seen at Alconbury on April 28th 1976 was 54-242 EB-57E which belongs to 17th DSES.  
Photo: J.Lekkerkerker
- PHOTO 14: C-141A 67947 of 438MAW was seen landing into Mildenhall on February 29th 1976.  
Photo: J.Clewer
- PHOTO 15: F-4E ED68-366 belongs to 58TFS/33TFW which operates from Eglin AFB.  
Photo: R.Portongen
- PHOTO 16: 50022 NC-130A of Aeronautical Systems Division, AFCS from Wright Patterson AFB. It was staying at Soesterberg for a week in April 1976.  
Photo: J.P.van Kempen
- PHOTO 17: One of the B-52Gs that visited Marham in March 1976 in order to participate in the Bomber Competition. 80207 (c/s FRISK 12) belongs to 97th Bomber Wing from Blytherville AFB, Ark.  
Photo: A.Booy.
- PHOTO 18: In the good old days when they were still silver; B-52D 0-70119.  
Photo: P.v.Gemert/GCA
- PHOTO 19: CH-53G 70-1632 c/n 13442 was photographed during "Hanus Open House" on May 10th 1975.  
Photo: J.v.Tuyn
- PHOTO 20: KC-135A 63637 of 42nd Bomber Wing at Mildenhall on 25 October.  
Photo: P.v.Gemert/GCA
- PHOTO 21: USAF operates 14 WC-130s. One of these is 12366 WC-130B which was photographed at Yokota AB (Japan).  
Photo: J.P.van Kempen

LANDIVISIAU

- PHOTO 5-8: All F-8E(FN) Crusaders of 12F. Photos: F.N. via BASG, R.Peoch/BASG, R.Peoch/BASG and J.P.van Kempen resp.
- PHOTO 9: An Etendard IVP No.101 of 16F  
Photo: R.Peoch/BASG
- PHOTO 10: An Etendard IVM No.32 of 11F seen at Reims "Meeting National" de l'Air" on 13 June 1976.  
Photo: B.van 't Ende/SGS

MISCELLANEOUS

- PHOTO 11: This Air Force Reserve EC-121T belongs to 79th AEW&CS from Homestead AFB, Flo. and was photographed on July 23rd 1976 at Mildenhall.  
Photo: J.Schets/SGS
- PHOTO 12: This F-4E 74-657 with a target was seen at Soesterberg.  
Photo: R.Corsten  
The close-up of the target shows us a beautiful work of painting with the famous Dutch game "Butter, cheese and eggs" on it.  
Photo: P.Steenhouwer

ADVERTISEMENT:

NEW. Now available in the Netherlands is the brandnew aircraft magazine AVIATION PHOTO SERVICE, with military and civil aviation photographs/slides, news, registers and movements. First volume is January 1977. For free specimen copy to: Aviation Photo Service, Papaverstraat 13, Alblasserdam, Netherlands.

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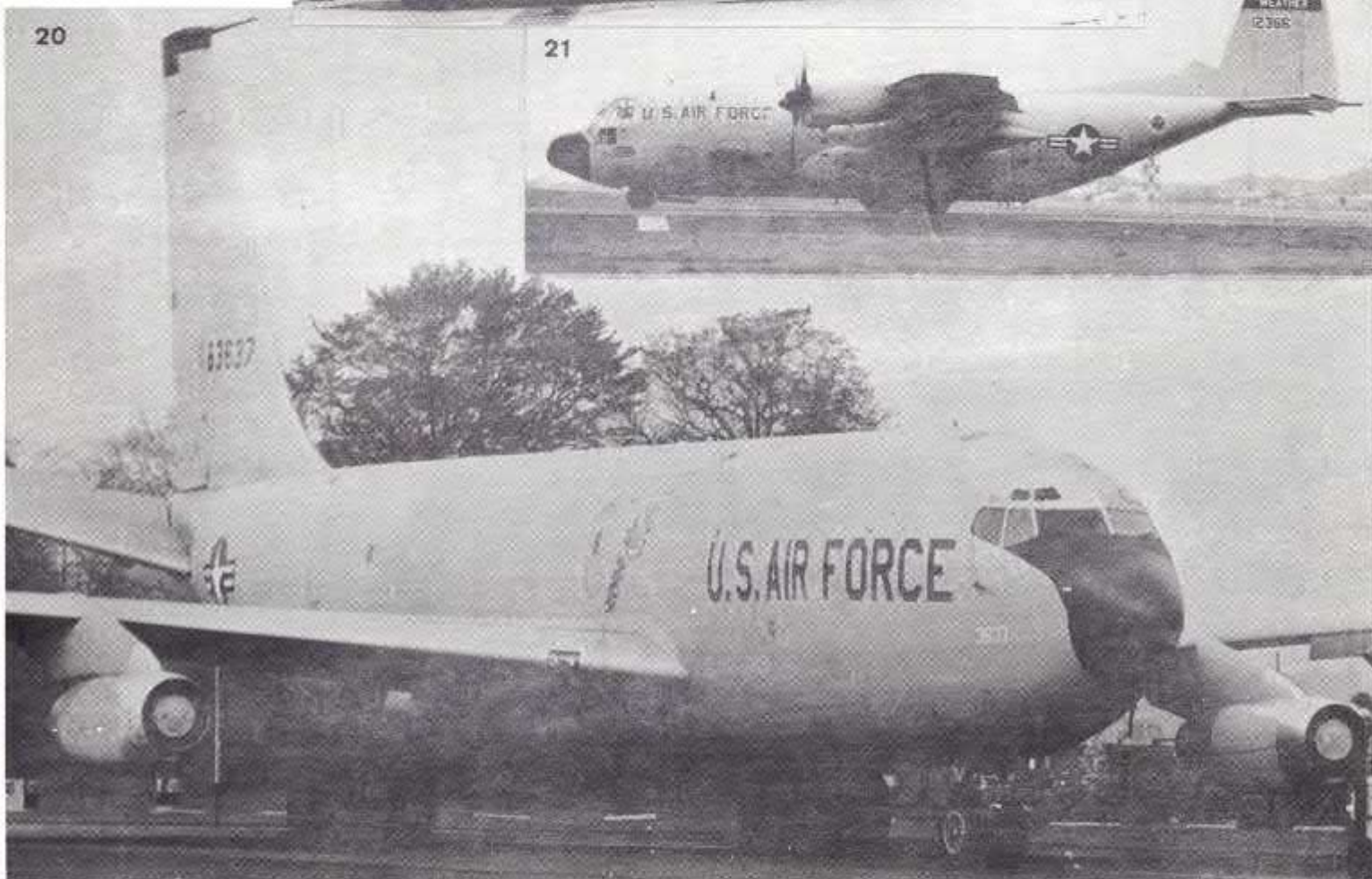
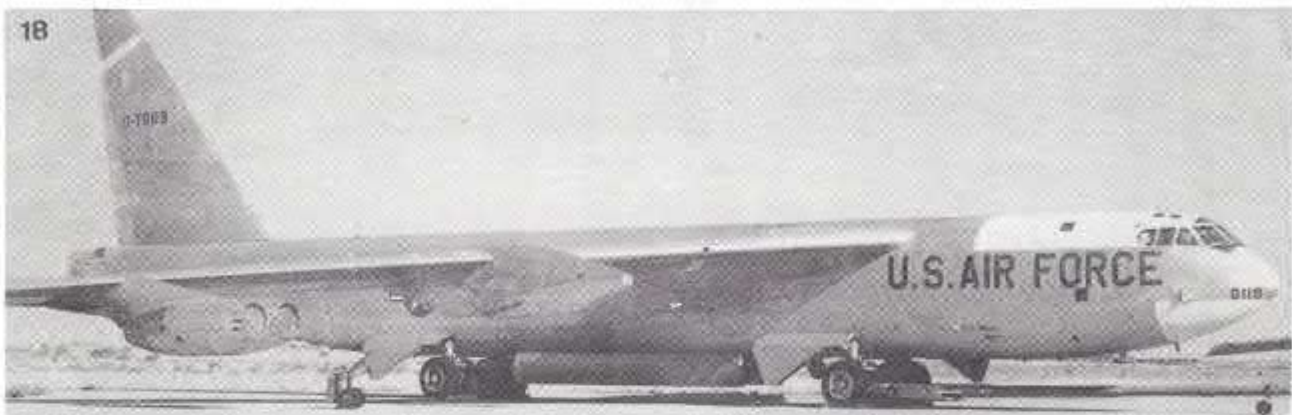


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BELGIAN AIR FORCE (part 5)

By Frank Klaassen; my thanks to 1Sgt-Maj. Moerman, Paul Jackson and V.Kenens for their assistance in preparing this article.

In 1956 the Belgian air force received the first examples of its Meteor replacement; Hawker Hunter Mk.4. The aircraft were built under licence by Avions Fairey and Sabca in Belgium and by Fokker in Holland but the very first Hunter, the ID-1 came direct from Hawker. No.7 Squadron of the 7th Wing at Chievres was the first unit to be equipped with this machine. Originally 148 Hunter Mk.4s had been ordered, but as a matter of fact the ID-65 to ID-100 never existed. Belgium met a number of operational problems with their F.4s and therefore rapidly decided to order the Mk.6 version instead. Starting September 1957 the squadrons of the 7th Wing were re-equipped with the new Hunter Mk.6; the F.4s were passed on to the day-fighter squadrons of the 1st Wing at Beauvechain. In total 144 Hunter Mk.6s entered squadron service, some of them being Mk.4s brought up to Mark 6 standards (the ID-65-100 series, yes).

In December of that same year 1957 the first Avro Canada CF-100 Mk.V Canucks arrived direct from Canada, to replace the inventory of the 1st Wing. The Hawker Hunter Mk.4s, hardly two years in service, were sold back to England or scrapped.

The CF-100 was a unique aircraft in the European skies, as Belgium was the sole NATO partner to fly the type (except Canada itself). This seems rather strange, as the Canuck was a very good aircraft. It combined high speed and fast climb with extremely long range, plus near STOL performances enabling it to operate from 1500 meter strips in all kinds of weather. The CF-100 was built until 1958, when the 629nd and last, the 53rd of a batch for Belgium, came off the line at Malton. The first Canuck arrived at Beauvechain on 17 December 1957 and the last on the 1st of July 1958. Subsequently Nos.4, 10 and 11 Squadrons were disbanded; on 20 December 1958 No.1 All-Weather Wing was again composed of Nos.349 and 350 Squadrons both flying Canucks.

Missiles progressively started to replace interceptor aircraft all over the world. Belgium followed this trend and decided to decrease the number of fighter-interceptor wings in favour of missile wings. Also the decision was made (in March 1957) that the interceptor wings were to be composed of only two squadrons, instead of the usual three.

In November the first of a great number of specialists left for Huntsville in the state of Alabama for a six-month course at the "Ordnance Guided Missile School" and in June 1958 the 13th Wing was deactivated; its Meteors went to the storage centre at Koksijde or to the Target flight. A new 13th Wing was erected on 5 October 1959; this time equipped with Nike missiles. In 1958 the 9th Wing at Bierset received Hunter Mk.6 to replace the Meteors of 22 and 26 Squadron. Three years later this wing was to become a missile unit as well.

To provide transportation for the future missile crews to the United States the Belgian air force acquired six DC-6s in 1958. Two aircraft were taken over from the USAF, the other 4 were ex Sabena. The DC-6s were incorporated in No.21 Squadron of the 15th Wing at Melsbroek.

The flying units of the Belgian air force as of late 1959 were:

- 1st Wing at Beauvechain, consisting of:
  - 349 Squadron, flying the CF-100 Canuck
  - 350 Squadron, flying the CF-100 Canuck
- 2nd Wing at Florennes, consisting of:
  - 1 Squadron, flying the F-84F Thunderstreak
  - 2 Squadron, flying the F-84F Thunderstreak
  - 3 Squadron, flying the F-84F Thunderstreak
- 7th Wing at Chievres, consisting of:
  - 7 Squadron flying the Hunter Mk.6
  - 88 Squadron flying the Hunter Mk.6

9th Wing at Bierset, consisting of:

- 22 Squadron flying the Hunter Mk.6
- 26 Squadron flying the Hunter Mk.6

10th Wing at Kleine-Brogel, consisting of:

- 23 Squadron flying the F-84F Thunderstreak
- 27 Squadron flying the F-84F Thunderstreak
- 31 Squadron flying the F-84F Thunderstreak

15th Wing at Melsbroek and Kamina, consisting of:

- 20 Squadron flying the Packet and Dakota
- 21 Squadron flying the DC-4, DC-6, Pembroke and Sycamore
- 40 Squadron flying the Packet

42nd Reconnaissance Squadron at Kleine-Brogel (since '58) with RF-84Fs  
Elementary Flying School at Goetsenhoven, flying SV-4bs  
Advanced Flying School at Kamina, flying Harverds  
Fighter School at Koksijde, flying T-33As and Hunter Mk.6s  
Target Flight at Koksijde (since 1958), flying Meteor Mk.8s

### THE AIRCRAFT OF THE BELGIAN AIR FORCE

The De Havilland Mosquito NF.30

Twenty-six aircraft were delivered for the two night-fighter squadrons, but only 24 actually entered service as 2 were kept apart for the technical schools. By 1956 the Mosquito's had all been replaced by Meteor NF.11s.

Individual histories:

MB-1 entered RAF service on 4.2.45 and flew with No.68 Squadron from 27.2.45 till 4.5.45, serialed NT446.

Delivered to Belgium on 13.11.47 and operational with No.10 Squadron as as ND-B and No.11 Squadron as KT-V. Struck off charge at Beauvechain on 17.10.56 and sold for scrap.

MB-2 entered RAF service on 1.8.44 and was operational with No.410 Squadron from 14.8 till 6.11.44.

Delivered to the Belgian air force on 21.11.47 and flew with both No.10 and 11 Squadron. Struck off charge on 17.10.56 at Beauvechain; sold for scrap (codes were ND-H and KT-Q).

MB-3 had RAF serial NT-332, while being operational with No.68 Squadron from 4.2.45 till 3.5.45.

Delivered to Belgium on 22.1.48 and flew with No.10 Squadron only, probably without a squadron code. The aircraft crashed at Beauvechain on 9.6.49. Total flying hours: 129H 10m.

MB-4 was delivered to the RAF on 21.22.44, serialed NT300; operational with No.456 Squadron from 28.12.44 till 26.6.45.

Delivered to Belgium on 23.1.48 and served with No.10 Squadron (code ND-C) and after 1951 with No.11 Squadron (code KT-T). S.o.c. at Beauvechain on 17.10.56 and sold for scrap.

MB-5 was delivered to the RAF on 11.1.45 as NT368 and was operational with No.68 Squadron from 1.2 till 4.5.45, code WM-L; killed a German Ju-188 over the North-Sea on 3 March 1945.

Delivered to Belgium on 28.1.48 and flew with No.10 Squadron as ND-P. Crashed at Beauvechain on 5 December 1952.

MB-6 was delivered to the RAF on 3.9.44, serialed MT465; operational with the USAAF in Northern Africa from 3.11.44 till 14.6.45.

Delivered to Belgium on 4 February 1948 and flew with No.10 Squadron; probably never carried a code. Crashed at Beauvechain on 15.6.49. Total flying-hours: 268h 25m.

MB-7 was serialed MT559 while being in service with the RAF; it flew with No.151 Squadron from 9.11.44 till 10.12.45, codea DZ.

Delivered to Belgium on 4.2.48 and flew with No.10 Squadron (probably without code). Crashed near Pietrebaix on 25.11.49. Total flying-hours 404h 50m.

MB-8 entered RAF service on 20.9.44 and was operational with No.85 Squadron from 1.10.44 till 10.12.44 as MT491.

Delivered to the Belgian air force on 4.12.53 and operational with No.10



- Squadron as ND-H. Struck off charge at Beauvechain on 4.12.53 and transported to the Technical School at Saffraenberg for instruction purposes. To Evere on 27.10.55 and sold for scrap. Total flying-hours: 728h 30m.
- MB-9 entered RAF service on 29.11.44 and served with Nos.488 and 410 Squadrons as NT314.  
Delivered to Belgium on 11 March 1948, operational with No.10 Squadron (no code) and crashed at Wevelgem on 14.10.49.
- MB-10 entered RAF on 23.9.44 and flew with Nos.307 and 406 Squadrons as MT499 till 8.11.45.  
Delivered to Belgium on 6 April 1948, operational with No.10 Squadron (no code). Crashed at Beauvechain on 28 August 1952; transported to Evere on 5.3.53 and struck off charge there on 29.10.53.  
Total flying-hours: 559h 35m
- MB-11 was delivered to the RAF on 14.1.45 and flew with No.68 Squadron till 4.5.45, serialed NT384.  
Delivered to Belgium on 22 July 1948 and operational with No.10 Sqn (no code) and No.11 (KT-O) Squadron. Struck off charge at Beauvechain on 17.10.56 and sold for scrap.
- MB-12 entered service with the RAF on 5.1.45 as NT375; it was operational with No.68 Squadron till 1.5.45.  
Delivered to Belgium on 9.9.48 and flew with No.10 Squadron as ND-C. Struck off charge at Beauvechain on 17.10.56 and sold for scrap.
- MB-13 entered service with the RAF on 1.12.44 as NT317; in operational service with No.68 Squadron till 4.5.45, coded WM-J.  
Delivered to Belgium on 26 August 1948, operational with the No.10 (no code) and 11th (code KT-S) squadrons. Crashed near Chaumont-Gistoux on 30.9.51 while participating in exercise "Cirrus".
- MB-14 was delivered to the RAF on 4.1.45 and flew with No.239 Squadron till 18.7.45; serial NT362 and code HB-S.  
Delivered to Belgium on 9.9.48 and operational with No.10 Squadron as ND-.. Crashed at Beauvechain on 25 August 1950. Total flying-hours: 234h 25m.
- MB-15 was delivered to the RAF on 7.1.45 and operational with No.410 Squadron till 16.6.45; serial was NT377.  
Delivered to Belgium on 26 September 1948 and flew with the 10th Squadron as ND-J. Struck off charge on 17.10.56 and sold for scrap.
- MB-16 was delivered to the RAF on 19.1.45 as NT387 and was operational with No.456 Squadron till 26.6.45.  
Delivered to Belgium on 16 October 1948 and operational with No.10 Squadron as ND-K. Struck off charge at Beauvechain on 17.10.56 and sold for scrap.
- MB-17 was delivered to the RAF as NT501 on 28.2.45 and was operational with No.219 Squadron till 4.1.46 as FK-D.  
Delivered to Belgium on 21 October 1948 and in service with No.10 Squadron; on 22.12.51 back to England, where a complete revision was undertaken. Back to Belgium, now in service with No.11 Squadron (code KT-R). Struck off charge at Beauvechain on 17.10.56 and sold for scrap.
- MB-18 entered service with the RAF on 26.7.44 and flew with No.410 Squadron till 11.10.44; crashed but repaired. Serial was MM757.  
Delivered to Belgium on 21 December 1948 and operational with No.10 Squadron; code ND-I. Crashed on 14.10.50 after a mid-air collision with an RAF Wellington over Margate (G.B.).
- MB-19 entered service with the RAF on 2.12.44 and flew with No.410 Squadron till 16.6.45. serialed NT275.  
Delivered to Belgium on 21 December 1948 and operational with the No.10 Squadron as ND-A. Crashed at Beauvechain on 5.12.52..
- MB-20 was delivered to the RAF as NT330 on 11.12.44. From 8.1.45 till 24.7.45 it was operational with Nos.85 and 239 Squadrons. Killed a BF-110 in the night of 7-8 February 1945 over Goch and a Junker 188 on 17 March 1945 over Nurnberg.  
Delivered to Belgium on 21.12.48 and operational with No.10 Sqn as ND-E. S.o.c. at Beauvechain on 17.10.56 and sold for scrap.

MB-21 entered service with the RAF on 31.5.44 as MM687, the first NF.30 built; it flew with No.456 Squadron till 26.3.45, crashed but was repaired.

Delivered to Belgium on 21 January 1949 and was operational with No.10 Squadron (code ND-J). Struck off charge at Beauvechain on 17.10.56 and sold for scrap.

MB-22 was delivered to the RAF on 9.12.44 as NT332 and was operational with No.456 Squadron till 26.6.45.

Delivered to Belgium on 12 January 1949 and flew with both the No.10 and 11 Squadrons (KT-M). Struck off charge on 17.10.56 at Beauvechain and sold for scrap.

MB-23 entered RAF service on 5.5.45 as RK935; has never been operational.

Sold to Belgium on 29 November 1949, but was never delivered; crashed in England before the transfer on 11.6.53, and was brought over to Sheppards Grove. Arrived at Wevelgem on 8 and 14 December 1953 inside two C-119s (CP-1 and CP-5) and transported to Evere to be dismantled. Total flying-hours: 3h 05m.

MB-24 was delivered to the RAF on 25.5.45 as RK952. It never became operational and stayed in various maintenance units all the time.

Sold to Belgium on 31 October 1951 and delivered in 1953; it flew with No.10 Squadron with code ND-N. Struck off charge at Beauvechain on 17.10.56. Transferred to the "Legermuseum" on 17 March 1953; repainted at Koksijde in 1968. The aircraft is still on display in the Air Force Museum at Brussels.

#### Instructional airframes:

RAF serial NT450 was allocated to a Mosquito NF.30 that was delivered to the RAF on 9.2.45. After having served with Nos.125, 264 and 504 Squadrons it was delivered to Belgium on 6.1.49. The aircraft went to the Technical School at Tongeren; on 29.10.53 it was struck off charge at Evere and sold for scrap.

RAF serial NT563 was allocated to a Mosquito NF.30 that entered RAF service on 4.4.45; it flew with Nos.141 and 504 Squadrons and was subsequently sold to Belgium. Delivery took place on 10.12.48 and in March 1949 the aircraft was transferred to the Technical School at Tongeren. Struck off charge at Evere on 29.10.53 and sold for scrap.

A Mosquito NF XIX, RAF serial MM631, was delivered to Brustum on 29 July 1947.

A Mosquito NF XVII, RAF serial HK327, was sold to Belgium on 30.5.47 and transported to Antwerp in SS Springcragl on 19.10.47. The aircraft was used in the Technical School at Soffraanberg.

A Mosquito T.3, RAF serial LR527, was delivered to Tongeren on 29.7.47

A Mosquito FB.6, serial NS857/5265M, was used in Britain and possibly did not go to Belgium.

#### Mosquito TT.3

For flight-training a number of these aircraft were used at the Advanced Flying School at Brustum. These aircraft were: MA-1 ex VR333 d/d 14.7.47

MA-2 ex RAF VR335 d/d 14.7.47 MA-5 ex RAF VR341 d/d 5.2.48

MA-3 ex RAF VR338 d/d 19.8.47 MA-6 ex RAF VR342 d/d 5.2.48

MA-4 ex RAF VR339 d/d 6.10.47 MA-7 ex RAF VR343 d/d 5.2.48

#### Mosquito TT.6

These were actually FB.6 types, converted to TT.6 by Fairey Aviation at Ringway (Manchester). The aircraft were used for training and target-tow duties.

MC-1 ex RAF TE614 d/d 5.10.51

MC-2 ex RAF TE663 d/d 11.10.51, code B2-H

MC-3 ex RAF TE771 d/d 14.10.51

USAF LATE 1976 (part 2)

By M.D.Tabek and H.v/d.Laar

AIR TRAINING COMMAND

29FTW at Craig AFB, Ala (Craig AFB close this year)  
78FTW Webb AFB, Tex (Webb AFB close this year)

ALASKAN AIR COMMAND

21 Composite Wing at Elmendorf AB, Alaska  
43TFS F-4E coded FA  
5041TOS EB-57E, T-33A and T-39A  
21ABG  
71ARRS HC-130H/N

MILITARY AIRLIFT COMMAND

21 AIR FORCE	22 AIR FORCE
435TAW, Rhein Main AB (C-9A)	60MAW, Travis AFB, Cal (C-5A/C-141A)
436MAW, Dover AFB, Del. (C-5A)	61MASW, Hickam AFB, Hawaii
437MAW, Charleston AFB, S.C. (C-141)	62MAW, McChord AFB, Wash. (C-141A)
438MAW, McGuire AFB, N.J. (C-141A)	63MAW, Norton AFB, Cal. (C-141A)
317TAW, Pope AFB, N.C. (C-130E)	443MAW, Altus AFB, Cal. (C-5A)
1605ABW, Lajes AFld. Azores	314TAW, Little Rock AFB, Ark, (C130H)
	374TAW, Clark AB, P.I.
	463TAW, Dyess AFB, Tex. (C-130H)

MAC aircraft: 105 T-39 (89MAW at Norton, Andrews, Scott AFBs)  
40 T/UH-1E/P, 45 UH-1N, 11 HH-1, 46 C/HH-3, 76 C-5A, 1 VC-6A,  
23 C-9A, 2 HH-43, 33 C/HH-53; 267 C-130, 36 HC-130, 14 WC-130,  
16 C-135, 5 VC-137, 11 C-140 and 273 C-141A.

AIR FORCE RESERVE

Central Region, Bergstrom AFB, Texas:  
924TAG 704TAS C-130A Bergstrom AFB (was Ellington AFB, till this base closed)

Western Region, McClellan AFB, Calif.:

904ARG 336ARS KC-135A March AFB, Calif. (was 904TAG/336TAS at McClellan AFB with C-130B)

920WRG 815WRS WC-130H Keesler AFB, Miss (was 920TAG with C-130B)

940ARG 314ARS KC-135A Mather AFB (was 940TAG/314TAS at McClellan AFB with C-130B)

STRATEGIC AIR COMMAND

8th Air Force at Barksdale AFB, La.

19th Air Division at Carswell AFB, Tex.:  
2 Bomb Wing Barksdale AFB 59BS B-52G and 71ARS KC-135A  
7 Bomb Wing Carswell AFB 20BBSB-52D 486BS B-52D and 7ARS KC-135A  
11 Airfuelling Sqn, Altus AFB Okla. KC-130A  
384 Air Refuelling Wing, McConnell AFB, Kan. 91ARS KC-135A and 384 384ARS KC-135A

40th Air Division at Wurtsmith AFB, Mich.:  
305 Air Refuelling Wing, Grissom AFB, Ind. 68ARS KC-135A, 305ARS KC-135A and 3ACCS EC-135  
379 Bomb Wing, Wurtsmith AFB 524BS B-52H and 920ARS KC-135A  
410 Bomb Wing, K.I.Sewyer AFB, Mich 644BS B-52H and 46ARS KC-135A  
449 Bomb Wing, Kincheloe AFB, Mich (to be disbanded in the near future)  
716BS B-52H and 908ARS KC-135A (KC135 to disband to AFRES)

42nd Air Division at Blytherville, Ark.:  
19 Bomb Wing, Rokins AFB, Ga 28BS B-52G and 912ARS KC-135A  
68 Bomb Wing, Seymour Johnson AFB, N.C. 51BS B-52G and 911ARS KC-135A  
97 Bomb Wing, Blytherville AFB, Ark. 340BS B-52G and 97 ARS KC-135A

45th Air Division at Pease AFB, N.H.:

- 42 Bomb Wing, Loring AFB, Me (to be dishanded in the near future)  
69BS B-52G and 407ARS KC-135A (to disband KC-135s to AFRES)
- 380 Bomb Wing, Plattsburgh AFB, N.Y. 528BS FB-111A, 529BS FB-111A  
310ARS KC-135A and 380ARS KC-135A
- 416 Bomb Wing, Griffiss AFB, N.Y. 668BS B-52G and 41ARS KC-135A
- 509 Bomb Wing, Pease AFB, N.H. 393BS FB-111A, 715BS FB-111A,  
34ARS KC-135A and 509ARS KC-135A  
(34 or 509 ARS de-activated during summer 1975)

15th AIR FORCE at March AFB, Calif. :

4th Air Division at Francis E. Warren AFB, Wyo.:

- 28 Bomb Wing, Ellsworth AFB, S.D. 77BS B-52G, 28ARS KC-135A and  
4ACCS EC-135A

12th Air Division at Davis Monthan AFB, Ariz.:

- 22 Bomb Wing, March AFB, Calif. 2BS B-52D and 22ARS KC-135A
- 96 Bomb Wing, Dyess AFB, Tex. 337BS B-52D and 917ARS KC-135A
- 100 Strat. Rec. Wing, Davis Monthan AFB, Ariz. 349SRS U-2C/R/CT,  
350SRS DC-130A/E & CH-3E and 100OMS T-29/T-33A/U-3B

Note: Headquarters 12th AD is moving from D.M. to Dyess AFB  
The 100SRW is transferring from Davis Monthan to Beale AFB as the 100ARW  
and will control two KC-135 squadrons: 9 and 349ARS.  
The 349SRS with their U-2s is also going to Beale as the 99SRS and be-  
comes a second unit under the 9SRW (the other is the 1SRS with SR-71s).  
The 350SRS with their DC-130s and CH-3s at D.M. will be re-assigned to  
Tactical Air Command.

14th Air Division at Beale AFB, Calif.:

- 6 Strategic Wing, Eielson AFB, Alaska KC-135A and RC-135
- 9 Strategic Reconnaissance Wing, Beale AFB 1SRS SR-71A/C
- 55 Strategic Reconnaissance Wing, Offut AFB, Nebr. 2ACCS EC-135C  
343SRS RC-135A/C/S/U/V
- 320 Bomb Wing, Mather AFB, Cal. 441BS B-52G and 904ARS KC-135A
- 916 Air Refuelling Squadron, Travis AFB, Cal. KC-135A
- 17 Bomb Wing, Beale AFB, Cal. B-52G (de-activated 31-8-76)

47th Air Division, Fairchild AFB, Wash.:

- 92 Bomb Wing, Fairchild AFB, Wash. 92BS B-52G and 92ARS KC-135A

57th Air Division, Minot AFB, N.Dak.:

- 5 Bomb Wing, Minot AFB, N.D. 23BS B-52H and 906ARS KC-135A
- 319 Bomb Wing, Grand Forks AFB, N.D. 46BS B-52H and 905ARS KC-135A

SAC Training Unit: 93 Bomb Wing at Castle AFB with B-52s and KC-135As  
SC notes: Kincheloe AFB, Michigan closed  
ex SAC KC-135s to AFRES units at March, Mather and McGuire AFBs.

#### TACTICAL AIR COMMAND

9th Air Force at Shaw AFB, South Carolina:

- 1 Tactical Fighter Wing, Langley AFB (activated 1-76)  
27TFS F-15A, 71TFS F-15A and 94TFS/F15A (all coded FF)
- 4 Tactical Fighter Wing, Seymour Johnson AFB  
334TFS F-4E, 335TFS/F-4E and 336TFS F-4E (all coded SJ)
- 23 Tactical Fighter Wing, England AFB  
74TFS A-7D, 75TFS A-7D and 76TFS A-7D (all coded EL)
- 31 Tactical Fighter Wing, Homestead AFB  
307TFS F-4E, 308TFS F-4E and 309TFS F-4E (all coded ZF)
- 33 Tactical Fighter Wing, Eglin AFB  
58TFS F-4E, 59TFS F-4E and 60TFS F-4E (all coded ED)
- 56 Tactical Fighter Wing, McDill AFB  
61TFS F-4E, 62TFS F-4E, 63TFS F-4E and 13TFS(ex 4501TFS) F-4E  
(all coded MC)
- 347 Tactical Fighter Wing, Moody AFB (re-activated 30-9-75)  
68TFS F-4E, 70TFS/F-4E and 339TFS F-4E (all coded MY)

to be continued.

LANDIVISIAU'S FIGHTER & RECONNAISSANCE SQNS

Compilation by F. Swinkels

When not aboard of aircraft carriers Foch or Clemenceau, four squadrons of fighter-aircraft are based at BAN Landivisiau: Flottille 11F (Etendard IVM), Flottille 12F (Crusader F-8E), Flottille 14F (Crusader F-8E) and Flottille 16F (Etendard IVP).

Below you find a survey on these squadrons containing some history and an aircraft review.

-- FLOTILLLE 11F

11F is the oldest carrier squadron. For its origin we have to go back to 1918. It then still consisted of "escadrilles" and operated several types of aircraft. The first French trials concerning take off and land on a platform at sea were performed by 11F a/c. During the period 1940-1944 11F served in Northern Africa as Flottille 1F. In 1944 and '45 1F was under command of the Armee de l'Air and operating in Europe again. During the Indochina conflicts 1F was based at the carrier "Arromanches". It left for Indochina on August 15th 1951 and was very successful. It was rewarded for its efforts on April 25th 1953 with the "Croix de Guerre".

In August 1953 with its second departure to Indochina on the "Arromanches" 1F became 11F. Back in Indochina 11F took part in the numerous missions from Cat-Bi or Vientiane. Based at Dien-Bien-Phu in April 1954 11F distinguishes itself wherever it comes. The flottille returns to Hyeres in August 1954 where it is converted to the Aquilon. When the conversion is completed 11F moves to Bizerte.

In 1958 and 1959 11F is operating in Algeria where it is involved in many attack and support missions. The Etendard IVM replaces the dated Aquilon in June 1963. Since May 3 1967 11F is based at Landivisiau. Actually it consists of 140 men including 18 pilots and it operates about twelve Etendards.

In 1952 and 1953 the name 11F was carried by some other unit too; this was the old 3F. In 1953 this 11F was split up in today's 21F and 22F. Aircraft of Flottille 11F (c/s F-ACKA-KZ):

The following AMD Etendard IVMs are available: 1,5,11,29,32,33,34,36,50,51,52,53,59,60,63

Since based at Landivisiau the following a/c were lost:

No.17 on 13 August 1975; Nr.45 on 12 August 1974

No.27(?) on 12 August 1974 Nr.54 on 15 November 1972

plus another in June 1973

-- FLOTILLLE 12F

The history of 12F starts early 1920 when the first carrier squadrons were formed. One of them was 7C3, the ancestor of 12F. Based at Saint Raphael, 7C3 often operated from aircraft carrier Bearn using several types of aircraft; in the early 20s the biplane "Hanriot", in '25 the "Gourdou Parasol", in '26 the "Dewoitine"300" and from '39 the "Potez 631", "Dewoitine 373", "376" and "520".

7C3 becomes AC2 at Hyeres in 1938. In March 1940 while under command of the "Forces Maritimes du Nord", AC2 together with AC1 form 1st Flottille de Chasse (Fighter sqns) F1C.

F1C is very often occupied with convoy escorts and it also takes part in the battle of The Netherlands. 10 July 1940 F1C is at Bone (Algeria) to fight the enemy in Northern Africa.

When the hostilities have ended 1F is based at Agadir (Morocco) where it is transformed in to a "ecole de chasse" (Fighter School).

1F reappears November 1945 re-equipped with 6 Seafires and under command of "Groupe Aeronavale No.2" at Hyeres. In 1947 1F starts flying from the Arromanches still using the Seafire. In August 1948 12F is created by splitting up 1F in two flottilles.

Spring 1950 12F is being re-equipped with the F-6F Hellcat. Occasionally it operates from a/c carrier Lafayette and it also is involved with the

conflicts in Indochina in the period October 1952-May 1953. The Corsair F-4U7 enters service with 12F on 10 June 1953. With these a/c 12F returns to Indochina in April 1954.

During the early 60s troubles occur in French territory in Northern Africa and in July 1961 it is defending Karouba AB (Tunisia) and afterwards it takes part in liberating Bizerte AB. 12F is disbanded early 1963.

1 October 1964 12F is re-established at Lann-Bihoue and on 20 November the first F-8E(FN) Crusaders arrive thus making 12F the first French Crusader unit. The F-8 were being delivered via Saint-Nazaire and two American pilots started training the French on the Crusaders. May 1964 the Crusaders of 12F are aboard of the Clemenceau for the first time. Three years later, on May 30th 1967 to be exact, 12F celebrates its 1000th F-8 landing on a carrier and on June 16th it prefects its 10,000th hour on the Crusader.

Late July 1968 12F is transferred to Landivisiau. Actually it operates about F-8s with 18 pilots. Besides operating from a/c carriers Foch and Clemenceau, 12F takes part in the "Defense Aerieenne du Territoire"(DAT). Aircraft of Flottille 12F (c/s F-XCLA-LZ):

The following F-8E(FN) Crusaders are available: 1,6,7,8,9,11,12,22,31, 39 and 42

#### --- FLOTTILLE 14F

Founded in 1953 14F was equipped with the Chance Vought F-4U7 Corsair and based at Karouba. Due to troubles in Indochina 14F's personnel had to go there as well. In Tonkin they had to work with the ancient AU1 Corsair which had been brought there from the Phillipines by the Americans. Thanks to its great efforts 14F is very successful at several scenes: Dien-Bien-Phu, the Tonkin-delta, Hanoi, Bach Mai, Bois-Belleau and the bay of Along. Rewarded with the "Croix de Guerre T.O.E." 14F returns to France in July 1955 on the Lafayette. From 1956 14F takes part in the operations in Western Algeria and later on, from the Arromanches, in the campaign of Suez. Until 1962 14F is once more based in Algeria together with her sister flottilles 12F and 17F. Disbanded at Cuers early 1964, 14F is called into existence again in April 1965 at Lann-Bihoue. It will start using the Crusader and it will take care of air defence and secondly it will cooperate with attack squadrons.

Since August 1st 1968 14F is based at Landivisiau and from here it undertakes many moves to the Foch or Clemenceau or to some airbase in case of an exercise. In its 20th years of existence 14F completed 70,000 flying hours including 4,500 at night and 8,300 carrier-landings including 300 at night.

Aircraft of Flottille 14F (F-XCNA-NZ):

The following F-8E(FN) Crusaders are available: 2,3,5,10,12,13,14,16, 23,29,30,33 and 39.

#### - FLOTTILLE 16F

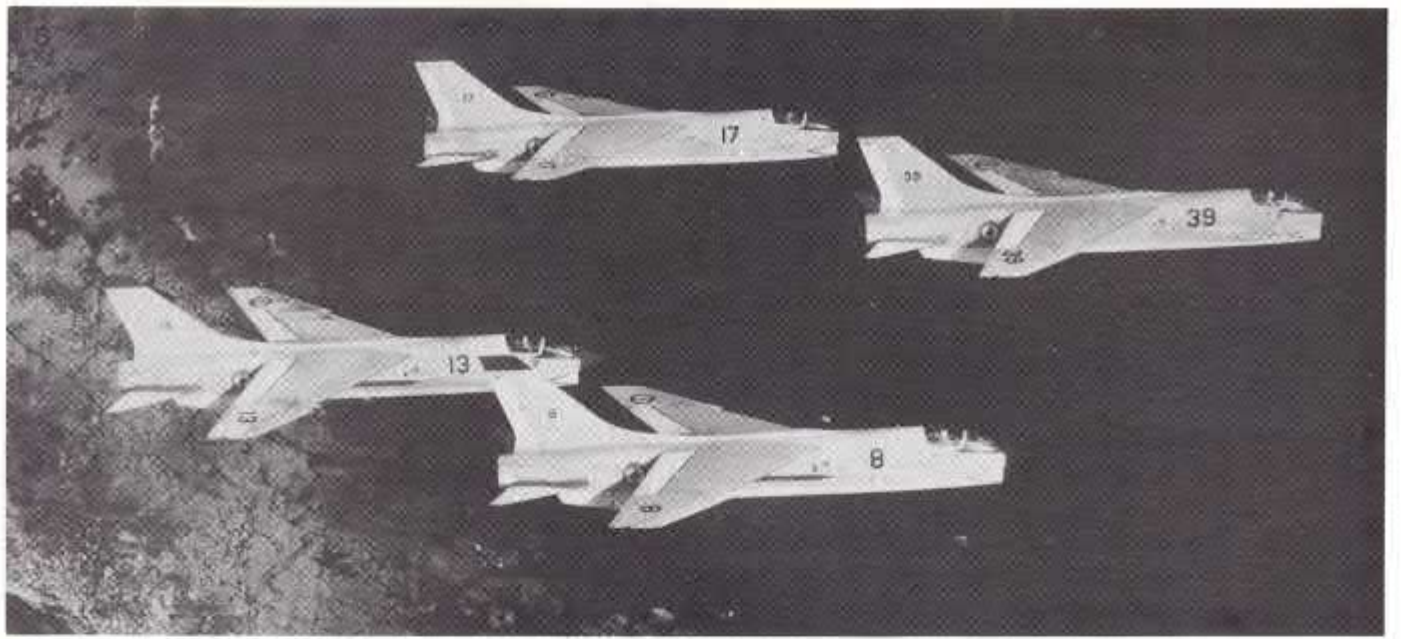
The youngest squadron at Landivisiau is the only French carrier reconnaissance flottille 16F. Fouded on January 9th 1955, its first role was intercepting. 16F belonged to the all weather interceptor squadrons and was equipped with the Aquilon. Disbanded as fighter unit in 1964 it was re-established right away but now in its actual form: "Flottille de Reconnaissance". This event took place on 1 May 1964 and on 1 April 1969 16F was transferred to Landivisiau after the disbandment of 15F.

16F is currently operating about 10 Etendard IVPs and offers work to 130 men. The flottille is very often split up in two parts: one aboard of a carrier, the other one based at home. This allows 16F always to accomplish any recce mission wanted.

Aircraft of Flottille 16F (c/s F-XCPA/PZ):

The following AMD Etendard IVP are available: 101,103,106,107,109,114, 115,118 and 120.

Crashes: Nr.104 on 16 March 1970; Nr.102 on 26 August 1970  
Nr.111 on 21 September 1976







CIVIL AVIATION

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

MOVEMENTS

With special thanks to P.v.d. Wijngaarden.

Schiphol

Oct. 20: N780FT DC-8-630F c/n 45900 Flying Tiger Line  
 HB-VCA Mystere-20 c/n 208/468 Air Charter AG  
 F-BMSC Be.35-B33 c/n CD715 F-BXSI Beech KA-200  
 D-IEHL Be.65-A90 c/n LJ158 N54643 DC-9  
 N13726 Cessna Pr.172

Oct. 21: OH-FFA Falcon D-C/n 178 OY Nordair AB  
 G-Y-AEV LJ-35 Arab Wings N94 Convair ET-29C FAA

Oct. 22: OY-ASP Learjet 25 N58GL Learjet  
 I-DIZB DC-9-32 c/n 47434 ATI G-BCPO Partenavia P.68B

Oct. 23: D-CORH Learjet 35

Oct. 24: HB-LAL Pa.30-160 c/n 30-494 HB-OQW Pa.28-181

Oct. 26: I-ATIH DC-9-32 c/n 47553 ATI G-BGKN HS.125-600B

Oct. 27: YA-HBA B.720-030B c/n 18060 Arianna Afghan (new regular service)  
 SE-DDF Falcon 10 c/n 27 AB Volvo

Oct. 28: I-ATJC DC-9-32 c/n 47667 ATI

Oct. 30: I-DIWN DC-8-62H c/n 45909 Alitalia N35KA Beech King Air 90  
 N179AR Grumman G.1159 G-ARLU Cessna 172C  
 RP-C-2003 DC-10-30 c/n 46958 PAL (see Acquisitions)

Nov. 1: G-ARIR Viscount 708 c/n 36 Dan Air

Nov. 2: SE-DCO Fan Jet Falcon 20 c/n 241/479 Grownair AB  
 D-IGAG Aero Commander 68J c/n 12038

Nov. 3: I-DIZC DC-9-32 c/n 47435 ATI F-BYCD SE.210 Catair  
 F-BXOG Vanguard 952 c/n 739 EAS F-BUFC SE.210-6R Catair  
 F-BUFH SE.210-3 c/n 123 Aero Tour

Nov. 4: HB-VEC Sabre 75A

Nov. 5: F-BCYT C-47 c/n 4398 Uni Air N400M G.1159

Nov. 6: PK-PJS F.28-1000 c/n 11030 Pertamina A/S  
 I-ATIK DC-9-32 c/n 47477 ATI  
 YI-AGP B.707-370C c/n 20890 Iraqi Airways

Nov. 7: N7201U B.720-022 c/n 17907 McCulloh (named "Gart Wright & Frampton")

Nov. 11: G-AYBJ B.707-321 c/n 17597 Nigeria Airways (leased from BMA)  
 PP-VJT B.707-341C c/n 19322 Varig N825AC B.1/11  
 HB-IGB B.747-257B c/n 20117 Swissair (overhaul)  
 N43M and N73M both G.1159s of 3M Corporation

Nov. 13: SE-GKR Cessna 337A c/n 337-0365 G-ASOF Beagle 206  
 PH-DCS DC-8-55F c/n 45633 PAL (leased from KLM)  
 I-SMEG G.1159 c/n 97 VIP-AIR

Nov. 15: PK-GNR DC-9-32 c/n 47744 Garuda (overflew A'dam)  
 G-ARIR Viscount 708 c/n 36 Dan Air

Nov. 17: I-DIBC DC-9-32 ATI

Nov. 18: VR-BFR Learjet 36

Nov. 20: D-CBVW HS.125-400B c/n 25231 D-CITA Learjet 35  
 F-BNKP Pa.32-260 c/n 32-123 UTA

Nov. 21: OY-DSP B.720-025 c/n 18241 Conair D-CORA LJ-35 c/n 35-0018

Nov. 22: PH-SAT Beech King Air 200 Schreiner Airways  
 SE-DDL B.747-283B c/n 20120 SAS 5N-ANN DC-10 Nigeria A/W  
 Nov. 25: OH-GLB Learjet 24D c/n 262 Kone Oy D-CITO HFB-320 c/n 1027  
 PH-FXM F.28-4000 c/n 11113 (SE-DGF) Tokker/Linjeflyg  
 F-BVPF SN.601 Corvette 100 c/n 23 Air Alsace/Air France

Nov. 26: 5X-UWM B.707-323C c/n 18691 Simbair

Nov. 27: G-AVNH B.747-136 c/n 20270 British Airways  
 LN-KLK Convair 440 c/n 357 Nor-Fly A/S  
 D-IOAC Cessna F.337A c/n F337-0013

Schiphol cont.

Nov. 27: OY-DIV P-68B c/n 22  
 YI-AGH B.737-270C c/n 20892 Iraqi Airways  
 G-AXXY B.707-336B c/n 20454 British Airways

Nov. 28: 5X-AUL B.707 Uganda Airlines  
 PH-ARO F.27-400 c/n 10270 Air Anglia (leased)  
 G-ASGD and G-ASGM both VC-10/1151s c/ns 854 & 865 British Airways  
 G-BBAH and G-BBAJ both L.1011s c/ns 1101 & 1102 British Airways

Nov. 29: G-ASGA VC-10/1151 c/n 851 British Airways  
 LV-LZN F.28-1000 c/n 11048 (ex PH-ZBM) Aerolineas Argentina

Dec. 1: D-IGAD RC681 c/n 6030 D-CONO Learjet  
 HB-VBP Learjet 25 c/n 25-033 LV-LZN F.28-1000 AA  
 LN-SUH B.737-205 c/n 21219 Braathens SAFE

Dec. 3: I-DIWH DC-8-62H c/n 46132 Alitalia  
 OO-SJH B.707-329C c/n 18890 Sabena

Dec. 4: HB-VDD Falcon 10 c/n 36 D-IMMS Cessna 340  
 LN-HAH Cessna 210 c/n 210-60751 G-AYOL Gardan GY-80  
 YI-AGI B.737-270C c/n 20893 Iraqi Airways

Brussel:

Nov. 1: 9Q-CLI DC-10-30 c/n 47886 Air Zaire  
 LZ-TUF Tu.134 c/n 0918 BBA OK-EFK Tu.134A CSA  
 HA-LBE Tu.134 c/n 0802 Malev  
 EC-BMZ DC-8-63CF c/n 4598 Iberia  
 TC-JAU DC-10-10 c/n 46705 THY (also on 10-11)

Nov. 2: CN-RMJ B.737-2B6 c/n 21214 RAM G-BBRD HS.125  
 9Q-CLG DC-8-63CF c/n 46151 AAC OK-CFE Tu134A c/n1602 CSA  
 CCCP-85105 Tu.154A c/n 105 Aeroflot PH-ILX Myst.20E Philair  
 TS-JHR F.727-2H3 c/n 21179 Tunis Air

Nov. 3: PH-TVK B.707-329C c/n 20198 Tansavia Holland (left 3-11)  
 CN-CCH B.727-2B6 c/n 20705 RAM SP-LGD Tu.134 c/n 0805  
 CS-TBN B.727-82QC c/n 19597 TAP G-AZVS HS.125  
 LX-LGW B.707-344 c/n 17930 Luxair  
 YR-BCF B.1/11-525FT c/n 252 Tarom

Nov. 4: F-BUQP Corvette 100 c/n 4 Air Alsace/Air France (also 5 Nov.)  
 N771PA B.747-121F/SCD c/n 19661 PanAm Cargo (first of daily serv.)  
 YI-AGE B.707-370G c/n 20889 Iraqi Airways (left 5-11)

Nov. 5: OY-APZ B.720-051B c/n 18384 Maersk Air  
 F-BUTI F.28-100 c/n 11034 Air France (also on 8-11 and 10-11)  
 N8630 DC-8-63CF c/n 46101 Air Bahama HA-LBI Tu134A c/n1301  
 7T-VEN B.737-2D6 c/n 21211 Air Algeria

Nov. 8: F-BVPC SN-601 Corvette 100 c/n 12 CAS/Air France  
 9Q-CLT DC-10-30 c/n 46932 Air Zaire  
 TC-JBJ B.727-2W2 c/n 20983 THY OK-EFJ Tu.134A CSA  
 7T-VEF B.737-2D6 c/n 20759 Air Algeria

Nov. 9: CN-CCY SE.210-3 c/n 154 RAM N7312M Pa.27  
 CCCP-85119 Tu.154A Aeroflot F-BUUV Learjet c/n 195  
 TS-TAR SE.210-3 c/n 178 Tunis Air  
 9Q-CLG DC-8-63CF c/n 46151 Air Zaire  
 PH-PBX F.28-1000VIP c/n 11045 SE-GAA Pa.31 c/n 31-594

Nov. 10: G-APWE Herald 201 c/n 153 BIA SP-LGE Tu.134 c/n 0806 LOT  
 TC-JAU DC-10-10 c/n 46705 THY CN-RMK B7372B6 c/n 21216 RAM  
 JY-AEC B.707-384C c/n 18949 Alia CS-TBM B727-82 c/n 19406 TAP

Nov. 11: G-APVN Herald 213 c/n 176 BIA  
 SX-DBC B.707-384C c/n 18950 Olympic Airways  
 YI-AGL B.727-270 c/n 21198 Iraqi Airways

Nov. 12: C-PTJL DC-8-54F c/n 45640 Canadian Cargo  
 N701SW B.747-245F c/n 20826 Seaboard World Containership  
 7T-VEJ B.737-2D6 c/n 21063 Air Algeria N87407, N87462 Cessna 310 IIS  
 CN-RMJ B.737-2B6 c/n 21215 RAM N98707, N98649 Cessna 402 IIS  
 D-INKA Learjet 24D c/n 282 G-ARUM Dove OY-BIS MU-2  
 F-BCYX C-47 c/n 10144 Uni Air D-IDMA Beech 200

NEWS

Credits: AR, AI, AN and IHT

Accidents:

- Canada. C-FPWX a L.382E Hercules c/n 4361 from Pacific Western Airlines crashed in Zaire on 23 November killing five of the six occupants.
- Eire. HB-LHT a Pa.31T c/n 31T-752003 crashed after take-off from Shannon Apt. on 12 November killing crew and passengers. It took an hour before the aircraft was found. This all due to the bad visibility.
- France. F-BSEM a Cessna 402A c/n 402A-0105 fell into the sea near Merlimont Plage, Boulogne on 19 November. Passengers and crew were saved.
- Germany. After a heavy landing, D-EDAC a Cessna 177B c/n 177-01701 crashed into a garden near Neumunster airfield on 24 October. A/c w/o.
- Greece. SX-BBR, an Olympic Airways' YS-11A-520 c/n 2136, crashed into a mountain in Northern Greece in thick fog on 23 November. The aircraft carried 50 occupants, all were killed.
- Italy. Before he could rescue anything, I-TRED a AB.47J-3B-1 c/n 210C crashed near Trento on 10 October. No one on board was seriously injured.
- United Arab Emirates. A40-SI a SC.7 Skyvan c/n 1865 from Gulf Aviation Ltd. landed on the sea south of Ras Island on 22 November.
- UK. G-AVZB a Cessna F.172H c/n F.0387 was heavily damaged after striking a landing-light at Crossland Moor aerodrome on 24 October.  
G-AYHZ a Pa.28R c/n 28R-35737 crashed into the sea near France due to engine troubles on 20 November. All four occupants were saved.  
A passenger was killed while walking into the turning propellor of Cessna 337C G-BARD c/n 0857 at Liverpool on 16 November.  
G-BCJK a Pa.28-180 Archer c/n 28-7405179 crashed while trying to make an ILS approach. The pilot was seriously injured.  
A quarter of a mile from its home-base (an airstrip at Barrow-Furness), G-BBPC a Pa.31 Navajo Commander c/n 31-805 crashed. Only the pilot was killed.
- USA. N9104 a DC-9-14 c/n 47081 of Texas Int. Airlines caught fire and abandoned its take-off. Before the fire reached the fuselage all passengers and crew were saved. This accident occurred at Denver Apt on 16 November. A/c will probably be written off.  
A Shrike Commander of the United Resources (N57278) crashed into the Atlantic, 200 miles from Annobon Island, West Africa on 18 November.
- Soviet Union. On 28 November a Tu-104 of Aeroflot crashed after take-off from Moscow, reportedly killing 70 occupants.
- Sweden. SE-PPX a Pa.28 c/n 28-26842 ditched just before it landed at Bromma Apt. into Lake Malar on 11 November. No one injured.
- Switzerland. HB-TUL a Chipmunk 22 c/n CI/0208 crashed after releasing a glider at Buttwil airfield on 23 October.

MISCELLANEOUS

- Lebanon. Beirut Interbational Apt. was re-opened on 19 November after being closed for five months due to the civil war in Lebanon. The re-opening came days after Syrian troops imposed a form of peace. Beirut Apt. usually saw 200 movements a day (it was the busiest Middle East airport) but on the first day only four aircraft were to be seen.
- Netherlands. Fokker has assigned the designation F.29 to what used to be known as the F.28-II, which roughly speaking is a further stretched F.28-6000 with new engines (probably the new Japanese FJR-710 turbofan) and a supercritical wing.  
The Aviodome received a Harvard IIB painted in USAAF c/s, code MX-W  
The aircraft was used for the film "A Bridge Too Far".
- USA. During the beginning of 1977, Allegheny will inaugurate services with Mohawk 298s, the re-engined Nord 262 for which FAA type certification was recently granted.
- First flight of the standard-length, long-range TriStar 200, powered by the more powerful Rolls-Royce RB.211-524s, was made by the first 200 for Saudia on 8 October.

ACQUISITIONS:

- Australia. Ansett Airlines of Australia has sold B.727-177 VH-RMR c/n 19253 to International Air Leases.
- Austria. Montana Airways, a new charter operator bought one B.707-138B c/n 18068 registered OE-IRA and aircraft service is carried out by Aer Lingus. The a/c was delivered on 24 October 1976.
- Bahamas. Bahamas World Airways uses five ex-Cathy Pacific Convair CV.800s for their Nassau, Bahamas-Brussels route. So if anyone wants to see this almost extinct aircraft, Brussels is the place to go to.
- Bangladesh. Bangladesh Biman bought a third B.707-331 from Aero America N705PA c/n 17686.
- Belgium. Delta Air Transport sold a DC-6B to Conair Canada. The a/c OO-VGK c/n 45506 is now flying as C-GIOY.
- Publi Air/Sabena bought a Beech 99 OO-WAY c/n U-21 (ex F-BSUK, N1058C).
- Cyprus. Cyprus Airways leased B.710-023B G-BCBB c/n 18013 from Tempair. The aircraft replaces the DC-8s on the longer haul routes. They also leased B.1/11-518FG c/n G-BCWG c/n 204 from Monarch, awaiting their own B.1/11s.
- Gabon. Air Affaires Gabon recently acquired an early French AF Transall converted to C-160G. Its c/n F.3 registered TR-LWE.
- Germany. Lufthansa has bought three new TriStars, two -1s and a transatlantic -100. The two present TriStars will be returned to Lockheed.
- Finland. Kar-Air received its DC-3 OH-VKA c/n 4828, which was leased to Nor-Fly as LN-KLV. After that the company sold the aircraft as N65371 and now the DC-3 is at Frankfurt as a permanent exhibition. It's still in Nor-Fly colour-scheme.
- Netherlands. Transavia Holland won't buy an Airbus, they cancelled their order due to the shrinking of passengers for Spain. At the moment they still lease an Airbus until 15 January 1977. In stead of this they will receive two new B.737s in April/May next year and one B.737 late 1977.
- New Zealand. The HS.748 G-AYYG c/n 1697, bought by Mount Cook Airlines from the estate of the late Howard Hughes is now in service as ZK-MCF.
- Philippines. PAL received its first own DC-10-30. Aircraft involved is RP-C-2003 c/n 46958 ex PH-DTM (ntu) and RP-C-2000 (ntu).
- Singapore. Singapore Airlines is to get B.747-121B c/n 21316 registered 9V-SQF, making a total of six B.747s of the company.
- Switzerland. Balair received a new DC-9-34 HB-IDT c/n 47711 delivered 6 November, and sold their DC-9-33RC HB-IDN c/n 57465 to Eastern as N7465B delivered 7 November, while DC-8-63PF HB-IDZ c/n 46074 was leased to Nigeria Airways (from 1-11-76 till 22-11-76).
- Air Sea, a new Swiss charter, bought DAT's Convair 440 OO-VGW c/n 474 and now registered HB-IMU, a second CV440 will be delivered in 1977.
- Tunis. Tunis Air ordered three new B.727-2H3s being TS-JHU c/n 21318, TS-JHV c/n 21319 and TS-JHW c/n 21320.
- Turkey. THY has a new DC-9-32: TC-JBL c/n 47723 named "Gediz".
- U.K. Dan-Air Ltd. added a B.727-193 to their fleet (G-BEGZ c/n 19620) and leased the aircraft to IAS Cargo almost immediately after delivery. The last three airworthy Comet 4Cs of Egypt Air are also bought by Dan-Air: SU-ALM/AMV/AMC c/ns 6458/6462 and 64662 became G-BEEY/Y and Z resp.
- USA. Federal Express has announced that they will soon order 25 Canadair Lear Star 600Fs. This means that the 50 orders necessary for starting production of this design by Bill Lear, of Learjet fame, will soon be reached. First deliveries may be in late 1978.
- Air Trine bought B.707-430 D-ABOG c/n 18056 from Lufthansa, registered N9985F now flying without titles.
- Command Airways has two Short SD3-30s on order being: SH-3006/N52DD and SH-3009/N53DD.
- Evergreen Int. bought two DC-8s: N421AJ DC-8-32F c/n 45421 ex JA8005 and N8266U c/n 45388.
- Texas International bought Swissair DC-9-32 HB-IFF c/n 45788 now registered N3505T and delivered on 10 November.
- Zambia. Zambia Airways leased a B.707-349C (EI-ASO c/n 19354) from Aer Lingus and is registered 9J-AEC

DUTCH REGISTER (C.v/d.Heuvel, Airn.R'dam)

ADDITIONS to previous editions

PH-AAZ Gardon GY-80-160 c/n 88, G.Honcoop to HB-DCM 11/75 H.Muller  
PH-LUB Pa.18-150 c/n 18-5731, to D-BIRG  
PH-LUD Pa.18-150 c/n 18-494 to SE-GTZ  
PH-NOA Pa.27-250 c/n 27-7305142, to 9M-AUS of Kris Udara Malaysia  
PH-PEM Pa.34-200T c/n 34-7670281, to P.A.Bogaarts

NEW REGISTRATIONS

PH-BOS Pa.28-151 c/n 28-7615375, ex OO-HAZ of NEAS  
PH-LEB Cessna F.150, to ASH BV to Vliegclub Lelystad  
PH-MBP DC-10-30F c/n 45956, Martinair Holland  
PH-SAT Beech 200 Super King Air c/n BB.197 Schreiner Airways del 15-11-76  
PH-TIN L.21B c/n 18-3866 ex 54-2466, R-176 to Zwaefvliegclub Texel  
PH-TWY Cessna F.172M c/n F.1613 to ASH BV to Vliegclub Twenthe  
PH-VHO L.21B c/n 18-3868, ex 54-2468, R-178 to Hoogeveen Vliegclub

NEW OWNERS

PH-ALS Cessna F.150F c/n 150-62405, W.J.Froen to ASH BV  
PH-ARO F.27-400 c/n 10270 leased to Air Anglia  
PH-HVS Cessna F.172M c/n F.0992, Vliegbedrijf Noord Nederland BV to Vliegclub Lelystad  
PH-LUY Cessna F.172M c/n F.1354, ASH BV to Bewakingsdienst Randstad  
PH-LZE Cessna F.172E c/n F.0058, J.A.Bolonjo to G.L.M. to P.A.Bogaarts  
PH-MIE Cessna F.172M c/n F.1222, ASH BV to Parc Centrum Noord  
PH-MYR Cessna 340 c/n 340-0023, Milair to ASH BV  
PH-NGK Auster Mk.3 c/n 340 St.Vliegsport Gilze-Rijen to J.A.H.M.Thuring painted as RT607 for A Bridge Too Far  
PH-NLA Piper L-4J Cub c/n 12732, N.L.S. to Aviation Francaise  
PH-PUT WA-40 Super IV c/n 47, D.H.de Beer to Airborne Air Service  
PH-RDO Cessna FR.172RG c/n Fr.0072, BV Machinefabriek Plevier to ASH BV  
PH-ROB Pa.18-150 c/n 18-7910, Air Service Zeeland to ASH BV  
PH-SDM Pa.28R-200 c/n 28R-7535192, Raadgevend Bureau Manadon BV to Groot land Holding BV  
PH-SMH Cessna F.172M c/n F.1021, Seine Meubelen BV to ASH BV  
PH-SMO Cessna F.172M c/n F.1373, ASH BV to Seine Meubelen BV  
PH-SPR Cessna F.150L c/n F.1066, Air Service Zeeland to ASH BV  
PH-TWE Cessna F.172H c/n F.0376, Vliegclub Twenthe to W.J.Groen  
PH-FUG Saab 91A Safir c/n 91.143, B.H.M.J.Buys to L.J.Uitenbroek  
PH-VSD Cessna F.150K c/n F.0558, Laura Ashley Trading BV to H.Abbring  
PH-VSG Cessna F.150L c/n F.1031, Seaport Aviation BV to Vergunst Aviation BV  
PH-VSK Cessna F.150M c/n F.1252, ASH BV to St.Vliegmaterieel Hoeven  
PH-WAI Cessna F.172M c/n F.0961 to ASH BV

CANCELLED

PH-ABC Jodel Dr.1051 Record c/n 591, MLL.Alberts-Janssen, cancelled  
PH-AVM Pa.34-200 Seneca c/n 34-7260011, Schreiner & Co to EI-BCD 18-8-76  
PH-CLM Pa.25-235 Pawnee c/n 25-4920, Mastboom Vliegbedrijf to G-BEAE  
PH-EEG Cessna U-206C c/n U206-1040, ASH BV to OO-.. (APC Spa)  
PH-HOI Fokker S-11.i c/n 6282 total loss.  
PH-ITW Cessna 340 II c/n 340-0351, ASH BV to F-....  
PH-KFF Cessna P-206 c/n P206-0141, Seaport Aviation BV to OO-...  
PH-KUK Cessna 182B c/n 182-51914, C.N.Rood NV to G-BEER  
PH-MDH Pa.31-310C c/n 31-7612104, Schreiner AC to 5N-A..in 11-76  
PH-NKF Pa.18-150 c/n 18-8220, J.Daams to OY-ALJ  
PH-NLW Pa.28-140 c/n 28-25368, to OO-NLW  
PH-NSE Ia28-140 c/n 28-7325227 NLS to G-BEWF and crashed Elstree 17-10-776  
PH-NSF Pa28-140 c/n 28-7325228 NLS to G-BEWF  
PH-NSG Pa28-140 c/n 28-7325229 NLS to G-BEEV  
PH-OTE Pilatus PC.6-H2 c/n 685 ready for going to the USA  
PH-RYK Siai S.205-20R c/n 221 finally dismantled at Zestienhoven  
PH-WAN Pa.18-125 c/n 18-2076, K.A.van Beek, cancelled

FOKKER FELLOWSHIP PRODUCTION LIST (part six)

11027 PH-ZBG back after lease to Nigeria AV October 1976 at Woensdrecht  
 11048 PH-ZBM to LV-LZN of Aerolinas Argentinas delivered 1 December  
 11082 PH-EXN to VH-ATE of DCA Australia delivery probably December 1976  
 11084 to VH-ATG of DCA Australia  
 11096 A96 Mk.1000 3-7-75 PH-EXH Fokker, 9-10-76 to PK-GVQ of Garuda  
 named "Ciliwung".  
 11097 A97 Mk.1000VIP 3-7-75 PH-EXS Fokker, till 15-10-75, 14-10-75 to  
 PH-ZBN Fokker, leased by Ivory Coast and afterwards  
 bought, out of register 3-11-75 as TU-VAA.  
 11098 A98 Mk.1000 8-10-75 PH-EXI Fokker, 18-11-75 to PK-GVR of Garuda  
 named "Rokan".  
 11099 A99 Mk.1000 8-10-75 PH-EXL Fokker, 26-5-76 delivered to Ivory  
 Coast as TU-VAB.  
 11100 A100 Mk.1000VIP 24-11-75 PH-EXY Fokker, 1-4-76 del. to FA del  
 Peru as FAP390.  
 11101 A101 Mk.1000 24-11-75 PH-EXG Fokker, to Garuda as PK-GVS named  
 "Kahayan".  
 11102 A102 Mk.1000C 20-1-76 PH-EXZ Fokker, 26-5-76 del. to Air Gabon as  
 TR-LTS named "Mouila".  
 11103 A103 Mk.1000 PH-EXH Fokker, to PK-GVU of Garuda "Kamundan".  
 11104 A104 Mk.1000VIP 20-1-76 PH-EXU Fokker, to TR-LTR of Gov't of Gabon  
 early June 1976.  
 11105 A105 Mk.1000 PH-EXV Fokker, to PK-GVV of Garuda named "Lariang".  
 11106 A106 Mk.1000 PH-EXD Fokker, to PK-GVW of Garuda named "Bongka".  
 11107 A107 Mk.1000 PH-EXE Fokker, 15-9-76 to PK-GVX of Garuda "Lasolo".  
 11108 A108 Mk.2000 PH-EXF Fokker, h/o 3-8-76 Nigeria Airways 5N-ANI.  
 11109 A109 Mk.2000 PH-EXG Fokker, to 5N-ANJ of Nigeria Airways.  
 11110 A110 Mk.2000 PH-EXC Fokker, to 5N-ANK of Nigeria Airways.  
 11111 A111 Mk.4000 f/f as PH-EXZ 22-10-76, f/f of Mk.4000 on 13-12-76  
 to SE-DGD of Linjeflyg.  
 11112 A112 Mk.4000 PH-EXK Fokker, 13-12-76 to SE-DGE of Linjeflyg.  
 11113 A113 Mk.4000 PH-EXM Fokker, will be SE-DGF of Linjeflyg.  
 11114 A114 Mk.4000 for Burma Airways.  
 11115 A115 Mk.4000 all white at Schiphol in December '76.  
 11116 A116 Mk.4000 will be SE-DGG of Linjeflyg.  
 11117 A177 all white at Schiphol December '76  
 11118 A118 under construction  
 11119 A119 all white at Schiphol December '76  
 11120 A120 Mk.4000 will be SE-DGH of Linjeflyg

FOKKER/VFW SCHIPHOL 3-12-76

10543 F-27-400M PH-EXS for Algerian AF as 7T-WAQ  
 10545 F-27-200 PH-EXC for Landhelgisgæslan (Icelandic Coastguard) as  
 TF-SYN (ex TP-SYN mispainted) This a/c is definitely not a MPA  
 version although it is equipped with add. radar and other elctr.  
 10546 F-27-400M PH-EXH for TNI-AU as T-2708 (about to be delivered)  
 10547 F-27-400M for Algerian AF as 7T-WAS (in full Air Algerie c/s)  
 10548 F-27-MPA for Peru Navy AE560 (dark matt grey upper surface)  
 10549 F-27-500CRF for Aramco as N743A  
 10550 F-27-MPA for Peru Navy as AE561

PHOTO COMMENT

PHOTO 22: PH-FCX F.27 Maritime c/n 10183 and PH-ZBM F.28-1000 c/n 11048  
 demonstrating at Farnborough 12 Sept. Foto: 1TASW  
 PHOTO 23: Schreiner sold a Pa.34-200 (PH-AVM c/n 34-7250011) to  
 Ireland West Airways, here seen at Shannon prior to receive  
 its new registration EI-BCD Photo: D.O'Mahony  
 PHOTO 24: There are also civil aircraft flying in a bicentennial c/s  
 N1776R a DC-8-32 c/n 45602 "Independence" of ONS at Barcelona  
 Apt. Photo taken on 13 July 1973 by J.Struben  
 PHOTO 25: F-BUQP a Corvette of Air Alsace at Brussel 4-11-76: Photo: APS

