

# FLIGHT

April 1977



aviation

magazine



## Cover photo

That's what photographing is like at Emmen (Switzerland). J-1557 is a DH.112 Venom FB 50 landing into Emmen on 6 March 1977. (S. Kunz)



## Back-page photo

In November last year the five Sea King Mk 48s were officially handed over to the 40th Heli Sqn. RS-03 seen in one of the hangars at Koksijde early January (F. Klaassen)

## NAS Miramar



Our column "Spotter's Varia" has been replaced by two photo-pages. The intention is to repeat this every two months. This month's subject is NAS Miramar with photos from Ben Ullings/API. They illustrate his visit to "Fightertown" on 31 August 1976.

## The F-86K Sabre



Part II deals with all the Italian and French AF F-86K Sabres. This part should also include the German Sabres but due to the length of the article a third part is necessary.

**WANTED:** correspondents in Germany to exchange b/w negatives of military aircraft. Please write to Piet Druif, Kwartelstraat 37 Hengelo (Ov.) Holland.

"AIRNIEUWS-ROTTERDAM" is a monthly appearing aviation magazine containing the most important news at the Dutch airports but also about the PH-register, articles about home-builts, movements, Fokker-VFW news and a photo/slide service. Ask for a free copy: "Airnieuws-Rotterdam, Postbus 12035, Rotterdam-Airport (Gironummer Nr.3.035.537).

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Please write to: Hans Rijdsdijk, Smidsstr.20 Uden-4260 (N.Br.) Holland.



# FLASH

# AVIATION MAGAZINE

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EINDHOVEN

HOLLAND



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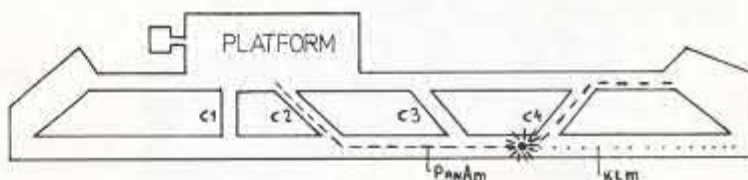
NUMBER 79

APRIL 1977

VOLUME 7

Dear reader,

This time something serious. On 27 March two Jumbo Jets collided at Los Rodeos (Santa Cruz) Apt. Resulting in the world's biggest air-accident. Hereby a small survey on what happened:



PH-BUF, a B.747-206B c/n 20400 "Rijn" of the KLM was taxiing towards the end of the runway where it made a 180-degree turn for take-off.

N736PA, a B.747-121A c/n 19643 "Victor" of PanAm was ordered to take the runway and leave it via the third intersection (C3 see drawing). Unfortunately C1 was closed so the "Victor" took C2 and left the runway according to it's pilot via the third intersection but this was in fact C4. Meanwhile the "Rijn" had lined up and commenced its take-off.

Just behind C4, the "Rijn" collided with the American Jumbo with a speed of 250km/u. Due to the fog the sight was only 300 metres. At the last moment, seeing the "Victor", the "Rijn" probably has tried to take off sooner and "Victor" hearing the "Rijn" tried to get off the runway. Neither actions prevented the accident.

The 248 occupants (including a crew of 14) of the "Rijn" were killed. From "Victor" 73 people survived the accident and about 329 were killed.

The whole accident seems to be bad luck, beginning with Las Palmas, the original destination of both 747s, which was closed due to a bomb-out-rage at the main building.

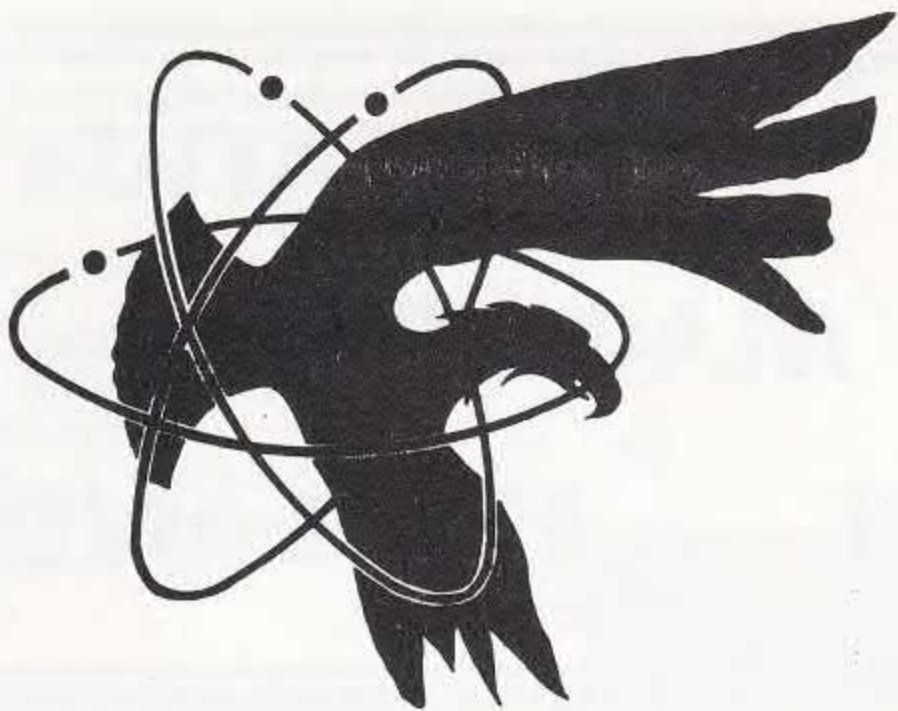
Immediately specialists of both PanAm and KLM started an investigation and the main question is whether the 747 of the KLM received a take-off clearance.

Coen van de Heuvel

The editorial staff wishes to thanks all those who, in one way or another, co-operated in this issue:

|              |               |              |
|--------------|---------------|--------------|
| A.Booy       | M.J.Mason     | J.A.White    |
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# MILITARY NEWS

## Holland

- This summer the Australian aircraft-carrier HMS Melbourne is expected to visit Holland (Rotterdam?). The vessel will come from New York where it's likely to pick up some "new" Trackers for the Australian Navy. From New York it will go to England where two Skyhawks, two Trackers and a Sea King are to participate in Greenham Common's Air Tattoo. From England it comes to Holland where spare-parts of the MLD Trackers will be taken aboard.
- Movements at Schiphol included:
  - Mar. 3: 5-8543 C-130E IIAF
  - 9: 62-QC/181 N.2501 FAF ET.62  
No.70 & 71 Nord 262 Fr.Navy both 55S
  - 14: 102 Tu.134 Polish AF (till 16.3)
  - 21: 232 (c/n 31-7401232) Pa.31 Fr.Navy
  - 22: 5-8803 F-27-400M IIAF (later this week it went to Ypenburg to be equipped with a new target-towing equipment (cable length: 35.000ft)
  - 30: C-1 F.27-100 334Sqn
- Movements at Volkel included:
  - Feb.10: XX820/BE, XZ371/BP Jaguar RAF 17Sqn  
C-9 F.27M 334Sqn
  - 11: XR518/BB Wessex HC.2 RAF 18Sqn
  - 14: FX-82 F-104G BAF 10Wing
  - 18: 24-99 (JB34), 25-23 (JB33) F-104G WGAF  
K-3068, 3070 NF-5A 314Sqn  
K-4009(314), 4027(315) NF-5Bs  
XX844/DZ Jaguar T.2 RAF 31Sqn
  - 21: K-4026 NF-5B 315Sqn
  - 24: K-3013, 3023 NF-5A 314Sqn
  - Mar. 8: B-66 Bo.105C GpLV
  - 9: HR68-505 F-4E USAF 50TFW (see photo)
  - 11: K-3013, 3015, 3027, 3045 NF-5A 314Sqn
  - 18: ZR69-373, 69-367 RF-4C USAF 26TRW  
CR74-656 F-4E USAF 32TFS
  - 24: 40620 C-141A USAF 438MAW  
D-6657 F-104G 322/323Sqn
  - 28: K-3053, 3042 NF-5A 315Sqn  
FX-06, FX-81 F-104G BAF 10Wing
  - 31: 23-03, 26-81 F-104G WGNavy MFG-2
  - Apr. 6: K-4026, 4008 NF-5B 315Sqn

## Canada

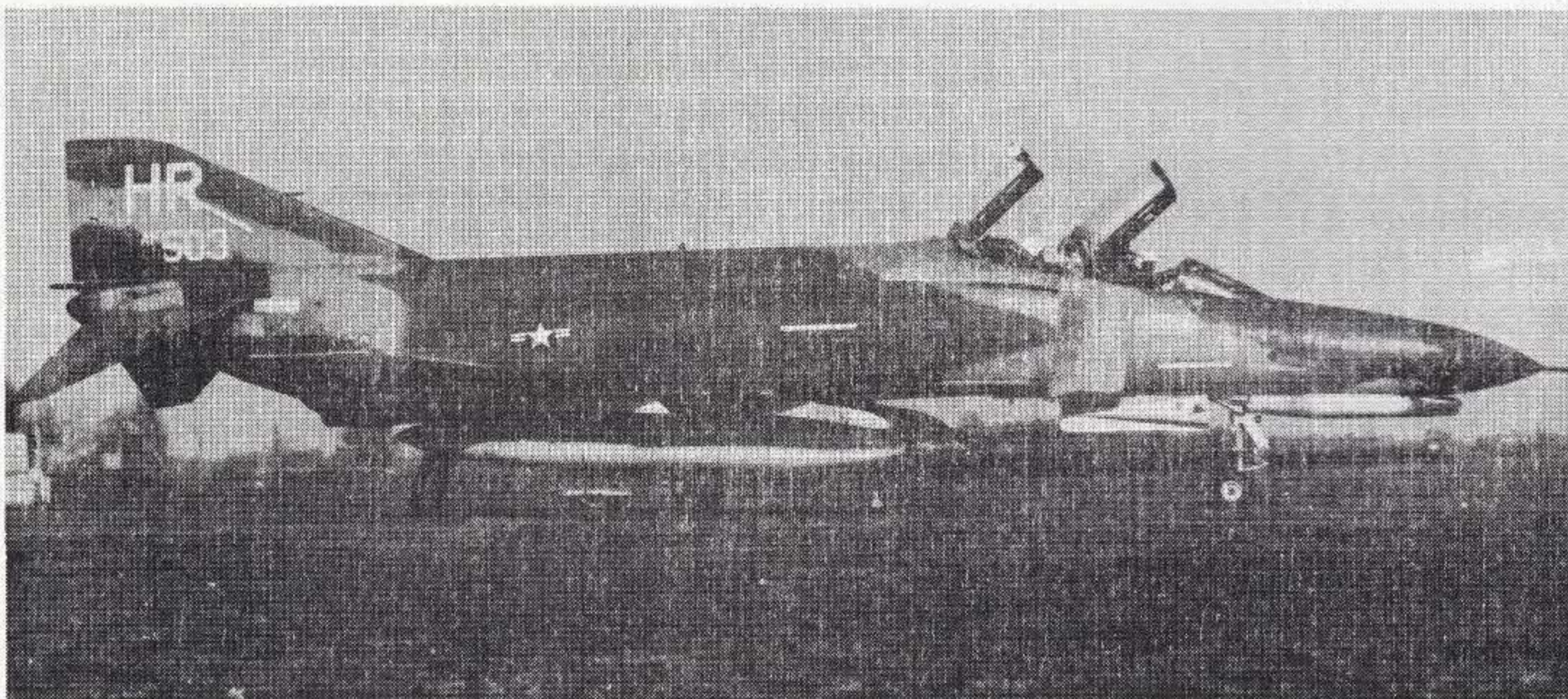
- On March 4th, a CF-104D Starfighter from Soellingen crashed near Duensbach, Schwabisch Hall (Germany). Both pilots were killed.
- The Canadian Air Force intends to operate its seven CC-109 Cosmopolitans (serials: 109151-109160) till 1990 or even longer. Its 24 Hercules (C-103E:130305-130328; C-130H:130329-130333) are to be withdrawn from use in 1985 and in 1986 the 5 Boeing CC-137s (13701-13705) will be retired.

## Denmark

- Noted at Skydstrup on March 17th and 18th:
  - F-100D: G-183, 266, 274, 290, 747, 751, 765, 779, 792
  - TF-100F: GT-844, 916, 971, 996
  - Saab Supporter: T-405, 425
  - T-33A: DT-497, 974
- Looking through all back-issues we discovered we never published the list of TF-100Fs delivered to the RDanAF over the past two years:
  - GT-826/56-3826 GT-874/56-3874 GT-949/56-3949
  - GT-842/56-3842 GT-892/56-3892 GT-961/56-3961
  - GT-844/56-3844 GT-908/56-3908 GT-971/56-3971
  - GT-856/56-3856 GT-916/56-3916 GT-996/56-3996
  - GT-870/56-3870 GT-927/56-3927



Taying off Volkel's runway with a flat left wheel tyre is D-8343 on the "spotter's day" on 8 March. The a/c would have taken off if there hadn't been Maj. Bergink and Serg. v. Schaik who were just in time to stop it (F. Swinkels).



Visiting Volkel on 8 March 1977 was this F-4E HR68'503. Note the fiscal year is failing in the serial number (F. Swinkels)



## France

- Recent accidents:
  - On February 21st, two HSSs of 31F (BAN St. Mandier) made an emergency landing on the sea near "Cap Ceper" (Mediterranean). Both crew members were rescued by another HSS.
  - On March 18th a Mirage IIIC of EC.10 (BA110 Creil) crashed into a house near Cambrai. The pilot and two people in the house were killed.
  - During the month of February another crash of a French Crusader (No.13 of 14F) occurred somewhere in Brittany but the exact date is still unknown. Its pilot ejected safely after engine problems.



Crusader No. 13 seen at Cambrai on 20 May 1973

- Within two months, the Aeronavale lost 3 F-8Es: No.9/12F on 28.01.77; No.5/14F on 02.02.77 and No.13/14F on ?
- All Aeronavale's aircraft have now been provided with the word: "MARINE".
- Movements at Landivisiau included:
  - Mar. 1: 131611 C-118B USNavy NAS Keflavik
  - 158933/LA-3 P-3C Orion USNavy VP-5
  - 3: 147567 P2V-7 Neptune 25F
  - 4: 10-SC/21, 10-SF/50 Mirage IIIC EC.10
  - 7: 33-TL/363, 33-TS/370 Mir.IIIRD ER.33
  - 8: 319-DC/237 MD.312 Flamant GE.319
  - 13: CA/45061 DC-7C GAM.85
  - 14: 30-FH/30, 30-FI/31 Mr.F.1C ECTT.30
  - 29: 11-RH/E33 Jaguar E EC.3/11
- New a/c with 12F: No.34,35,38 and with 14F: No.42; all F-8E Crusaders
- Movements at Lann-Bihoué included:
  - Feb. 1: CAR/151 N.2501 EC.57
  - 314-VS/16870 T-33A GE.3/314
  - NE/68 MS.760 CEV
  - 3: JAL/1729 Alouette II 3GALAT
  - 8: F-BMKK/22 Falcon 20 (this a/c was used this day by GLAM's crew for VIP and utility tasks)
  - 11: No.85 Alouette III 23S
  - F-ZBAV/1192 Alouette III Protec.Civile (this is the replacement of F-ZBAI which crashed recently)
  - 21: 314-VD/21138 T-33A GE.3/314
  - No.01 N-2504 CEPA
  - Feb.22: 82-PW/45226 DC-6B GAM.82
  - 701/77101, 725/76725 C-47D 56S

Here seen at Soesterberg on 17-7-75 is 46-10 of the ItAF. Since 3-3-77 it is nothing more than a pile of scrap. (J. v. Tuyn)

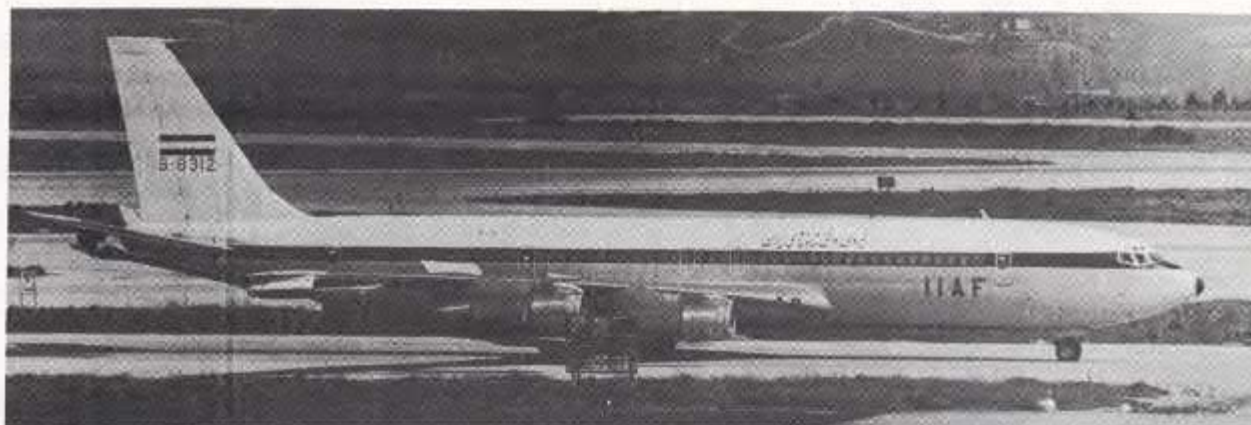


- Feb.23: F-ZBBV Aero Commander 680P Customs No.73 N.262 (new a/c for SLD)
- 25: WQ/35748 T-33A LEB92
- 61-16 Br.1150 Atlantic WGNavy MFG-3 (emergency landing)
- Mar. 2: ACV/1360 Alouette II GALDIV-8
- 158933/LA-3 P-3C Orion USNavy VP-5
- 4: 62-KD/166 N-2501 ET.2/62
- 7: 64-II/162 N-2501 ET.1/64 (till 18.3)
- 8: 314-YN/21152 T-33A GE.6/314
- 314-YS/21033 T-33A GE.6/314
- 9: No.838 (22S), No.113 (34F) Al.III
- XV243 Nimrod MR.1 RAF Kinloss Wing
- 314-YQ/21050 T-33A GE.6/314
- 11: 314-YZ/21111 T-33A GE.6/314
- 14: C-12 F.27M RNethAF 334Sqn
- 15: DN/443 Wassmer CE.43 Guepard CEV
- 17: 32810/10 C-47D 56S
- 18: HH Meteor NF.11-1 CEV
- 23: 315-QD/398, 315-PR/408 CM-170 GE3/315
- 64-IH/166 N-2501 (No.166 was 62-KD on 4.4 and 64-IH was 174 on 21.3)
- 25: 314-UH/14349 T-33A GE.2/314
- 28: C-7 F.27M RNethAF 334Sqn
- 31: LR/59 MS.760 Paris GAEL

## Italy

- A new C-119 ECM replaced the 46-30 (wfu), being 46-35/MM53-8146. We remind you of the fact that this a/c operates with 71st Gruppo Guerra Electronica (Electronic Warfare) at Pratica di Mare. This a/c has four radomes, one on the nose, one under the fuselage and two under the rear fuselage. With the 71st Gruppo operate also at least two C-47 modified for the ECM role, both with RR code.
- New MM-series:
  - The first HH-3F Pelican is the MM80974 coded 15-01. 20 HH-3Fs are to replace the obsolete HU-16As.
  - One of the three (maybe a fourth will be built) SH-3D-TS is the MM80972.
  - The last batch of 18 G-91Ys for AMI will receive MM6951-6968.
  - At the moment 33 serials of the 40 Aeritalia F-104S ordered by the Turkish AF are known: 6851(c/n 1151) upto 6868(c/n 1168) and then 6884,6885,6887,6888,6889,6891,6892,6893,6894,6895,6896,6897,6898,6899,6902.
  - 6886 is AMI 5-09, 6890 is 51-31 and 6900,6901 should be AMI as well.
- The Hercules which crashed on 3 March was 46-10/MM61996. There was fog around the mountains that day, but it seems that the cause of the accident should be ascribed to the a/c and not to the pilot. This is the most serious accident that happened to the AMI since WW.2. In fact 46 people were killed: 40 boys of the Navy Academy (it was their first flight) and 6 crewmembers.





This B.707-320C visited Barajas on 17 March 1977. 5-8312 is one of 12 tankers of the IIAF

- The production of Aeritalia G.222 so far is c/n 4001/MM582 first prototype; f/f 18.7.70 to the AMI on 21.12.70 for evaluations and coded RS-06. In 1976 it received a civil reg. I-MARD for a sales-demonstration tour through the Middle East.
- c/n 4002/MM583 second prototype; f/f 22.7.71 In 1976 it received a civil reg. I-MAXB also for a sales-demonstration tour. After wards it was converted to a water-bomber.
- c/n 4003/MM62101 first one in the pre-series f/f 23.12.75
- c/n 4004/MM62102
- c/n 4005/MM62103
- c/n 4006/321 for Dubai AF; f/f 11.76
- c/n 4008 and 4009 will be for Argentina

- Movements at Villafranca included:
  - Jan.20: WT478 Canberra T.4 RAF 13Sqn
  - Feb. 2: RM-71 P.166/M RB-64 P.166/M based RF-104G; 3-19/MM6637
  - 26: 14-56 PD-808RM BGruppo/14Stromo
  - Mar. 1: 35-02, 35-28 RF-4E WGAF AKG-51
  - 16: 71 MB-326 SVBAA 31-51 PD-808TA RS-15 MB.326 311Gr./Rep.Sperimentale WT519 Canberra PR.7 RAF 13Sqn based P-104Gs; 3-02/MM6568, 3-07/MM6529, 3-06/MM6545
  - 17: 8-36, 8-61 G-91Y 101Gruppo/8Stormo

## Spain

- On 7 March a Canadair CL.215 of the SpAF, UD.13-9(coded 404-09) crashed while scooping water during a fire-fighting mission near San Sebastian. The aircraft hit rocks lining the stretch of water it was using and was severely damaged. One crew-member was wounded, the other escaped unhurt. This is the second SpAF CL.215 to crash, so that eight remain in service, although UD.13-9 may be repaired. The transport that crashed on 19 January was a CASA-207C Azor T.7-15 (coded 353-15).
- Military movements at Barajas Aprt./Madrid included:
  - Feb.23: 5-8101 (c/n 19678) B.747-131C IIAF
  - Mar. 8: 5-8102 (c/n 20080) B.747-131C IIAF
  - 10: 6703 DC-6B Portugese AF
  - 17: 5-8312 B.707-3J9C IIAF
  - 18: 10-03 (c/n 19999) B.707-307C WGAF
  - 25: 5-8106 (c/n 20082) B.747-131C IIAF

## Switzerland

- On 24 March two Swiss Mirages (Mirage IIIS and Mirage IIIBS) got involved in a mid-air collision on Payerne's finals. All 3 pilots safely ejected; the a/c had to be written off, bringing the Swiss Mirage losses to 5 a/c.

## United Kingdom

- Noted Vulcan B.2s on February 23rd:
  - at Scampton: XH534,537,560,563 of 27Sqn (all SR.2s); XJ782 of 27Sqn; XM570, XH561, XL445 of 35Sqn; XM574, XM595, XL425 of 617Sqn XH554, XL360 of 2300GU and XJ823 no markings at Waddington: XL389, XM602(Giant Voice '76 marks), XL391, XM649 of 9 Sqn; XM609, XM653 XM598 of 44Sqn; XM657, XM605, XM575 of 101Sqn XM655 without marks.
- Movements at Northolt included:
  - Feb. 1: XV302 C-130K (XV193 on 23.2)
  - 2: 18014 U-21A USArmy HQ.USAREUR 159361 CT-39G USNavy VR-24 XV300 C-130K (XV206 on 26.2) XR506/AV Wessex HC.2 72Sqn
  - 3: 22261 C-12A USArmy HQ.USAREUR
  - 4: 40570 C-130E 314TAW (21295 on 7.2) 141009 C-131F USNavy RAF Mildenhall V253 SP-13A Atlantic MLD 321Sqn XR443 Sea Heron C.20 RNavy 781Sqn XP799 Pembroke C.1 RAF 60Sqn
  - 7: 150503/26 EP-3E USNavy 50-43,50-92 C-160D WGAF LTG-c1
  - 8: 61-2Z/P160 Transall C-160F PAF ET.61 46-12/MM61998 C-130H ItAF 46AB XL953 Pembroke C.1 RAFG 60Sqn
  - 9: AC/0185 Cessna 411 PAF CEV 18034 U-21A USArmy HQ.USRC
  - 10: CH-09 C-130H BAF 15Wing WP855 Chipmunk T.10 B.of B. flight XT487, XT770 Wessex HU.5 RNavy 781Sqn
  - 11: 31585 C-130H 314TAW (31587 on 14.2) WV701, WV746 Pembroke C.1 RAFG 60Sqn
  - 12: XT671/AD Wessex HC.2 RAF 72Sqn 149677/20 P-3A Orion USNavy VQ-2
  - 15: 51-11 C-160D LTG-63 (50-67 on 25.2) CP-03 Merlin IIIA BAF 15Wing
  - 17: XR485/Q Whirlwind HAR.10 2APTS
  - 18: 159118/JK C-9B USNavy VR-1 128433 C-118B USMC HQ.USMC
  - 22: C-6, C-8, C-10 P.27M RNethAF 334Sqn
  - 23: XW231/CO Puma HC.1 RAF 33Sqn
  - 24: 041 Mystere XX RNoAF
  - 25: 158570/LN-45 P-3C Orion USNavy VP-45 37765 C-130E 314TAW
  - 26: 159362/JK CT-39G USNavy VR-24
- The HS.Nimrod AEW development aircraft rolled out at HSA Woodford on March 1st The aircraft is a former RAE HS.Comet airframe fitted with the AEW Nimrod radar installation. This a/c is rumoured to be displayed at Greenham Common.
- The last crewed Training Command Flight of the Varsity, took place on February 28. Two sqn-leaders from Cranwell's CFS Examining Wing flew WJ916 from Wyton to Lyneham, where it is to be used for fire practice.
- Noted aircraft in BAC's factory at Warton on February 26th were:
  - Jaguar Gr.1s for RAF: 190/PS746/XZ381, 192/PS747, 193/PS748, 194/PS749, 196/PS750 198/PS751, 200/PS752, 201/PS753, 203/PS754



PS755 upto PS758

XZ376 complete and almost ready for del  
XX915 Jaguar T.2 of ETPS (red, white and  
blue c/s)

Jaguar S (one-seat) and B (two-seat) for  
Muscot and Cman AF:

201 (1st 2-seat) and 202/PSOS2/G-27-281 (1st  
1-seat) painted in 2-tone brown des c/s  
195/PSOB2 (2nd 2-seat), PSOS3 (3rd 1-seat)  
PSOS4 (4th 1-seat)

Jaguar S (one-seat) and B (two-seat) for  
Ecuador AF:

FAE309 thought to be ex PSES3 (1-seat), in  
standard RAF camouflage  
191/PSES4/G-27-271 (4th 1-seat); 181/PSES2/  
G-27-269 (2nd 1-seat); 197/PSES5/G-27-272  
(5th 1-seat); 199/PSES6/G-27-273 (6th  
1-seat); PSES7 (7th 1-seat); PSES8 (8th  
1-seat); 183/PSEB2/G27-267 (2nd 2-seat)

BAC167-8A Strikemaster for Saudi Arabia AF:  
G-27-301/PS366

MRCA Tornado: XZ630 c/n P.12 being painted  
P.05 tail and rear fuselage of this Italian  
prototype being re-jigged and straightened  
after it's mishap.

Canberra: Warton has an order to refurbish a  
number of RAF Canberra. These are flown in-  
to Warton where they are taken apart. The  
wings stay at Warton, while the rest is  
taken to Salmesbury to be worked on.

Wings present were: WH849/PS4001, WJ678/  
PS2002, WK116/PS2001.

Noted on February 19th on the far side of the  
field:

SHED 32: XW563/S.07, XW566/S.08, XX108

XX109 all Jaguars RAF  
c/n E-02 Jaguar E

XL616 Hunter T.7 MRCA Chase-plane  
1133/G-27-299, 1134/G-27-300 BAC167-80A

SHED 33: XX946, 948, 950 Tornado

KN795 Lightning F.2A

XP693 Lightning F.3

Notes: the 'PS' numbers are Plane Set numbers  
The three figure numbers e.g. 192 for PS747  
are line numbers, denoting their position on  
the production line. This corrects FLASH Nr72  
when these numbers were given as c/ns.  
The Jaguars for the RAF are part of the batch:  
XZ355-378, 381-... (at least 393).

- In February No.20 Sqn received its first Ja-  
guars at Bruggen. Now it has ten a/c on  
strength: XZ374/CA, XZ375/CB, XX818/CC (ex  
BC), XZ381/CD, XZ377/CP, XX957 (still AG but  
is to become CG), XZ378/CH, XX827/CL (ex AE)  
XX962/CK (ex BK), all Gr.1s.

XX150/- an T.2 is on loan from the 2260CU.  
Other Jaguars at Bruggen of the new XZ-batch  
are: XZ368/AN, XZ370/BN, XZ371/AQ, XZ376/AE.  
Just like all other RAF Germany's air bases  
Bruggen received six Lightning F.2As for  
decoy purposes: including XN789/J, XN790,  
XN791/D.

- Late March Lightning T.4 XN968/Q of 92Sqn  
crashed while on approach of Gutersloh.

- The last Canberra to fly from RAF Cottesmore  
left at the end of February, ending a 23 years  
association with the base. The aircraft WE192  
a T.4, left to join 2310CU at Marham. This  
leaves only the PR.7 gate guardian (WH791/  
8187M) as a remainder of Cottesmore bomber-  
days.

Soon the station will be active again with  
the arrival of the Tornado OCU.

- Movements at Laarbruch included:

Feb. 2: WT538 Canberra PR.7 13Sqn

WJ981/S Canberra T.17 360Sqn

TG503 Hastings T.5 2300CU/SBOS

28-31 TF-104G WGAF JABOG-31

Apr. 5: K-4009(314), 4027(315) NF-5B RNethAF

WH902/N, WJ986/T Canberra T.17 360Sqn

35-63 RF-4E WGAF AKG-51

XX977/DL Jaguar Gr.1 31Sqn

24469 T-39A USAF HQ.USAFE

New decoy aircraft besides the nine Canberra  
are four Lightning F.2As: XN724/F, XN731/Z,  
XN733/Y of 19Sqn and XN732/R of 92Sqn.

- Another BAC factory is situated at Salmesbury  
where all Canberra's are refurbished. Present  
on February 19th:

Can.T.17: WK102/A, WK111/B, WJ565/C and  
WF890/M all of 360Sqn

Can.B.2: WJ637/- (ex Z/2310CU) and WK116/E  
(from 100Sqn)

Can.T.4: WH849 (from 100Sqn)

Can.PR.7: WT509 (from 13Sqn)

Canberra's of Venezuelan AF:

B.88: FAV-0240/G-27-254; FAV-0269/G-27-255  
FAV-0426/G-27-256

B(1)82: FAV-1529/G-27-263

PR.83: FAV-2314/G-27-264

T.84: FAV-0621/G-27-265

B.82: FAV-1131/G-27-257; FAV-1183/G-27-258

FAV-1339/G-27-259; FAV-1364/G-27-260

FAV-1511/G-27-261; FAV-2001/G-27-262

MRCA Tornado nose sections: GT.001, GT.002,  
GT.003, GT.004, BT.01, BT.002, BS.002 plus  
P.15 (should be XZ631) and P.16.

## United States of America

- Movements at Frankfurt/Rhein-Main included:

Mar. 3: CF-02 Merlin IIIA BAF 15Wing

6: 10942, 01261, 01272 C-130E 317TAW

16-03 Hansajet WGAF FlBeSt

8: 020 C-160D Turkish AF

67-18021 U-21A USArmy 56Av.Comp.

9: 62-QC/181 N.2501 Noratlas FAF ET.62

50-06 C-160D WGAF LTG-63

10: 77-65 AL.II WGAmy (poss. HFSt.201)

12: 22547, 22548 C-12A USArmy (del.flight)

14: 22260 C-12A USArmy Aviano

46-02/MM61988 C-130H ItAF 46AB

15: 118-IT/66 Nord 262 FAF (c/s F-SDIT)

17: XX760/AA Jaguar Gr.1 RAFG 14Sqn  
(emergency landing; stayed here un-  
till 21.3)

XZ369/AQ Jaguar Gr.1 RAF 14Sqn (over-  
shoot) plus 2 others

19: 50-59 C-160D WGAF LTG-61

22: 58-91 DO-28D WGAF JABOG-32 (no badge)

10-03 B.707-307C WGAF (on overhaul)

23: 24129 VC-135B 89MAW

69-17024 OV-10 USArmy 73Mi.Int.Corps

25: 46-13/MM61999 C-130H ItAF 46AB

60220 HC-130P 67ARRS

27: 24130 VC-135B 89MAW

also noted was B.707-329 with 4X-BYM  
code '173' (ex OO-SJF/18374) in ELAL  
colours. Possibly ID/FAF.

30: OH-05 C-130H BAF 15Wing

Other a/c noted in March:

C-5A 436MAW: 70168/170/173, 80220/222,  
90006/008/015/026, 00454/455/456/465

C-5A 60MAW: 80213, 90002/007/013/022/023  
70167, 00461/451/459

C-141A 437MAW: 40615/618, 50267/269/270/273  
59405/408, 60203/209, 67956, 70014

C-141A 438MAW: 12778, 38076/083, 40622  
50265/275, 59411/413, 60140/149/154/170/  
60183/207, 70003/017/019

C-141A 62MAW: 50248/257

KC-97L: Texas ANG with 30310, 30327, 30296  
30298 plus 30282 & 30283 with 'Missouri  
ANG' on tail and 'Texas ANG' on fuselage.

New arrivals on 27.3: 30555, 30361 Texas ANG

- Movements at Ramstein included:

Mar. 28: 60167/437, 60137/437, 50267/437,  
38089/438, 70003/438, 59397/63,  
50264/62 all C-141As

90008, 00445 both C-5As 436MAW

FX-26 and FX-85 F-104G BAF 10Wing

BD-07 Mirage 5BD BAF 8Sqn/3Wing

RT-667 CF-104D RDanAF Esk723

24125 VC-135B 89MAW

CS-01 HS.748 BAF 15Wing

2R68-566, -556, -600, 571, -595 and

69-374 all RF-4Cs 26TRW

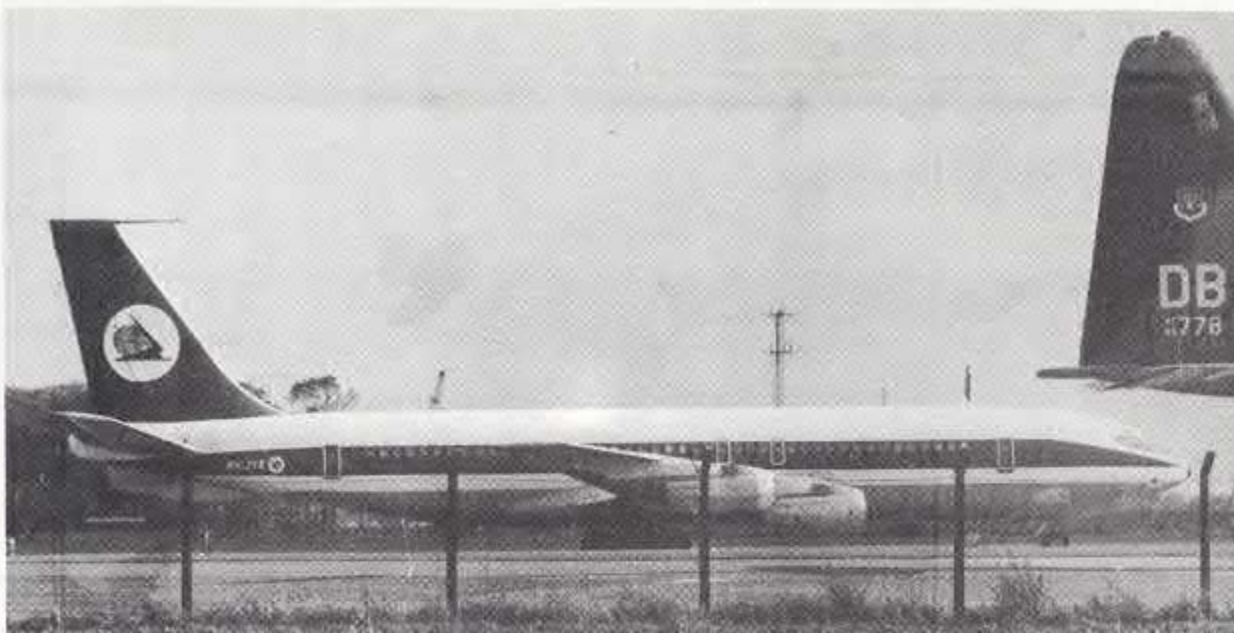
HR69-260 F-4E 50TFW

On this day four of the 6 Royal Navy Phantom  
FG.1s were noted, which were on squadron-  
exchange: XV567/R-001, XV586/R-011, XT870/R-

012, XT863/R-014 all of 892Sqn.

Also noted on this day was 67-0366 coded RS  
(yellow fin tip) which is new for Europe.





Illustrating its visit to Mildenhall on 20 February is this picture of ID/FAF's B.707 4X-JYA. The photo was made during an earlier visit namely on 19 October 1974 (B.Hickman)

**- Movements at Mildenhall included:**

- Feb.16: 157315/LR-6 P-3C Orion USNavy VP-24
  - 18: 4X-FBX/428 C-130H ID/FAF
  - 20: 4X-JYA/001 B.707 ID/FAF (see photo)
  - 22: 157323/LQ-32 P-3C Orion USNavy VP-26  
63606(MaineANG),71507(OhioANG) KC-135
  - 27: 157321/LQ-21 P-3C Orion USNavy VP-56
  - Mar. 5: 149803/BH KC-130F USMC VMGR-252  
80043(N.Hamp.), 71426(Ark.) KC-135As
- As reported last month, OV-1Ds passed through M'hall on delivery to Korea.They had arrived on 21.2 and left on 25.2. In between another batch of three OV-1Ds passed through: 15937 15960 and 18906.
- On 12 April the first USAF deployment of this year brought 18 RF-4C Phantoms to Erding (Germany). Aircraft involved:  
72-147 (Commander; white/blue); 69-382 (bl)  
66-419(bl);66-427(bl);66-415(bl);67-461(bl);  
71-251(r); 66-461(r); 71-249(r); 65-397 (r);  
67-462(r); 72-156(r); 66-417(wh);66-395(wh);  
68-579(wh);67-428(wh);68-582(wh);68-580(wh).  
All coded JO of 18TRS/363TRW from Shaw AFB.
  - On 3 March, the US House of Representatives approved of Government plans not to build a fourth Nimitz-class carrier but to build two smaller conventionally-powered carriers designed for V/STOL operations.  
Of the US \$ 350 million allocated to the 4th Nimitz-class carrier in the FY77 budget, US \$ 270 million will be used to buy spares for the other three.  
This decision still to be approved of by the US Senate means a significant policy change away from very big ships to smaller but more ships.  
The second carrier, CVN-69 Eisenhower, will soon become operational. It will replace the USS Coral Sea in the Pacific.  
The third carrier is the CVN-70 Vinson.
  - On 22 February, an F-14A Tomcat crashed near Patuxent River,Md. and on 30 March, an F-14A crashed during landing on board of the USS America. The latter ended up in the sea. According to the USNavy four out of a total of thirteen F-14A crashes were caused by engine malfunctions (in each case, fan blades broke away from their shaft), necessitating a \$200 million modification program for all Tomcat engines. An initial payment of \$67 million was approved by the House Armed Services Committee on 21 March.

- On February 24th, three new F-100Ds of the French Air Force arrived at Sculthorpe ; 11-YI/42174, 11-YJ/42196 and 11-YE/42160 all ex EC.4/11 at Djibouti.
- Some USNavy news-flashes:  
The conversion of 260 F-4Js to F-4Es will commence early 1978.  
65 A-7A/Bs will be converted to TA-7Cs.First a/c will be 154477.  
The USN will increase its Tomcat-fleet from 403 to 521, Orion-fleet from 234 to 275 and it's Hawkeye-fleet from 67 to 85.

## West Germany

- The WGAF started to use a new serial-block recently:  
Fiat G-91R: 99-01/0060 ex 30-07;  
99-02/0068 ex 30-13; 99-03/328 ex 30-67  
and D-9599; 99-04/343 ex 30-81 and  
D-9600; 99-05/378 ex 31-12 and D-9601;  
99-06/459 ex 31-91 and D-9602; 99-07/460  
ex 31-92 and D-9603; 99-08/467 ex 31-99  
and D-9604; 99-09/468 ex 32-00 and  
D-9605; 99-11/518 ex 32-49 and D-9607  
N-2501D Koratlas; 99-13/138 ex 53-19 and  
D-9579; 99-14/152 ex 53-30 and D-9580;  
99-15/154 ex 53-31 and D-9570  
OV-10B Bronco; 99-16 upto 99-33 ex D-9545  
upto D-9562
- Fiat G-91Rs delivered to the Portugese AF in July 1976 included:  
30-11,30-21, 30-23,30-31, 30-32,31-04, 31-20  
31-65, 32-01, 32-51, 32-62 and poss. 31-34

## WORLD WIDE-WORLD WIDE

GREECE. For those who didn't know it yet, spotting at Greek military bases is very dangerous. Five British spotters were arrested after a three-days tour along eight military bases (including the USAF facility at Athens Airport) after security guards at Tanagra alerted the authorities, and were each sentenced to 10 months in prison for violating the Greek Military Secrets Act on 18 March. They reportedly didn't even take photographs, just logged registrations.



INTERNATIONAL: Again the NATO is on a threshold of proving its unity. With the AWACS (Airborne Warning and Control Systems) program it has again the possibility to show the advantage of the organization.

Early December NATO's Ministers of Defence in principle decided to purchase 27 Boeing E-3As. They are needed for a 24-hours-a-day surveillance on the entire border with the East block countries in order to detect low flying intruders.

Other candidates for this project were Grumman E-2C Hawkeye and HS. Nimrod AEW. The Hawkeye has never been a real candidate but the choice between the E-3A and the Nimrod is a very difficult one.

The American version costs about twice as much as the British but it can control a circle area with a radius of 190 upto 315km against the Nimrod 150 km. Then again it is said the UK version is more satisfying over sea as the US version is over land.

The project is going to cost the NATO nearly 2½ billion dollars making it the most expensive one ever engaged in. Wasn't the price a helluva problem, England added another problem: the Ministry of Defence recently ordered 4 Nimrod AEW prototypes, thus more or less resigning from the project.

### OPEN DAYS -- OPEN DAYS

May 8: "Portes Ouvertes" at Nancy (France)  
 May \* 14: "Open Day" at Sembach (Germany)  
 May 15: "Portes Ouvertes" at Villacoublay  
 May 22: "Portes Ouvertes" at Colmar (France)  
 May 22: "Portes Ouvertes" at Cambery (Fr.)  
 May 29: "Open Day" at Mildenhall (U.K.)  
 June 1-12: "Paris Air Show" at Le Bourget  
 June 4: "Open Day" at Conningsby (U.K.)  
 June 5: "Portes Ouvertes" at Reims (France)  
 June 5: "Portes Ouvertes" at Chateaudun  
 June 5: "Portes Ouvertes" at Cazaux (France)  
 June 5: "Portes Ouvertes" at Solenzara  
 June 11: "Tag der Offene Tur" at Hopsten  
 June 11: "Open Day" at Abingdon (U.K.)  
 June 11: "Naval Day" at Fleetlands (U.K.)  
 June 12: "Portes Ouvertes" at Metz (France)

June 12: "Portes Ouvertes" at Tours (France)  
 June 12: "Portes Ouvertes" at Limoges (Fr.)  
 June 18: "Air Day" at Prestwick (U.K.)  
 June 18: "Tag der Offene Tur" at Jever (WDR)  
 June 18: "Open Dag" at Gilze-Rijen (Holland)  
 June 18-19: "Air Display" at Duxford (U.K.)  
 June 19: "Portes Ouvertes" at Istres (France)  
 June 19: "Air Display" at Church Fenton (UK)  
 June 25: "Vliegmeeting" at Brustum (Belgium)  
 June 25-26: "Air Tattoo 77" at Greenham Common

(UK). Some new items known to participate: 4 BAF F-104s, CAF Argus, 4 CAF CF-104s, 2 RDanAF F-104Gs, 4 FAF Mirage F.1 or S. Mystere, 4 ItAF F-104s, 2 Klu F-104s, 2 Klu NF-55 a SpAF CASA-212

June 26: "Portes Ouvertes" at Apt (France)  
 July \*3: "Open Day" at Aviano (Italy)  
 July 3: "Portes Ouvertes" at Luxeuil (Fr.)  
 July 14: "Open Day" at St. Mawgan (UK; note only 14-7)

July 16: "Portes Ouvertes" at Mont-de-Marsan  
 July 16: "Open Day" at Wroughton (U.K.)  
 July 23: "Open Day" at Lee-on-Solent (U.K.)  
 July 24: "Open Day" at Portland (UK, note only on 24-7)

July 27: "Open Day" at Culdrose (U.K.)  
 July 30: "Public Day" at Finnerly (U.K.)  
 July 30: "Tag der Offene Tur" at Memmingen  
 July 31: "Open Day" at Ramstein (BRD)

Aug/Sept: "Tag der Offene Tur" at Kaufbeuren  
 Aug. 5-6: "Open Day" at Middle Wullop (U.K.)

Aug. 13: "Open Day" at Lossiemouth (U.K.)  
 Aug. 13: "Open Day" at Valley (U.K.)  
 Sept. 3: "Naval Day" at Yeovilton (U.K.)  
 Sept. 3: "Open Day" at Binbrook (and not on 3-7- as previously published)

Sept. 10: "Battle of Britain" at St. Athan (UK)  
 Sept. 10: "Battle of Britain" at Leuchars (UK)  
 Sept. 11: "Portes Ouvertes" at Cognac (France)  
 Sept. 25: "Portes Ouvertes" at Bordeaux (Fr.)  
 Oct. : "Tag der Offene Tur" at Wittmund  
 late summer: "Tag der Offene Tur" at Landsberg

Note 1: All events marked \*are not officially confirmed.

Note 2: In order to avoid great disappointments PLEASE CHECK BEFORE GOING as open days are always subject to postponements

Seen at Le Bourget on 21 June 1976: KAF 317 is one of two Lockheed L-100-20 of the Kuwait AF (1TASW)





# THE BELGIAN AIR FORCE

## Part 9



### 40th SQN HELI

By Frank Klaassen; for their assistance in preparing this article we thank Major Hoeben and Lieutenant Nicolai of the BAF, the personnel of Koksijde air base and Paul Jackson, Valentijn Kenens, Pieter van Gemert and R.Thorney.

The sole helicopter unit of the Belgian air force was established in 1961 at Koksijde; its inventory consisted of five HSS.1s which primary task was Search and Rescue (SAR) over the Belgian territorial waters. A few years later seven S-58s were taken over from Sabena; this increase resulted in an additional task, namely short range transport.

On 22 April 1974 five Westland Sea Kings were ordered to supplant the S-58s and the helicopters were delivered to Koksijde in November of last year. In the meantime the S-58 fleet was reduced to five aircraft but since one of them crashed the other day the unit now consists of four HSS-1s and five Sea King Mk.48s. The 'old timers' are expected to remain in service for another few years, especially in the logistic support rôle.

The Belgians have no special training courses for helicopter pilots; those who have followed the whole training cyclus (from Siai Marchetti to Mirage/Starfighter) may apply for a transfer to the 40th Squadron. A conversion lasting two years is to make them operational helicopter pilots: six month basic training, twelve months in the co-pilot chair and finally six months operational training. Seldom the choice to fly helicopters is a voluntarily one; many pilots would give a large amount of francs if that could bring them back to their former unit. As an ex-Hercules pilot put it: 'In a C130 you were in London today and in Africa tomorrow, but now I'm already glad when I don't fly over the sea!'

The 40th squadron is a mixed air force and navy unit and in the past several S-58s had the naval ancre painted on it. With the Sea Kings only the regular national insignia can be seen and only the three Alouettes still bear their an cres.

Another part of the field houses the famous storage centre of the Belgian air force. A variety of aircraft have spent their last years here: Meteors, Hunters, Chanucks and in the recent past Thunderstreaks and Thunderflashes.



The F-84Fs had hardly disappeared from Koksijde or the lines of the storage parc were filled again, with C-119 Packets this time. Some twenty of them are waiting to be stripped of.

Some of the aircraft are in a terrible state, others seem ready to fly away, with the Flying Manuals still lying on the seats. Belgium seems to have succeeded in selling a few Packets to a Latin-American country, but has given up further trying now.

All remaining C-119s will be scrapped, at a rate to two per month. Usefull instruments will be kept in store for possible buyers, fuselage and wings are being sold per kilogram.







In a hangar all Pembroke were stored. In contrast with the C-119s they all are in splendid shape and, according to our spokesman, likely to be sold soon.

Devoid of all markings the four DC-6s are parked on a deserted strip. Every lettering that might indicate their former identity had been removed very thoroughly and it was absolutely impossible to make out which one had been the OT-CDA etc. The aircraft were sold, by the way

#### AIRCRAFT OF THE BELGIAN AIR FORCE

##### Spitfire F. mk. XIV

Please take notice of the following correction of the Spitfire Mk.14 list, published in FLASH Nos.73 and 74:

SG-2 add. code GE-B SG-3 add. code UR-M  
 SG-5 add. code GE-O SG-7 add. code 3R-G  
 SG-8 add. code UR-O SG-9 add. code IQ-S  
 SG-10 add. code IQ-G and w/o 14.4.48  
 SG-12 also coded IQ-Z  
 SG-13 was coded MN-K, GE-E, IQ-V. This aircraft is listed as preserved but whereabouts not known  
 SG-14 add. code UR-R, GV-R SG-16 add. code IQ-L  
 SG-18 add. code YL-T SG-19 add. code YL-M  
 SG-20 ex RAF NH712 SG-22 add. code IQ-O  
 SG-23 add. code IQ-C  
 SG-24 add. code UR-B and IQ-B  
 SG-25 add. code 3R-A. This aircraft listed as preserved but whereabouts not known  
 SG-26 crash-date was 23.7.51  
 SG-27 delete all remarks to preservation at Saffraenberg; the aircraft was coded IQ-O and was w/o 31.7.52  
 SG-28 was destroyed by fire on 17.3.48  
 SG-31 add. codes MN-L, YL-B. This is the aircraft now coded GE-A at the gate of Beauvechain  
 SG-32 add. code YL-C SG-33 add. code MN-B  
 SG-35 add. code YL-F  
 SG-38 is ex RAF RM794 and was coded GE-A, GV-.  
 SG-39 is ex RAF MV256  
 SG-40 is ex RAF RB186 and was coded YL-S  
 SG-42 add. code IQ-Z  
 SG-43 add. codes 3R-J, YL-A; w/o on 20.2.51  
 SG-44 add. code IQ-U and w/o date 23.12.53  
 SG-45 add. code IQ-W  
 SG-46 add. code UR-G; this was the aircraft that was involved with SG-37 in the mid-air coll. on 14.1.49  
 SG-47 delete all reference to mid-air collision and add. code IQ-J; w/o 9.8.51  
 SG-50 add. codes 3R-A, 8S-R and IQ-B  
 SG-51 should be added to the list; the a/c was ex RAF SMB21, coded UR-F; w/o 5.5.49  
 SG-52 add. codes IQ-S, 3R-V; w/o 16.3.51  
 SG-53 add. code 3R-O; w/o 30.6.49  
 SG-55 crashed 11.10.48; parts used by SG-37  
 SG-56 add. codes IQ-D, MN-W; w/o 5.6.50  
 SG-57 add. code RL-D; aircraft preserved at Florennes  
 SG-58 add. code IQ-DD  
 SG-59 add. codes MN-V, 3R-N; w/o 6.4.51  
 SG-62 add. codes GE-P, 8S., IQ-.

SG-63 add. code GV-R; was w/o on 31.7.51  
 SG-64 add. codes GE-P, IQ-F; was w/o 23.10.52  
 SG-65 correct sequence of codes is MN-X, 3R-C  
 GV-X, IQ-M; was w/o 14.12.53  
 SG-66 add. code IQ-O; w/o March 1953  
 SG-67 add. code YL-D; was w/o 28.3.51  
 SG-68 was w/o 14.5.58  
 SG-69 add. codes GV-P, IQ-U  
 SG-70 add. code UR-C SG-71 add. code IQ-A  
 SG-72 was w/o 30.6.49  
 SG-73 was not coded GE-R but was in fact 3R-A and UR-A before w/o on 14.6.51  
 SG-74 was coded GE-R SG-75 add. code MN-N  
 SG-76 was in RAF RM917 (not MV263 as quoted); was w/o 25.2.53  
 SG-77 was coded IQ-T; w/o on 18.7.50  
 SG-78 add. codes UR-E, GV-E; was w/o 27.10.50  
 SG-79 was w/o on 20.9.50  
 SG-80 add. codes GV-T, GV-S, w/o 20.7.52  
 SG-84 add. code 3R-O  
 SG-91 ex RAF NH775 and the code was YL-G  
 SG-93 add. code IQ-D SG-95 add. code 3RD  
 SG-102 add. code IQ-C SG-104 add. code IQN  
 SG-105 add. code IQ-R  
 SG-108 ex RAF NH789 and was coded IQ-V, B2-K  
 SG-112 add. code IQ-Y SG-114 add. code GVR  
 SG-117 add. code IQ-W  
 SG-120 add. codes YL-P, IQ-D  
 SG-121 add. code IQ-S SG-123 was YL-.  
 SG-125 add. code IQ-W

The previous Spitfire F.14 lists were published in FLASH Nos.73 (page 17), 74 (page 14/15) and 77 (page 15/16).

A piece of additional information on the Spitfire 9 list in FLASH Nr.77 (page 15):  
 SM-15 is coded MN-L and is on strength of the Brussels museum with the port wing from SM-13  
 SM-29 is the aircraft preserved at Saffraenberg and has the wings of SM-22

##### Meteor F.4

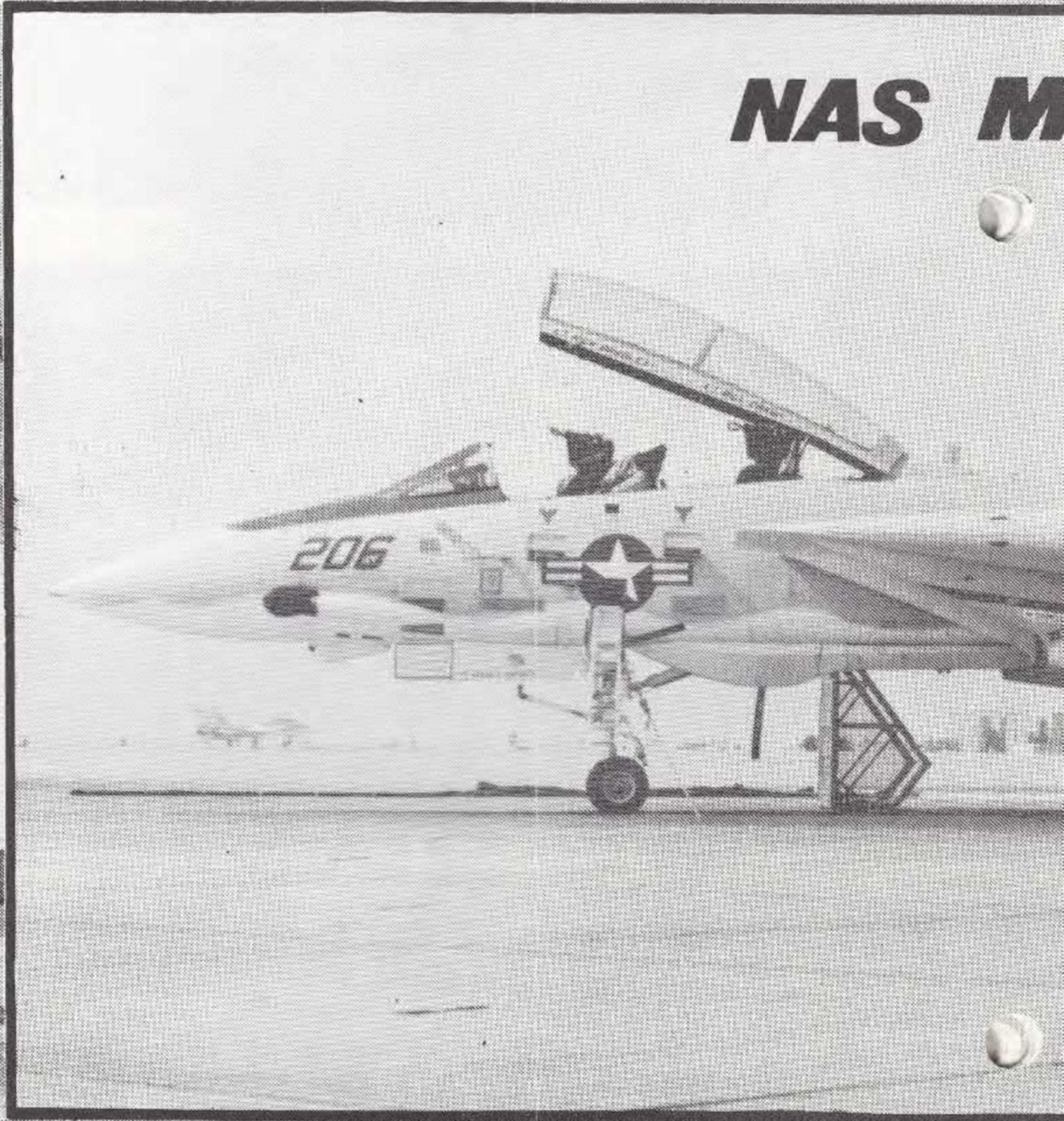
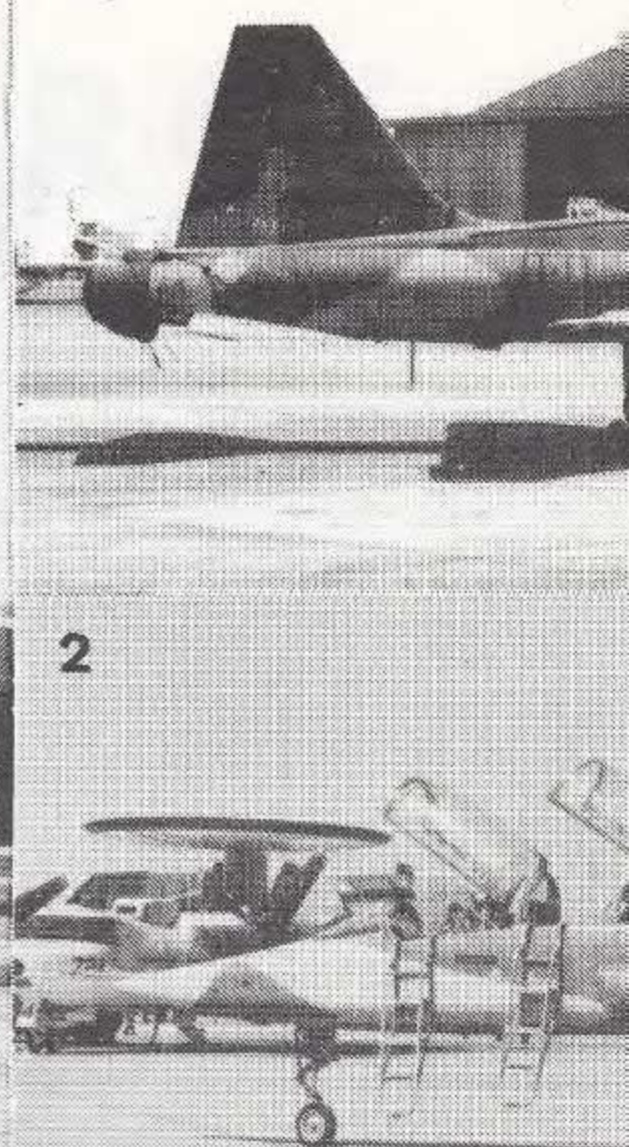
Then a few comments are needed on the Meteors:  
 F.4: The RAF serials VT246-288, 290-294 did not exist. The correct serials for the RAF in the VT range were VT102-150, 168-199, 213-247, 256-294, 303-347 but all went to the RAF. Can anyone give the correct ex RAF serials of the Belgian Meteor Mk.4s.  
 The "G-5" numbers are c/ns, not registration G-5- was (and still is) the test registration of the Havilland (now HSA). However G-5/ is the c/n prefix for Gloster EF-1 to 48 are thus c/n G-5/246-288, 290-294  
 In this same series, the Danish AF Meteor NP-11s are c/n WHG/G5/301-308, 318-321, 343-346, 368-371 (WHG indicates made by Armstrong Whitworth at Coventry under sub-contract for Gloster).

F.8: Add. EG-149, ex RAF WF701;

The ex RAF serials for the missing a/c in the EG-201-233 range are as follows: EG-202/WA881  
 EG-203/VZ499, EG-204/VZ562, EG-212/WA892  
 EG-217/WA684, EG-222/WA901  
 Van Eeckhout was c/o of the 1st Wing

T.7: The missing serial for ED-33 was WL486  
 The Meteor T.7s ED-28 to 31 were Meteor T.7/8. The others were essentially Mk.4s; the T.7/8s had the engines and aft-fuselages of Mk.8s.













Flightline VC-7  
A-4F 154181/  
UH311; 155064  
UH301; 154313  
UH313..

By Ben Ullings

PHOTO 1: Without any doubt USMC A-4E 150023 is Miramar's most interesting inhabitant. Operating with the Navy Fighter Weapons School this green/light brown Skyhawk is fully justified nicknamed "Mongoose".

PHOTO 2: The NFWS, better known as the TOPGUN fleet, operates a number of T-38 and F-5E aircraft, each painted in a different colour scheme. T-38 610851 is blue & white.

PHOTO 3: A few of the F-5Es rescued from Vietnam operate with the NFWS. Small markings on the nose wheel bay door of 00883 refer to it's presence in SE Asia. The NFWS trains experienced fighter crews in all aspects of new weapons, tactics and combat techniques, whereby the colourscheme variations are intended for providing different flying environments.

PHOTO 5: "Fightertown" as Miramar is called, houses a large number of Phantoms; F-4J 153851 belongs to CVW-15 although the 'NL' tailcode is missing on this aircraft.

PHOTO 6: Fleet Composite Sqn No.7 performs aircraft services to the Pacific Fleet units, largely consisting of Target towing and launching duties as shown on this photograph of A-4F 154181.

PHOTO 7: The "Saint" of VC-13 basically perform similar duties however VC-13 is a reserve squadron operating A-4L and TA-4J aircraft.

PHOTO 8: Certainly the most dominating type in Fightertown is the Tomcat. Seven squadrons currently operate the type from Miramar, VF-211 being one of the latest to convert to the type.

159614/NG100 is the Commander's aircraft of the "Fighting Red Checkertails".

PHOTO 9: Although clearly marked VF-211 the colourscheme of F-14A 158984 rather relates to VF-124.

PHOTO 10: 138354 is one of Miramar's Station Flight T-28Bs.

PHOTO 11: VFP-63 operates Photo Recce Crusaders on detachment to many Carrier Air Wings with both Pacific and Atlantic Fleet.

RF-8G 146865 operates Det.3 aboard the USS Coral Sea in CVW-15.

## SMALL BEGINNINGS.....

By Jacob Struben

Great Britain has its SBAC Display, France its Salon Aeronautique, Germany its Hannover air show. Next year Spain may join these countries in organizing regular commercial air displays. A trial run, on a much smaller scale, was held during the second week of March in the buildings of Madrid's "Escuela Tecnica de Ingenieros Aeronauticos, Spain's equivalent of e.g. the Aeronautical College at Cranwell.

Aerotec 77, as this exhibition was called, was wholly organized by students of the college. In the school's conference hall, daily conferences on various aviation- & space-related subjects and film showings were held. In the building normally used for practical instruction was the exhibition itself. Because there was not much space available, most exhibits were limited to scale models and smaller hardware, such as electronics and parachutes. Only Spanish firms were represented, the most important of which was, of course, CASA, who turned out to be very optimistic about their future. The Aviocar, sold to four air forces (Spain, Portugal, Jordan and Indonesia) and recently certified by the FAA, is considered to be a success, and hopes are high for CASA's new project, developed jointly with Northrop and MBB: the C.101 basic and advanced jet trainer, the first prototype of which is to fly in early July. The C.101 will replace Spain's obsolete Saetas and T-33s and may be exported in considerable numbers, partly because of its low price (said to be half

that of a Hawk or an Alpha Jet), partly because of its 2000kg (4100lbs) warload, enabling its use as a light attack aircraft. In view of the possibly large orders for the C.101s, Aviocar production has been transferred to Sevilla (the former Hispano plant) and the Getafe plant may be expanded.

During the preparations of Aerotec 77 several manufacturers and the Soviet a/c export agency Aviaexport, offered to send aircraft to the exhibition. Unfortunately these offers had to be refused because the site of the exhibition (inside the Madrid campus), did not allow any flying, not even by helicopters. This did not mean that there were no a/c at all on show. The college's three instructional airframes were to be seen and fortunately they were still very much intact. They were the following: F-86-F-25NA Sabre C.5-235, coded 201-12 on the right hand nose pannel, 201-42 on the other, USAF serial is 51-13417, c/n 176-348 ex Spanish Air Force, HA.200R-1 Saeta E.14-30, coded 212-60 ex SpAF, WS.55 Whirlwind Mk.1, ZD.1B-19, coded 803-1 also ex SpAF. The latter is a SAR aircraft, complete with winch, three berths and yellow markings.

Next year it is hoped that an Aerotec will be held at one of Madrid's airfields, so that international participation, more real aircraft on the ground, and an air show will be possible. As this year's small beginnings proved, the necessary organizational enthusiasm and industrial support are available.



# F-86K

## Sabre Jet

### PART 2:

#### FIAT BUILT F-86K

This article was compiled and written by G.A.Hiltermann, who wants to thank all those who gave their co-operation, especially Paul Jackson, North American Aviation and Commandant Trifliers, Commander of the 13th Escadre de Chasse.



The first Fiat built F-86K (53-8273) just before its first flight on 23 May 1955.

Last month we could read about the F-86K being developed and built with North American Aviation in the United States. A total of 120 a/c left the American production line. But on 16 May 1953 a license and assistance agreement was signed between North American and Fiat allowing the famous Italian firm to manufacture the F-86K Sabre Jet for Italian and other NATO air forces.

The first airplane that sat alone at the head of a long waiting line of jigs and tools was flown and accepted on 23 May 1955 at Turin-Caselle Airport, just two years to the month after the initial agreement was signed. Soon afterwards it was handed over to General Ferdinando Raffaelli, chief of staff of the Italian Air Ministry by the U.S. Ambassador in Italy Clare Booth Luce and Lt.Gen. W.H. Tunner Commander-in-chief of the USAF in Europe.

Typical for the dimensions of Fiat's fullscale participation in the F-86K program was the new Electronic Center built specially for work on North American's Autonetics-designed MG-4 weapons control system. Completed in April 1955, the two-storeyed building housed 38 highly specialists on electronics and the most modern equipment available to check and completely maintain the F-86K's radar 'eyes'.

The center keeps a rigid control on all MG-4 work under the direction of Dott. Ing. (Doctor of Engineering) Giovanni Villa, an electronic expert with Fiat for already many years.

In rounding up its staff, Fiat gave special examinations to 400 future electronic engineers at ten universities in Northern Italy.

The top 80 were brought into the company and given another exam, from which the top half were picked out for the Electronics Center. North American's Irv Rabbitt, Autonetics representative at Fiat, started a training school for the new 'periti', as the student engineers were called.

After overloading the first class with MG-4 knowledge, Rabbitt was able to step back and let the students take over their own training, the best of them becoming the instructors for the new arriving men.

Proof of the 'periti's' adaptability is indicated by the introduction rate of their MG-4 systems, which jumped from 4 to 40 per month between April 1955 and the same month a year later.

The fact of having a top product to take pride in, along with the benefits of working with a wide-awake, progressive company was also responsible for a restoration of confidence in their own enterprise for all employees of Fiat.

Fiat totally assembled 221 F-86Ks, of which parts were shipped from the States to Italy. The following contracts were concluded:

| contract nr. | project | quantity | date   |
|--------------|---------|----------|--------|
| 1. AF25402   | NA-207  | 50 sets  | 3-'53  |
| 2. AF28086   | NA-221  | 70 sets  | 8-'54  |
| 3. AF30742   | NA-232  | 56 sets  | 7-'55  |
| 4. AF30742   | NA-242  | 45 sets  | 12-'55 |

The last batch having extended leading edges and tips.

The first test flight by the first Italian built F-86K by test pilot Arthur de Bolt (N. A. A.)





The products of these contracts were divided as follows:

Italian AF : 63 a/c  
 French AF : 60 a/c  
 Dutch AF : 6 a/c  
 Norwegian AF : 4 a/c  
 W.German AF : 88 a/c

We'll come back on the aircraft delivered to West Germany in part III of this article (next month).

*The F-86K in Italian service*

Among the air forces using the F-86K, the Aeronautica Militare Italiana was the biggest employer. Sixty-three aircraft were delivered during MDAP in the mid-fifties, but later on a further 8 ex Klu aircraft (in 1962) and 22 ex French a/c (also in 1962) were added, bringing the total together with the two NA.-built prototypes to 95.

The first machines were officially delivered to the 1st Aerobrigata at Istrana on 1-5-1956. This unit consisted of three gruppo's (: squadrons): No.6, No.17 and No.23 Gruppo.

Other units receiving the F-86K were No.9 and No.10 Gruppo of the 4th Stormo (: Wing) and the 22 Gruppo of the 51st Stormo.

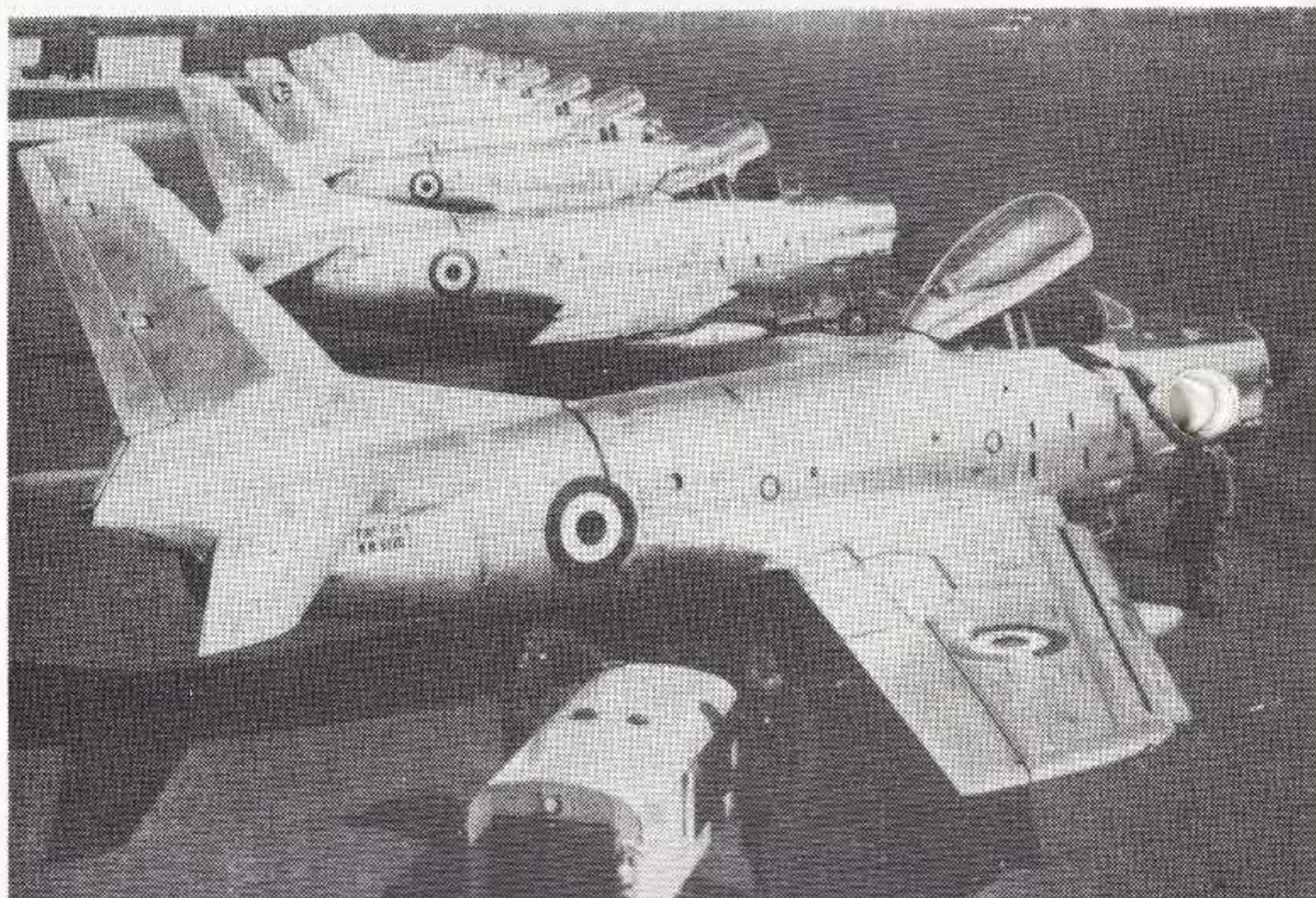
Some changes in the units justify the following survey:

- 1 Aerobrigata. No.6 Gruppo at Istrana AB from 1-6-'56 till 1-5-'59.  
 No.17 Gruppo at Istrana AB from 1-6-'56 till 1-5-'59.  
 No.23 Gruppo at Istrana AB from 1-6-'56 till 1-5-'59, after which this squadron became part of 51 Stormo.  
 On 1-5-'59 the 1st Aerobrigata became a guided missile unit.
- 4 Stormo. No.9 Gruppo at Istrana; this sqn. received the F-104G in 1963 and moved to Grosseto.  
 No.10 Gruppo at Istrana; this sqn was renamed No.12 Gruppo in 1966 and became part of the 36 Stormo.
- 36 Stormo. No.12 Gruppo (ex No.14 Gruppo/4 Stormo) at Gioia del Colle from 1966 till 12-1971, using the codes 36-01 upto 36-27. This sqn received the F-104S in '71
- 51 Stormo. No.22 Gruppo at Istrana using the codes 51-20 upto 51-49. The sqn received the F-104S in 1969.  
 No.23 Gruppo (ex 1 Aerobrigata) at Rimini using the codes 51-50 upto 51-82; the sqn became part of the 5 Stormo on 25-3-1973.
- 5 Stormo. No.23 Gruppo (ex 51 Stormo) using the F-86K at Rimini from 25-3-73 till 28-7-73 when F-86K 5-52/53-8291 made the last official F-86K flight in Italy. The sqn received the F-104S.

As the Italian aircraft were delivered during MDAP they got an U.S. serial-number on their tails, while they also used their Fiat construction-numbers.

For the first 53 built Sabres for the AMI the Italian AF serial-numbers MM6185 to MM6237 were allocated, but later on these numbers were removed and re-allocated to Vampires (MM6170-MM6210 for Vampire FB.52, MM6211-MM6220 for Vampire NF.10, MM6221-MM6237 not used again)

In 1973 the last surviving Sabres were withdrawn from use and handed over to their owners the USAF. Most of them were scrapped (a well-known scrapyard is Castrette in Northern Italy) while a certain number are preserved for fire-exercises, monuments or gate-guardians. One a/c (s/n 53-8305) went to the Dutch Air Force Museum at Soesterberg on 12 June 1973 and was repainted in Dutch colours as Q-305.



*The F-86K in French service*

The first of a batch of 60 F-86Ks was delivered to the Armee de l'Air in August 1956, carrying the serialnumber 55-4814. Regularly Sabres were delivered by Fiat till 16 April 1957 when the last two F-86Ks arrived at Colmar-Meyenheim. Four French pilots were trained on the F-86K at Istrana Air Base in Italy, after which they went to the 338 Escadre at Lahr to give future Sabre pilots a training on the T-33A.

On 1 January 1957 the first F-86K squadron was created: Escadrille 1/13, called 'Artois', part of the 13 Escadre de Chasse Tout-Temps at Colmar. On 1 May 1957 the second squadron was formed, Escadrille 2/13 called 'Alpes', while on 1 July of the same year the whole Escadre became fully operational.

At that moment the aircraft were coded as follows: code 13-G. for Escadrille 1/13  
 code 13-H. for Escadrille 2/13

But as known the alphabet has only 26 letters while each squadron had 30 aircraft; so some Sabres remained uncoded.

In 1958 all aircraft were re-coded and the Armee de l'Air intended to give 1/13 the code 13-P. and 2/13 the code 13-Q. but as a 'G' is very easy to change in a 'Q' and an 'H' in a 'P' the recoding was as follows:

code 13-G. for Escadrille 1/13 became code 13-Q.  
 code 13-H. for Escadrille 2/13 became code 13-P.

During its service the F-86K took part in many NATO-exchange and exercises. The 13 Escadre's log book gives the most important of these:

- On Saturday 14 June 1958 the Escadre left at night for Cazaux for a shooting competition.





- From 9 May till 14 May 1960 six aircraft of Escadrille 1/13 went to Twenthe in The Netherlands for a squadron-exchange. In this week no less than 28 interception sorties were made.

- On 23 April 1961 some aircraft of Escadrille 1/13 went to Orange and some a/c of 2/13 to Mont de Marsan; totally 39 sorties were made.

- In May 1961 six Italian and six Dutch F-86Ks visited the 13 Escadre.

- In June 1961 six aircraft of 2/13 went to Denmark for a squadron-exchange with the Danish Esk.729 at Aalborg, flying the F-86D.

- From 20 February till 20 March 1962 six German F-86Ks were based at Colmar-Meyenheim. Till the time the F-86K left the French air-scene (in September 1962) 7 aircraft were written off after some sort of accident. A remarkable point is that none of the pilots was killed, making the F-86K the safest fighter aircraft France ever had!

In the six years of its service 41,603 sorties were made during 36,382 flight-hours, of which 6,752 hours were made at night.



One of the French Sabres which were delivered to the Italian AF on 27 Jan. 1962 (F. Humblot)

Unknown till now is the fact that on 9 July 1958 the French F-86Ks were grounded for some time, due to troubles with the pressure system. In January 1962 the personnel of Escadrille 1/13 went to Mont de Marsan to start a conversion-training for a brand-new type of aircraft for the unit: the Mirage IIIC and from that moment onwards 2/13 received all F-86Ks.

On 3 April 1962 the first two Mirages were delivered and now it was 2/13's turn to leave for Mont de Marsan for conversion-training. The remaining F-86Ks were gathered in a new squadron: Escadrille 3/13 code 13-S.

After Escadrille 2/13 became operational on the Mirage IIIC in September 1962, 3/13 was disbanded. After seven crashes and after a transfer from 13 F-86Ks to the Italian AF on 27-1-1962 and another 9 on 13-7-62, the remaining 31 aircraft were stored at Colmar, till in 1963 their owner, the U.S. Air Force ordered that they had to be demolished.

Fifteen (still airworthy) F-86Ks were flown to Chateauroux to be scrapped, 15 others were scrapped at Colmar, while one Sabre was officially transferred to the Armee de l'Air to serve as a gate-guard at its former home-base, Colmar-Meyenheim.

#### The Fiat F-86K in Dutch service

Besides the 57 F-86Ks received from North American Aviation, Holland received a further six machines from Fiat. Squadron histories etc. were given last month. One of the six aircraft crashed, the other five were scrapped at Soesterberg after withdrawal.

#### The Fiat F-86K in Norwegian service

Norway received four more F-86Ks to replace the ones which burnt out during a hangar-fire at Gardemoen. Squadron histories etc. were given last month. Two aircraft delivered by Fiat crashed, the other two were withdrawn from use and probably scrapped.

#### Serialist Fiat built F-86K:

| o/n | U.S.c/n | AF   | codes & details                                                                                                 |
|-----|---------|------|-----------------------------------------------------------------------------------------------------------------|
| 1   | 53-8273 | ItAF | w/o 24-2-'60 at Istrana                                                                                         |
| 2   | 53-8274 | ItAF | 51-52, 51-24, 51-54<br>wfu 1972; preserved at Rimini                                                            |
| 3   | 53-8275 | ItAF | 36-04<br>monument in Alessandria as 5-57                                                                        |
| 4   | 53-8276 | ItAF | 51-29, 51-56, 51-63                                                                                             |
| 5   | 53-8277 | ItAF | w/o 12-4-'59                                                                                                    |
| 6   | 53-8278 | ItAF | 51-57, 51-61<br>gate-guard at Istrana as 51-01, with parts of 53-8278<br>1-19, 51-34<br>w/o 1963                |
| 7   | 53-8279 | ItAF |                                                                                                                 |
| 8   | 53-8280 | ItAF |                                                                                                                 |
| 9   | 53-8281 | ItAF | w/o 1957                                                                                                        |
| 10  | 53-8282 | ItAF |                                                                                                                 |
| 11  | 53-8283 | ItAF | 51-51, 51-34, 51-23, 36-07,<br>36-23<br>w/o 1957                                                                |
| 12  | 53-8284 | ItAF | 51-33, 51-60, 51-35                                                                                             |
| 13  | 53-8285 | ItAF | 51-21, 51-71, 5-71<br>wfu 7-'73; preserved at Rimini                                                            |
| 14  | 53-8286 | ItAF |                                                                                                                 |
| 15  | 53-8287 | ItAF | 1-., 51-30<br>w/o 1966                                                                                          |
| 16  | 53-8288 | ItAF | 1-19, 51-07, 51-61                                                                                              |
| 17  | 53-8289 | ItAF | 51-38, 51-51, 51-66, 51-37<br>51-76, 5-76<br>wfu 7-'73; preserved at Rimini                                     |
| 18  | 53-8290 | ItAF | 51-29, 51-23, 51-61, 36-02<br>51-52, 5-52<br>wfu 28-7-'73; made last official F-86K flight; preserved at Rimini |
| 19  | 53-8291 | ItAF | 36-02<br>wreck at Rimini                                                                                        |
| 20  | 53-8292 | ItAF |                                                                                                                 |
| 21  | 53-8293 | ItAF | 51-38                                                                                                           |
| 22  | 53-8294 | ItAF | 51-                                                                                                             |
| 23  | 53-8295 | ItAF | w/o 1972; wreck at Treviso                                                                                      |
| 24  | 53-8296 | ItAF |                                                                                                                 |
| 25  | 53-8297 | ItAF | 51-67, 51-34, 51-33, 36-25<br>51-60                                                                             |



A 36 Stormo F-86K coming in for a visit to Rimini (G. Hiltermann)

|    |         |      |                                                                                         |
|----|---------|------|-----------------------------------------------------------------------------------------|
| 26 | 53-8298 | ItAF | 51-23, 51-65, 51-73, 51-77<br>to fire-brigade at Corvia                                 |
| 27 | 53-8299 | ItAF | 36-15, 36-14, 51-30, 51-61<br>wfu 9-'72; gate-guard at Orio al Serio (Bergamo) as 51-61 |
| 28 | 53-8300 | ItAF | 51-27, 36-18, 51-55, 5-55<br>wfu 1973; preserved at Rimini                              |

A flightline F-86Ks at Rimini (G. Hiltermann)





29 53-8301 ItAF 36-12, 51-61, 51-62  
wfu 7-'73; preserved at Ri-  
mini

30 53-8302 ItAF w/o 31-1-'58

31 53-8303 ItAF w/o 20-4-'56

32 53-8304 ItAF 36-14

33 53-8305 ItAF 51-77, 51-53, 51-57  
wfu 10-6-'73; to Klu on 12-  
6-'73 for the AF museum  
Soesterberg as Q-305

34 53-8306 ItAF 1-34, 51-34, 36-06, 51-59  
51-67  
w/o 1972, wreck to Treviso,  
but later scrapped at  
Castrette

35 53-8307 ItAF 51-35, 51-70  
preserved at Treviso

36 53-8308 ItAF 51-56, 36-06  
gate-guard at Gioia del  
Colle as 36-06

37 53-8309 ItAF

38 53-8310 ItAF 51-

39 53-8311 ItAF 51-51

40 53-8312 ItAF

41 53-8313 ItAF 36-06  
scrapped at Castrette

42 53-8314 ItAF 36-10

43 53-8315 ItAF 51-24, 51-36

44 53-8316 ItAF 51-23, 51-53  
wreck at Istrana

45 53-8317 ItAF w/o 1-3-'58

46 53-8318 ItAF 51-55

47 53-8319 ItAF 51-34, 51-66  
w/o 1963, scrapped in Gode-  
ga S. Urbano

48 53-8320 ItAF 4-73

49 53-8321 ItAF

50 53-8322 ItAF 51-50, 51-38, 36-15, 51-74  
51-62, 5-62  
wfu 1973; wreck at Granardo

51 55-4811 ItAF 51-61

52 55-4812 ItAF 51-22, 36-04, 51-56, 51-57  
5-57  
wfu 1973; stored at Rivolto  
as 51-3

53 55-4813 ItAF 51-70, 36-04

54 55-4814 FAF 13-GA, 13-QA  
wfu 28-2-'62 scrapped

55 55-4815 FAF 13-QB, 13-QB  
to ItAF 27-1-'62 as 51-20  
51-50, 51-39; scrapped in  
Castrette, but rebuilt with  
parts of 54-1256 to 51-50

56 55-4816 FAF 13-QC  
w/o 20-1-'59

57 55-4817 FAF 13-QC, 13-PK, 13-SG  
wfu 18-3-'64, scrapped

58 55-4818 FAF 13-QC, 13-QD, 13-PP  
to ItAF 27-1-'62 as 51-60  
36-07, 36-16, 36-03, 51-63,  
5-63; wfu '73; preserved  
at Rimini

59 55-4819 FAF 13-QE, 13-PB  
to ItAF 13-7-'62 as 36-27  
scrapped in Castrette

60 55-4820 FAF 13-QF  
to ItAF 27-1-'62 as 51-55,  
51-52, 51-51; wfu '73; pre-  
served Rimini as 5-53



61 55-4821 FAF 13-HA, 13-PA  
to ItAF 27-1-'62 as 1-34,  
36-25; scrapped in Castrette

62 55-4822 FAF 13-GG, 13-QG, 13-PX  
wfu 6-'63; back to USAF

63 55-4823 FAF 13-QH, 13-QH, 13-PH, 13-SH  
wfu 6-'63; back to USAF

64 55-4824 FAF 13-GI, 13-QI  
to ItAF 13-7-'62 as 51-41

65 55-4825 FAF 13-HB, 13-PB  
w/o 23-11-'61 during take  
off from Strasbourg

66 55-4826 FAF 13-SX, 13-SI  
wfu 6-'63; back to USAF

67 55-4827 FAF 13-HC, 13-PC  
wfu 18-3-'64; scrapped

68 55-4828 FAF 13-HD, 13-PD  
w/o 1958

69 55-4829 FAF 13-PE  
to ItAF 13-7-'62 as 36-.,  
51-65

70 55-4830 FAF 13-QJ, 13-PJ  
to ItAF 13-7-'62 as 51-57  
wfu '71/'72

71 55-4831 FAF 13-PP  
wfu 6-'63; back to USAF

72 55-4832 FAF 13-HG, 13-PG  
to ItAF 27-1-'62 as 36-16  
51-30, 36-16; scrapped in  
Castrette

73 55-4833 FAF 13-SM  
to ItAF 27-1-'62 as 51-27  
51-61; w/o 15-4-'70 near  
Rimini

74 55-4834 FAF 13-PZ  
wfu 6-'63; back to USAF

75 55-4835 FAF 13-HH, 13-PH  
w/o 30-1-'62

76 55-4836 FAF 13-GK, 13-QK, 13-PA, 13-SJ  
wfu 18-3-'64, scrapped

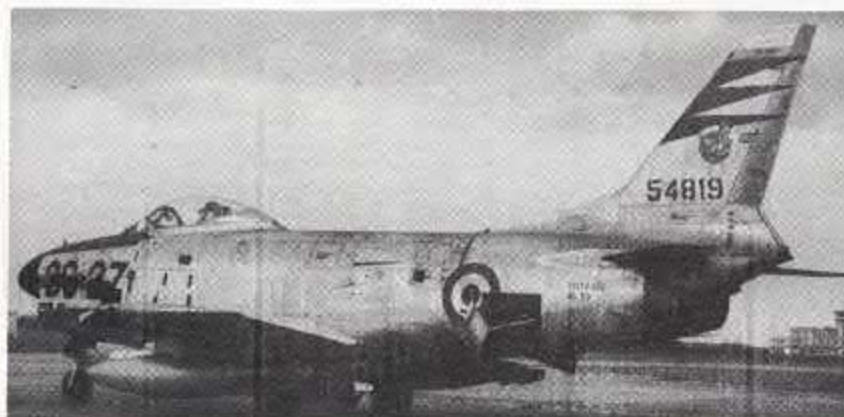
77 55-4837 FAF 13-SY  
to ItAF 13-7-'62 as 36-01  
36-23

78 55-4838 FAF 13-QX  
wfu 3-'64, scrapped

79 55-4839 FAF 13-GL, 13-QL  
wfu 3-'64, scrapped

80 55-4840 FAF 13-PU  
wfu 3-'64; scrapped

81 55-4841 FAF 13-PI, 13-SK  
wfu 3-'64; gate-guard Colmar  
as 13-PI

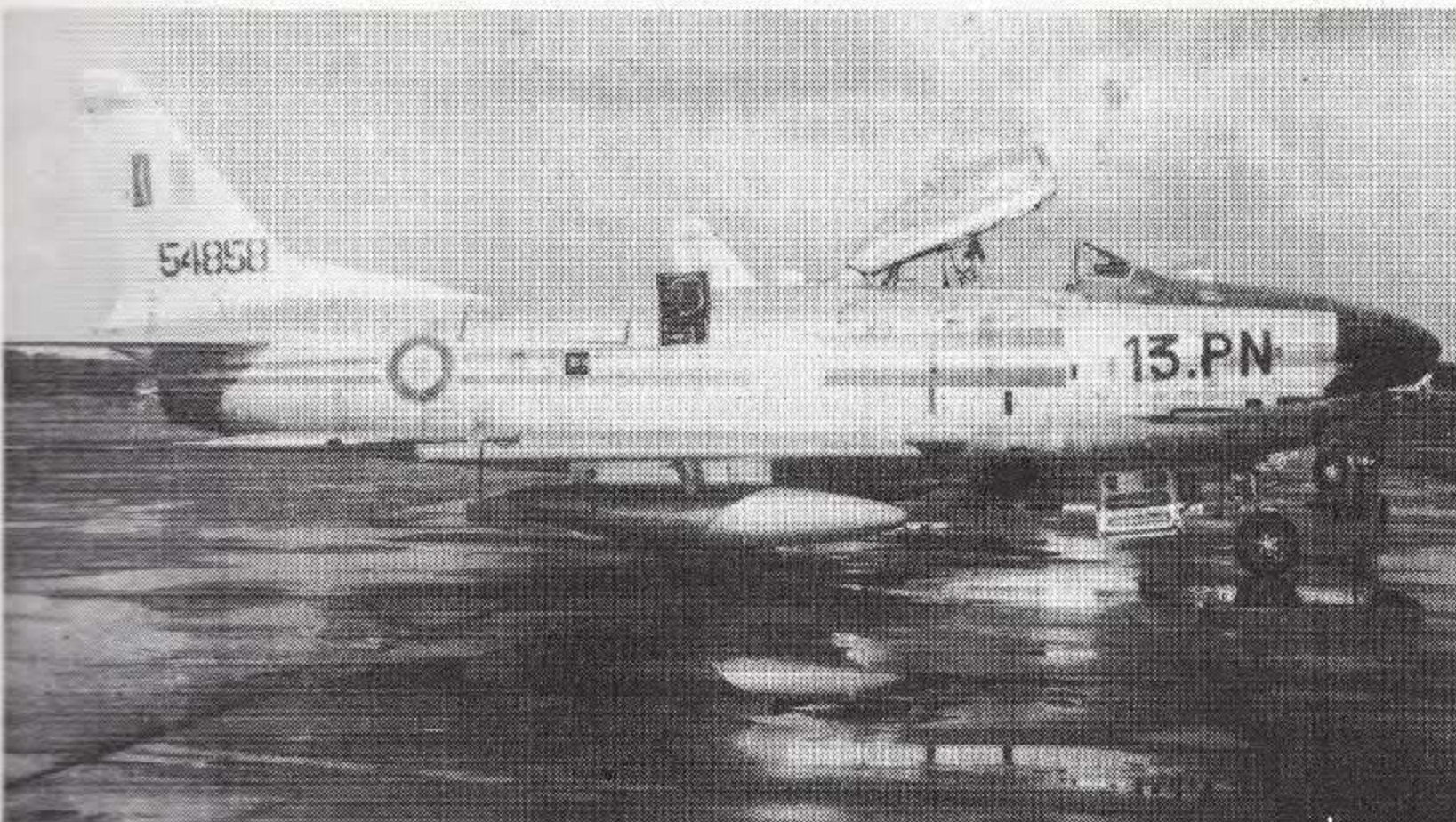


An F-86K during a low level flight near Rimini  
(G. Hiltermann)

One of the ex French Sabres in Italian colours  
(F. Humblot)



|     |         |     |                                                                                                                             |     |         |       |                                                                                          |
|-----|---------|-----|-----------------------------------------------------------------------------------------------------------------------------|-----|---------|-------|------------------------------------------------------------------------------------------|
| 82  | 55-4842 | FAF | never used a code w/o 23-10-'57                                                                                             | 104 | 55-4864 | FAF   | 13-QZ, 13-PD, 13-SR wfu 6-'63; back to USAF                                              |
| 83  | 55-4843 | FAF | 13-PJ to It.AF 27-1-'62 as 36-13 51-62                                                                                      | 105 | 55-4865 | FAF   | 13-PY to It.AF 27-1-'62 as 51-42 36-24, 51-56, 51-57, 36-24                              |
| 84  | 55-4844 | FAF | 13-PV to It.AF 13-7-'62 as 36-21 scrapped in Castrette                                                                      | 107 | 55-4867 | FAF   | 13-HP, 13-PP wfu 3-'64; scrapped                                                         |
| 86  | 55-4846 | FAF | 13-QM to It.AF 27-1-'62 as 51-23                                                                                            | 108 | 55-4868 | FAF   | 13-HQ, 13-PQ to It.AF 27-1-'62 as 51-22 51-82, 51-62; stored in Museo del Volo           |
| 87  | 55-4847 | FAF | 13-QN, 13-PN, 13-SL wfu 6-'63; back to USAF                                                                                 | 109 | 55-4869 | FAF   | 13-GS, 13-QS, 13-PS to It.AF 13-7-'62 as 4-64, 36-26, 51-56; scrapped in Godega S.Urbano |
| 88  | 55-4848 | FAF | 13-QO wfu 3-'63; scrapped                                                                                                   | 110 | 55-4870 | FAF   | 13-HR, 13-PR wfu 6-'63; back to USAF                                                     |
| 89  | 55-4849 | FAF | 13-QP, 13-PP, 13-SM wfu 6-'63; back to USAF                                                                                 | 111 | 55-4871 | ItAF  |                                                                                          |
| 90  | 55-4850 | FAF | 13-GQ, 13-QQ, 13-PQ, 13-SO w/o 3-8-'62                                                                                      | 112 | 55-4872 | FAF   | 13-GT, 13-QT, 13-PV, 13-SV wfu 3-'64; scrapped                                           |
| 91  | 55-4851 | FAF | 13-QW wfu 3-'64; scrapped                                                                                                   | 113 | 55-4873 | FAF   | 13-HT, 13-PT, 13-SS wfu 6-'63; back to USAF                                              |
| 92  | 55-4852 | FAF | 13-HK, 13-PK, 13-QG wfu 3-'64; scrapped                                                                                     | 114 | 55-4874 | RNoAF | SI-H, RI-X wfu 17-1-'68                                                                  |
| 93  | 55-4853 | FAF | 13-HL, 13-PL wfu 3-'64; scrapped                                                                                            | 115 | 55-4875 | Klu   | 6A-18, Q-875 wfu 2-7-'64; scrapped at Soesterberg                                        |
| 94  | 55-4854 | FAF | 13-PX, 13-QC to It.AF 27-1-'62 as 51-57                                                                                     | 116 | 55-4876 | FAF   | 13-PW, 13-ST wfu 6-'63; back to USAF                                                     |
| 95  | 55-4855 | FAF | 13-SN wfu 6-'63; back to USAF                                                                                               | 117 | 55-4877 | Klu   | Y7-8, Q-877 wfu 4-'64; scrapped at Soesterberg                                           |
| 96  | 55-4856 | FAF | 13-GR, 13-QR wfu 3-'64; scrapped                                                                                            | 119 | 55-4879 | FAF   | 13-GU, 13-QU, 13-PU, 13-SU wfu 6-'63; back to USAF                                       |
| 97  | 55-4857 | FAF | 13-HM, 13-PM wfu 3-'64; scrapped                                                                                            | 120 | 55-4880 | ItAF  | 36-11, 51-40                                                                             |
| 98  | 55-4858 | FAF | 13-HN, 13-PN to It.AF 27-1-'62 as 51-51 scrapped in Godega S.Urbano                                                         | 123 | 55-4883 | FAF   | 13-HS, 13-PS w/o 28-9-'59                                                                |
| 99  | 55-4859 | FAF | 13-SZ to It.AF 13-7-'62 as 36-01 51-53                                                                                      | 124 | 55-4884 | RNoAF | ZK-G, ZK-Z, RI-O wfu 14-4-'64                                                            |
| 100 | 55-4860 | FAF | 13-QV to It.AF 27-1-'62 as 51-41 36-05; scrapped in Castrette                                                               | 125 | 55-4885 | Klu   | 6A-19, Q-885 w/o 28-1-'60 near Usselo                                                    |
| 101 | 55-4861 | FAF | 13-HO, 13-PO, 13-SP wfu 6-'63; back to USAF                                                                                 | 126 | 55-4886 | RNoAF | ZK-Y, RI- w/o 19-9-'61 near Bodø                                                         |
| 102 | 55-4862 | FAF | 13-QX, 13-PY, 13-SQ wfu 6-'63; back to USAF                                                                                 | 127 | 55-4887 | Klu   | Y7-7, Q-887 wfu 2-7-'64; scrapped at Soesterberg                                         |
| 103 | 55-4863 | FAF | 13-SP to It.AF 13-7-'62 as 51-54 51-75, 51-50; scrapped in Castrette; parts to 53-8278 which is rebuilt as 51-01 at Istrana | 129 | 55-4889 | ItAF  | 51-07, 36-26                                                                             |
|     |         |     |                                                                                                                             | 130 | 55-4890 | RNoAF | SI-, RI-A w/o 20-4-63 near Glombreen                                                     |
|     |         |     |                                                                                                                             | 131 | 55-4891 | ItAF  | 51-42, 51-51                                                                             |
|     |         |     |                                                                                                                             | 132 | 55-4892 | ItAF  | 51-35, 51-80, 36- scrapped at Castrette w/o in 1963                                      |
|     |         |     |                                                                                                                             | 133 | 55-4893 | ItAF  |                                                                                          |
|     |         |     |                                                                                                                             | 134 | 55-4894 |       |                                                                                          |
|     |         |     |                                                                                                                             | 140 | 55-4900 | Klu   | ZX-1, Q-900 wfu '64; scrapped at Soesterberg                                             |
|     |         |     |                                                                                                                             | 142 | 55-4902 | Klu   | ZX-11, Q-902 wfu 1-7-'63; scrapped at Soesterberg                                        |
|     |         |     |                                                                                                                             | 143 | 55-4903 | ItAF  |                                                                                          |
|     |         |     |                                                                                                                             | 145 | 55-4905 | ItAF  | 1-47, 51-29, 51-31                                                                       |
|     |         |     |                                                                                                                             | 146 | 55-4906 | ItAF  | 36-14, 36-13, 51-53, 5-53 wfu 1973, stored at Rimini                                     |



An F-86K at Rimini in March 1972 (C. Bruschi)

This French F-86K went to the Italian AF in 1962 (F. Humblot)



# የግንባታ ማገገሚያ



Edited by Coen<sup>1/2</sup> Heuvel, in co-production with ITASW & J.Struben

## SCHIPHOL

### March movements:

- |     |                                            |                                                |
|-----|--------------------------------------------|------------------------------------------------|
| 1:  | N784PT DC-8-63AF (46004) Flying Tiger Line | D-IKAA Learjet                                 |
|     | HB-VAG HS.125-1 (25006) Chartag GmbH       | 18: G-BBSV Cessna 421 (421-0548) also on 25-3  |
| 2:  | F-BUPH SE.210-3 (123) Aerotour             | D-ILPI Beech 95-B55 (TC-834)                   |
|     | F-BVPU SE.210-6N (196) Aerotour            | D-IFAG Cessna 421B (421B-0126)                 |
|     | N291BC Learjet 35 (35-015) Boise Cascade   | D-GOOD Pa.34-200 (34-7450066)                  |
|     | 7C-YKH VC-10-1103 (819) Air Malawi also on | 19: N102TV DC-10-300F (46801) Trans Int. Aww   |
|     | 7 and 15 March. New'regular'service        | CC-TEH B.737-2M8 (21231) T.E.A.                |
| 3:  | PH-RLC (91369), PH-RLN (91379) & PH-RLR    | OE-FIX Rockwell Commander 690                  |
|     | (91382) all SAAB 91Ds of the RLS           | HB-VDD Flacon 10 (36) Air Charter AG           |
| 4:  | CS-TBB B.707-382B (18962) TAP              | OY-DNK Beech 35-C33A (CE-163)                  |
|     | D-ABIR B.727-30 (18933) Condor             | D-ILOW Cessna 401B (401B-0028)                 |
|     | OH-PFA Mystere 20C (178) Nordair OY        | SE-GBO Pa.31 (31-7400983)                      |
|     | N8642 DC-8-63CF (46109) Seaboard World     | G-AZOA Boe.209 Monsum 150PF (183)              |
|     | FI-BBE Pa.28 SE-GZL Cessna P.172M          | G-BCLI AA-5A (AA5-0643)                        |
| 5:  | N792FT DC-8-63CF (46045) Flying Tiger Line | G-SHIP Pa.23P Shetland Line                    |
|     | A40-PA DC-8-55F (45821) CargOman also on   | D-EHWI Beech A.33 (M-609)                      |
|     | 12, 17 and 31 March                        | OY-SAH SE.210-6R (88) Sterling Airways         |
|     | OE-FBW Cessna 320 (320-0085) Litag-Linzer  | N8641 DC-8-63CF (46106) Seaboard World Al      |
|     | N702SW B.747-245F (20827) Seaboard World   | 5X-UAL B.707 Uganda Airlines                   |
|     | N1H G.1159 (129) Harrah's (Fats Domino)    | G-AYHW Cessna F.337E (0019)                    |
| 6:  | F-BTWE Beech 99 (U-79), also on 27 March   | D-GITE Partenavia P.68 Victor                  |
| 7:  | G-BAYT HS.125-600B (256012) (F.Sinatra)    | 20: N65358 DC-9-14 B.M.A., also on 23 March    |
|     | OO-BUC Pa.32-260 (32-833)                  | N867F DC-8-61CF (45939) O.N.A.                 |
|     | D-IAFY Beech B.55 (TE-942)                 | G-BBRO HS.125-600B (256042) McAlpine Avn.      |
|     | G-ARBY Viscout 708 (10) Alldair/Dan-Air    | G-ATZV Pa.30-160B (30-1278)                    |
|     | N99862 DC-8-52 (45303) Cyprus Airways      | 21: G-ASVO Herald 214 (185) BAF/Dan-Air & 25-3 |
|     | D-IKAN Cessna 500 (0040) P.Wischman KG     | HB-VEW Learjet 35                              |
|     | G-AMSM DC-3 (27209) Skyways Cargo Airline  | 22: N121AM Falcon 20E (310) IBM                |
|     | HB-VDH Learjet 24 (24-148) Jetflug AG      | PP-VJH B.707-320C (20008) VARIG                |
| 9:  | I-CKET G.159 Gulfstream I (57) Soc.FIAT    | I-EDIM Mystere 20E (295) VIP-Air               |
|     | OY-SAD SE.210-12B (272) Sterling Airways   | 23: YA-FAU B.727-113C (20343) Ariana Afghan    |
|     | N121EU Mystere 20 (297) IBM                | 24: G-BACI HS.125-403B (25283) McAlpine Avn.   |
|     | OO-LAK AA-5B (AA5-0099)                    | D-IGSO Learjet 24DA (24DA-233)                 |
| 10: | I-DKET Mystere 20 (160) Soc.Fiat           | OO-TWO Pa.28                                   |
|     | N750J Cessna 500                           | 25: G-BBSV Cessna 421B (421B-0548)             |
|     | SE-DDF Mystere 10 (27) Volvo               | OO-DIL Cessna 210L (210-60712)                 |
|     | N825AC NAL 1/11-401 (5/065) Allis Chalmers | D-GIRL Pa.30 5N-AGN HS.125(?)                  |
|     | G-JEAN Cessna 500 (500-0339) Falmer Av.    | D-IGAD Aero Commander 681 (6030)               |
| 11: | HB-DVI Mooney M.20F (670358)               | 26: TR-LVO CL.44-D4 (20) Affretair             |
|     | D-EAPK Pa.28-180 (28-2509)                 | N75A Sabre 75A (380-36) Rockwell Int.          |
|     | OH-CHI Cessna 404                          | F-BOXR Cessna T.210G (210G-0248)               |
| 12: | G-AYSI B.707-373C (18707) British Cal.     | SE-GZK Cessna F.150M                           |
|     | D-IJSK Pa.34-200                           | 27: N8639 DC-8-63CF (46049) Seaboard World     |
|     | D-ENWB Pa.24-250 (24-4926)                 | G-AYPD Beech 95-B55A (TC-1389)                 |
|     | D-EBNQ Beech V.35B (D-9602)                | 28: JY-ADV B.727-2D3 (21021) Alia (also 30-3)  |
|     | D-IHFD Pa.31 (31-651) Henschel Flugzeugw.  | N10ST L.382E (4383) Trans International        |
|     | D-IOAC Cessna F.337E (F337-0013)           | D-ILHM Learjet D-IKAL Cessna 240               |
|     | D-ECYC Cessna 182P (182-61833)             | 29: G-ATCY Pa.23-250C (27-2754)                |
|     | G-BAGR Dr.400-180 (753)                    | HB-VCA Mystere 20DC (208/468) Air Charter      |
| 13: | F-BVOG Pa.23                               | HB-VBL Mystere 20C (126) Aeroleasing           |
|     | HB-VBZ HS.125-400B (25215) Scintilla AG    | D-EDJV Cessna 182P (182-63107)                 |
|     | G-BAHN Beech 58 Baron TC (TH-293)          | D-EFFN Pa.28-180 (28-7205309)                  |
|     | OO-NLW Pa.28-140 (28-25368) ex PH-NLW      | OY-BLG Learjet 35 (35-022) Grundfos A/S        |
| 15: | OY-DZG Pa.23-250                           | D-EJTC Cessna 182P D-BCYZ MS.893               |
|     | G-BARR HS.125-600B (256019) Rolls Royce    | F-BAIF DC-30 (33119) Uni-Air                   |
|     | G-ANXB DH-114 (14048) Peters Aviation      | G-BEBB Herald 214 (186) BAF/Dan-Air ser-       |
|     | HB-VED Mystere 20C (162) Aero Leasing      | vice also on 30 & 31 March                     |
|     | D-GBMB Mystere 10 (60) Diamler-Benz        | 30: B-2418 B.707-3J6C (20722) C.A.A.C.         |
|     | F-BRGP Learjet 24D (24D-289) Buralair      | N4000X G.1159 (100) Ran Xerox Korp.            |
| 16: | G-BBEJ Pa.31-350 (31-7305038) Bejam Group  | OE-PAU Cessna 500 (500-150) Air Taxi           |
|     | OO-APH Pa.23-160 (23-213)                  | G-BA00 Cessna 421B (421-0415)                  |
|     | LN-PAA Pa.31 (31-538) Partnair             | 31: HB-DCE Wassmer 421-250 (420)               |
| 17: | G-BAMZ Pa.34-200 (34-7350035)              | D-EMYE Beech 35-C33 (CD-913)                   |
|     | D-INKA Learjet 24D (24D-282)               | PH-RLC & PH-RLC SAAB 91Ds R.L.S.               |
|     |                                            | AP-ATQ B.720-040B (18745) PIA new c/s          |



# NEWS

## ACCIDENTS

**ARGENTINA.** One person was killed when LY-FJO an Aero 145 crashed after take-off from Isidro Casanova, Buenos Aires.

**AUSTRIA.** While making an emergency landing at Johann, Tirol, Cessna F.1501 OE-ALX (F.0766) overturned and was w/o on 6 March.

**BELGIUM.** The pilot and two passengers were killed when OO-GPF, a Pa-28-140(28-742295) crashed near Adinkerke on 21 February.

**FINLAND.** KZ.VII OH-KZC (195) crashed at Jyaskylae airfield on 27 February, killing the two passengers (pilot survived).

**FRANCE.** Six people were killed when F-BOHR, a Pa.32-260 (32-679) crashed into a mountain near Grasse on 19 February.

**NETHERLANDS.** A Super Cub of Reclamair, which was towing an advertisement, crashed at Lely stad airfield on 5 April. The pilot did survive although the aircraft burnt out completely.

**SOUTH YEMEN.** Nineteen out of twenty-one people aboard were killed when a DC-3 of Yemen Airlines (70-ABF) crashed on take-off from Aden Apt. on 1 March. The cause was attributed to "mechanical failure".

**U.S.A.** While trying to make an emergency-landing (due to engine failure), a DC-9 crashed in the American city New Hope (1), 55 passengers (out of 81) and the crew of four were killed as were 8 people on the ground. The accident occurred on 5 April.

- The three occupants of Pa.28 N4493T were killed when it crashed near Port Allen, Louisiana on 12 February.
- N532 a (prob.new) Sabreliner, crashed on 4 March near Nassau Int.Apt.(Bahamas); pilot was killed.
- ONA's DC-8-63F N9635 (ex SWA, c/n 46050) crashed while landing at Miami Apt. Two men were killed and two others survived. The accident took place on 4 March.

## MISCELLANEOUS

**FRANCE.** Airport firemen at Le Bourget, Orly and Charles de Gaulle Apt. went on strike for 9 hours on 18 March. Almost all flights diverted to Tours or Reims, but three airliners, Air Algerie, Royal Air Maroc and Tunisair chose to take great risk and continued to use the three Paris Airports.

- On 1 April Air France inaugurated a new route, from Paris to Cayenne (French Guinea), Manaus (Northern Brazil) and Lima, with 747s

**GREECE.** The pilots of Olympic Airways went on strike on 21 March; the duration will be some three weeks.

**INTERNATIONAL.** In spite of Soviet objections and warnings that they could not guarantee the security of the flights, the US., British and French air attaches in Bonn gave PanAm permission to start daily non-stop flights between Zurich and West Berlin. The flights will start on 1 April.

**JAPAN.** On 17 March, two attempts to hijack a Nippon Airway's aircraft failed. One hijacker was overpowered by passengers, and the other committed suicide when the pilots ignored his order not to land at Tokyo Apt.

**SPAIN.** Iberia's B.727-256 EC-CBI c/n 20603 was hijacked en route from Barcelona to Palma de Mallorca on 14 March. A 45 hours voyage followed, during which stops were made at Algiers, Abidjan, Zurich and Warsaw where 16 of the 29 passengers were allowed to leave the plane. At Zurich the hijacker was overpowered by policemen; reasons were personal

**TURKEY.** A THY B.727-2F2 was hijacked by two young Turks on a flight from Dharbakir to Ankara, and ended without damages or injuries when the hijackers surrendered to the Lebanese police at Beirut Apt. on 19 March the same day. On board were 174 passengers.

U.K. Since begin April, the personnel of British Airways responsible for the maintenance of the aircraft, about 4,000 men, are striking. Every day will cost B.A. 13 million guilders.

## ACQUISITIONS

**BELGIUM.** Sabena sold two B.707-329s to Israel OO-SJF (18374) & OO-SJG (18460), both del. during January '77.

**CHINA.** China Airlines ordered a B.747-200B Combi for delivery in March '78.

**FINLAND.** Finnair bought two more DC-9-50s.

**FRANCE.** Beech 99 F-BVRA (U-94) has been sold to Air Anjou Transports, while their Corvette leased to Air France, F-FVPC (12) is back with Air Alpes.

- Air France's B.737-247s N4504 (19601) and N4522 (20126) are re-registered again; resp. N4504W and N4522W.
- Air Inter's SE.210-6R F-BRGX (234) went to SNIAS while F-BSRR a srs.3 (31) has been taken into service.
- The first 20 orders for the Falcon 50 have been received by Dassault, 15 of them are for the USA. Meanwhile the 100th Falcon 10 made it's first flight on 22 February.
- Air France wants to withdraw all their B.707s before October '77. Their 16th B.747 will be delivered soon.
- Air Rouergue bought all Maersk Air F.27s. More next month.

**INDONESIA.** Garuda ordered one DC-10-30 (46951) regd PK-GIC, delivery during January '78.

**ITALY.** Alitalia sold another SE.210-6N to IATA: I-DABV (146) del. 25-28 January.

**LUXEMBOURG.** Luxair bought two B.737-209s, to replace their Caravelles. Registrations will be LX-LGH (21443) & LX-LGI (21444). Delivery will be in December this year.

**NETHERLANDS.** PH-TVO arrived on 18 March at Schiphol in Egyptair c/s (ex SU-AYM/21196) and received the new Transavia c/s at Luton the next day. PH-TVN arrived on 22 March, also still in Egyptair c/s (ex SU-AYJ, c/n 21193), but received an all white jacket and went into service. Both are B.737-206s.

- The first SN.601 for Jetstar Holland came in on 1 April (no joke); F-ODFQ c/n 26.

**SAUDI ARABIA.** Saudia has 3 B.737-268s on order (HZ-AGO/21360), HZ-AGE/21361) and HZ-AGQ/21362) and two B.707-3680s (HZ-ACJ/21367 & HZ-AGK/21368).

**SWEDEN.** S.A.S. ordered two DC-9-41s: LN-RLH/47748 "Einar Viking" & SE-DDR/47750 "Atle Viking".

**SWITZERLAND.** Swissair received HB-IST (47662) on 13 and HB-ISU (47663) on 24 February. Both are DC-9-51s.

**THAILAND.** Something about Thai Airway's DC-10-30s; HS-TGA (46851), back to UTA as F-BTDC during June '77.

- HS-TGC (46952), back to KLM as PH-DTL on 19 March.
- HS-TGD (46959), delivered March '77

**U.K.** B.M.A. leased one B.707-321, G-AYVE c/n 18083, in MAS c/s and another, G-AYXR c/n 17608 in Tunis Air c/s to Kenya Airways.

- Laker Airway's DC-10-10 G-BELO (46501) ex N10DC, will be delivered June '77.
- British Airways has G-BEAM, a L.1011-193N (1146) on order.
- Air Anolis will retain PH-ARO a F.27 until 31-12-77, by which time they will have decided which new jet aircraft they will buy: The DC-9-15, BAC 1-11 or the F.28!!

**USA.** ONA stored all their DC-8-20 & -30s, eight of them are for sale.

**VENEZUELA.** Lav-Linea Aeropostal received the following DHC-6-300s; YV-26C upto YC-31C, c/ns 515/520/521/524/526 & 528 resp.

**WEST GERMANY.** Lufthansa sold B.707-430 D-ABOB (17718) to Pearl Air as 9Q-CRT.





On 18 February, the English competitor of the F.27MPA, the HS.748 "Coastguarder" G-BCDZ c/n 1662, made its first flight from Woodford. After intensive trials, it went on demonstration tour to Spain, together with G-BDVH a HS.748-2A c/n 1746 (camouflaged), visiting Barajas Apt. on 8 & 10 March. (J. Struben)

## K.L.M. CRASHES

### POST WORLD WAR II CRASHES

On 14 September '46 PH-TBW, crashed after take-off from Schiphol, the 26 occupants were killed. Another Dakota - PH-TCR c/n 25479 - crashed near Copenhagen on 26 January '47, all 22 people on board were killed.

DC-6 PH-TKW "Koningin Wilhelmina" c/n 4314 crashed on 1 May '48 at Schiphol and was w/o.

Destroyed at Schiphol on 16 June '48 was PH-TCF "Friesland" a DC-4-1009 c/n 42996, no one was wounded, although four months later no less than 37 occupants were killed when a L-049 Constellation - PH-TEN "Nijmegen" c/n 2083 - crashed near Prestwick on 20 October.

A PBV-5A Catalina of KLM Interinsulair Bedrijf - PK-CTC - crashed on 8 March '49 near Poso.

The smallest aircraft which crashed under KLM service was PH-FCB an Auster J/1 Autocrat c/n 1976. It belonged to KLM Aerocarto and crashed in Zuid-Limburg on 3 June '49.

33 occupants of PH-TER "Roermond" an L-749 Constellation c/n 2621 were killed when the aircraft fell in the sea near Bari, Italy on 23 June '49. Three weeks later the third Constellation within then months crashed; PH-TDF "Franeker" c/n 2552 flew against a hill near Bombay on 12 July '49 killing 45 occupants.

A Dakota used for carrying mail, crashed into the Northsea on 2 February '50, all seven people on board were drowned.

The aircraft's registration was PH-TEU.

Near Frankfurt PH-TPJ "Koningin Juliana", a DC-6 c/n 43112 crashed on 22 March '52, resulting in the death of no less than 44 persons. On the same day PH-TFF "Venlo", an L-749 Constellation c/n 2652 made an emergency-landing at Bangkok and burnt out completely; there were no victims.

On 12 December '53 a Convair 240 - PH-TEI "Paulus Potter" c/n 125 - crashed at Schiphol. The aircraft was written-off.

While flying from Shannon to Schiphol on 23 August '54, PH-TFO "Willem Bontekoe" disappeared; the aircraft - a DC-6B c/n 43556 - fell into the Northsea 17 miles from the Dutch coast. 21 persons were killed.

The first Super Constellation of the KLM which crashed was PH-LKY "Triton" c/n 4509. It fell into the river Foynes just after take-off from Shannon Apt. on 5 September '54 killing 28 occupants. The second on - PH-LKT "Neutron" c/n 4504 - crashed into the Geelvinkbaai near Biak on 15 July '57; at least 58 victims have been reported. The third Super Constellation crashed into the sea near Shannon on 14 August '58, the aircraft was

PH-LKM "Hugo de Groot" c/n 4841, which had 99 occupants; all were killed.

PH-DCL "Fridtjof Nansen" a DC-8-53 with c/n 45615 crashed while being on lease to VIASA. It happened on 30 May '61 when the aircraft crashed near the coast of Portugal, just after take-off from Lissabon Apt., all 61 persons on board were killed.

12 days later, on 12 June '61 an Electra II of the KLM - PH-LLM "Sirius" - hit a hill at the end of Cairo Apt.'s runway. Out of 36 persons on board 20 didn't survive the accident.

Seven years later (meanwhile no serious accidents had taken place) a C-47 Dakota of KLM Aerocarto NV crashed on the Table Mountain near Paramaribo. The three occupants of PH-DAA (c/n 11855) were killed. The crash took place on 26 October 1968.

The following aircraft didn't crash, although it was completely destroyed; PH-DCH a DC-8-53 "Orville Wright", c/n 45383, exploded while standing in the hangar "Albert Plesman" in the night of 28/29 June '68. The aircraft had both VIASA and KLM colour scheme.

PH-NZC a S-61N c/n 61465, which was flown by KLM Northsea Helicopters for Milair, crashed into the Northsea on 10 May '74.

And then we come to their latest serious crash (see page 3).

Meanwhile an other accident has taken place. On 8 April a DC-9-32 - PH-DNW c/n 47201 "Moskou" - was struck by lightning just before landing at Bordeaux Apt, resulting in a stucked nosewheel. The pilot (F.Sikkens) made a successful emergency landing. No one was injured.



Transavia Holland, another Dutch Airline, hasn't any serious accident, unlike Martinair; their DC-8-55F PH-MBH c/n 45818 hit a hill at Sri Lanka, on board were 191 people most pilgrims, all were killed. A photo of this aircraft is shown above.



# Fokker

## F.27

# FRIENDSHIP

Special thanks to: F.Schaefera, 1TASW, Aero Review, Fokker-VPW and Ben Ullings/API for their information/photos.



C/n 10105 in two colour schemes; left: just back with Fokker in 1966 and right as ZK-NAH with NZNAC (API).

c/n    ars    remarks

|       |     |                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10101 | 100 | f/f 24-11-55 as PH-NIV (owner N.I.V.O.) pilot was H.Burgerhout, first prototype. Bought by Fokker, last flight 06-06-61 (total 850 flying hrs). Scrapped 10-12-62, begin.1963 parts to TH.Delft.                                                                                                                                                                                                                     |
| 10102 | 100 | Non flying second prototype mainly used for static tests.                                                                                                                                                                                                                                                                                                                                                            |
| 10103 | 100 | f/f 29-01-57 as PH-NVF (owner N.I.V.O.), third prototype, bought by Fokker, leased to L.T.U. (h/o 03-01-61) back October '61, leased to Luxair (h/o 28-03-62) back April '63, 10-05-63 to D-BAKI of L.T.U. "Wibbel" later "Lohausen", January '69 to I.F.S. (Inter-regional) July '74 to W.D.L., current.                                                                                                            |
| 10104 | 100 | Non flying fourth and last prototype mainly used for fatigue tests.                                                                                                                                                                                                                                                                                                                                                  |
| 10105 | 100 | f/f 23-03-58 as PH-FAA, 19-11-58 to EI-AKA of Aer Lingus "Piontann", During 1966 to Fokker, regd PH-FSP (08-06-66/18-08-66), 15-06-66 to ZK-NAH of NZNAC "Kawatere", current.                                                                                                                                                                                                                                        |
| 10106 | 100 | f/f 16-03-58 as PH-FAB, 19-11-58 to EI-AKB of Aer Lingus "Fearghal" 17-01-66, to PI-C530 of P.A.L., during 1966 leased to M.M.A.. 20-03-67 to Fokker, 24-04-67 to JY-ADD of ALIA (leased), no service flown, July '67 back Fokker, regd PH-FSH. 03-11-67 to EC-BNJ of Spantax, crashed October '68 at Puerteventura, repaired, f/f 13-02-69, h/o 28-03-69 Spantax "Rio Ebro". April '72 to Aviaco (Iberia), current. |
| 10107 | 100 | f/f 23-08-58 as PH-FAC, 11-12-58 to EI-AKC of Aer Lingus "Fionnbharr", 18-03-66 to Schreiner Airways, April '66 regd PH-SAP. 31-10-66 to Fokker, 18-11-67 to EC-BFV of Spantax "Islas de Canarias". April '72 to Aviaco (Iberia), current.                                                                                                                                                                           |
| 10108 | 100 | f/f 30-10-58 as PH-FAD, 20-12-58 to LN-SUN of Brasathens SAFE, 01-11-58 to LC-BPJ of Spantax, April '72 to Aviaco (Iberia), current.                                                                                                                                                                                                                                                                                 |
| 10109 | 100 | f/f 24-12-58 as PH-FAE, 23-01-59 to EI-AKD of Aer Lingus "Flannan", January '66 for P.A.L n.t.u., 10-01-66 to PH-YFF of Fokker/Aeropen Ltd, Bahamas. April '66 to D-BAKA of L.T.U., during '68 to W.D.L., April '69 to PH-YFF of Fokker, 09-06-69 to EC-BRN of Spantax, October '70 leased to Sabena, April '72 to Aviaco (Iberia), current.                                                                         |
| 10110 | 100 | f/f 14-01-59 as PH-FAT, 04-02-69 to EI-AKE of Aer Lingus "Feidhlim", during 1966 to Fokker as PH-FSE (07-06-66/18-08-66), 10-06-66 to ZK-NAF of N.Z.N.A.C. "Korimako", current                                                                                                                                                                                                                                       |
| 10111 | 100 | f/f 16-01-59 as PH-FAG, 13-06-59 to VH-TFA of T.A.A. "Dirk Hartog", renamed "Charles Todd" converted to Srs.200, October '73 leased to Air Niugini, April '74 bought and regd P2-TFA, November '75 rereg P2-ANA, current.                                                                                                                                                                                            |
| 10112 | 100 | f/f 26-02-59 as PH-FAH, 06-04-59 to VH-TFB of T.A.A. "Abel Tasman", crashed 10-06-60 near Mackay, Australia.                                                                                                                                                                                                                                                                                                         |
| 10113 | 100 | f/f 13-05-59 as PH-FAI, 18-06-59 to VH-TFC of T.A.A. "Arthur Philip", leased to Ansett (P.N.G.), in service 13-07-70, back to T.A.A., current.                                                                                                                                                                                                                                                                       |
| 10114 | 100 | f/f 09-04-59 as PH-FAK, 05-05-59 to VH-TFD of T.A.A. "George Evans", renamed "William Landsborough", September '62 leased to M.M.A., back to T.A.A., current.                                                                                                                                                                                                                                                        |
| 10115 | 100 | f/f 08-07-59 as PH-FAM, 02-09-59 to 59-0259 of the Philippine AF for the president and named "The President", converted to Srs.200, current.                                                                                                                                                                                                                                                                         |
| 10116 | 100 | f/f 07-03-59 as PH-FAL, 24-04-59 to LN-SUO of Brasathens SAFE, 11-11-68 to EC-BPK of Spantax, April '72 to Aviaco (Iberia), current.                                                                                                                                                                                                                                                                                 |
| 10117 |     | not built                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10118 | 100 | f/f 09-04-59 as PH-FAN, 06-05-59 to EI-AKF of Aer Lingus "Finghin" for P.A.L. ntu., January '66 to Fokker as PH-FSA (19-01-66/28-02-66), 04-01-66 to ZK-NAH of N.Z.N.A.C. "Kohihi", current.                                                                                                                                                                                                                         |

EC-BNJ c/n 10106 in Spantax (Brussel '68) and right in Aviaco colours.







RS03

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