

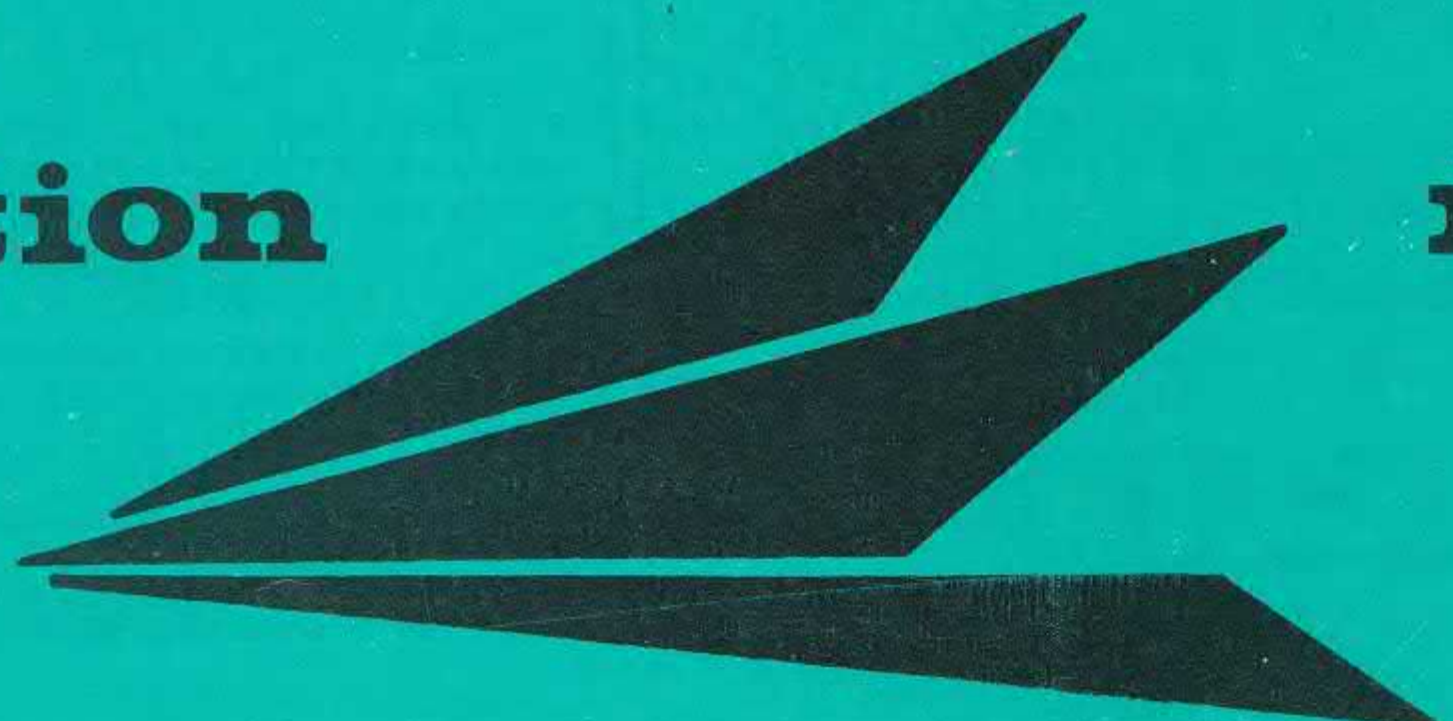
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June 1977



aviation

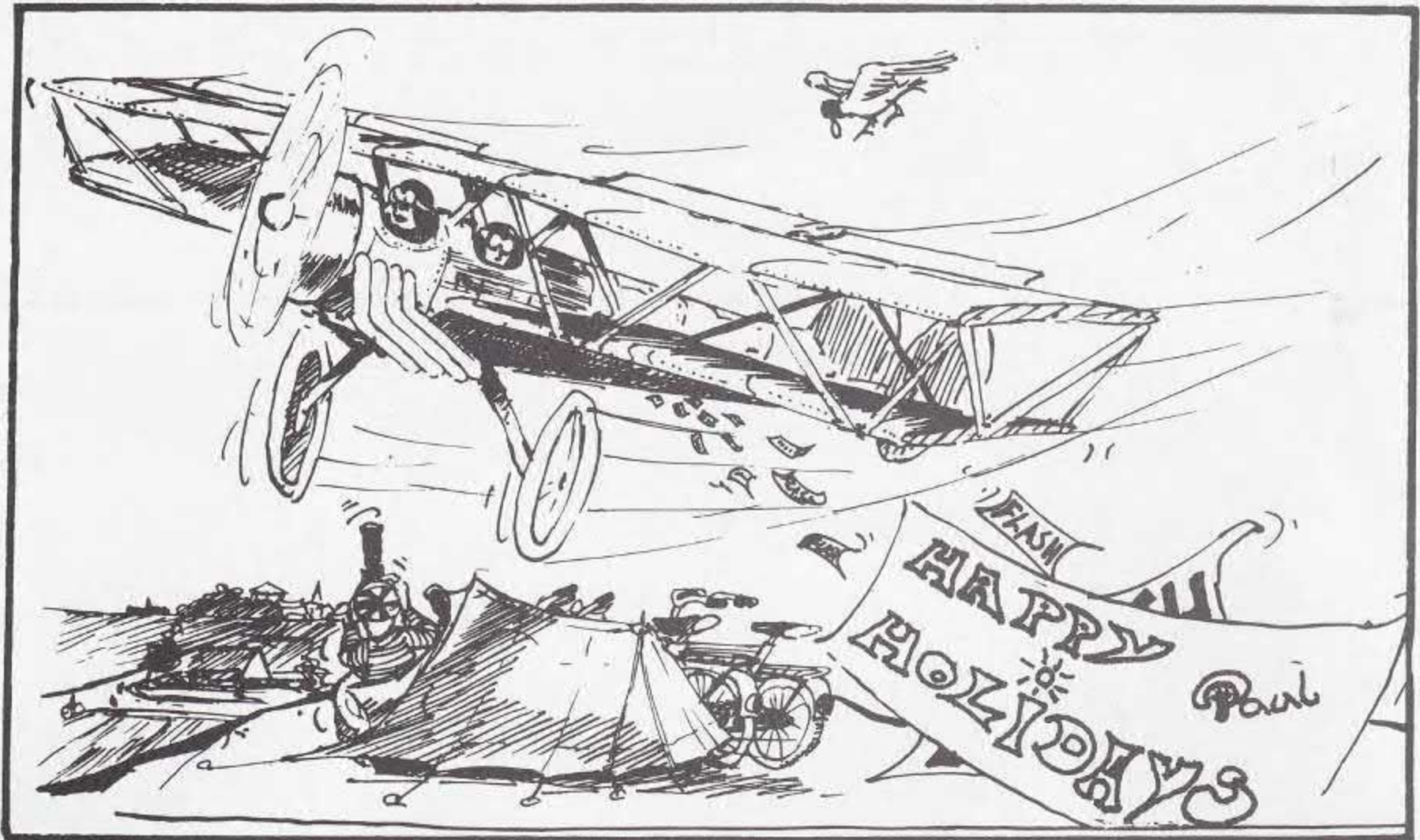
magazine



NUMBER 81

Cover photo

Seen at Rheine-Hopsten on 11 June was this Panavia Tornado MRCA with the new registration-presentation: 98-05. (F.Swinkels)*



Back-page photo

This month's Backpage Beauty is a nice example of the skill of the British aviation industries to design rather odd-looking aircraft. This Buccaneer Mk.2, XN981 "026/R" of 809Sqn, R.Navy was photographed at Yeovil on September 6th, 1975. (B.Hickman)*

Paris Air Show



One of the leading aviation events of the world is and always will be Paris Air Show. Therefor four pages are devoted to this subject.

700L Squadron



In FLASH Nr.80 the delivery was mentioned of two Lynxs to the Koninklijke Marine. Our UK-agent Barry Hickman discloses where those Lynxs came from and how things are going with the Lynx in service with 700L Squadron.

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WANTED: All information about the Fokker Friendship is most welcome to Coen van de Heuvel for his article concerning this subject. Please write to: Coen van de Heuvel, Cyclamenstraat 13, Eindhoven, Holland.

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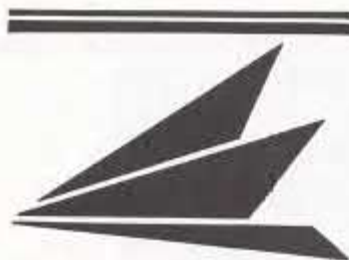
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MAGAZINE

P.O. BOX 855

EINDHOVEN

HOLLAND



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NUMBER 81

JUNE 1977

VOLUME 7

Dear reader,

With the publication of another issue of "FLASH" we think that we must try to explain our aim with publishing this magazine every month.

Every day the editorial staff is rather intensively busy with trying to give you a proper view on those things all of us are interested in.

As we are a magazine specially for those aviation enthusiasts who are generally called "spotter" (either, logging, photographing, drinking or any combination of these three possibilities), we try to give you', as good as we can, mainly news, movements and photos in order to serve as many people as possible enabling the magazine to exist.

As interests do vary from one person to another, we try to get a satisfying composition of the whole.

We think we've managed rather well in this though we naturally always receive suggestions/requests for more/less movements, photos and even claims for removing the civil section. We are always willing to listen to your criticism as long as it is fair and common sense. So please think before you start writing unwise letters and don't condemn the magazine for certain items you don't like.

P.v/d.Krommenacker and J.v.Tuyn

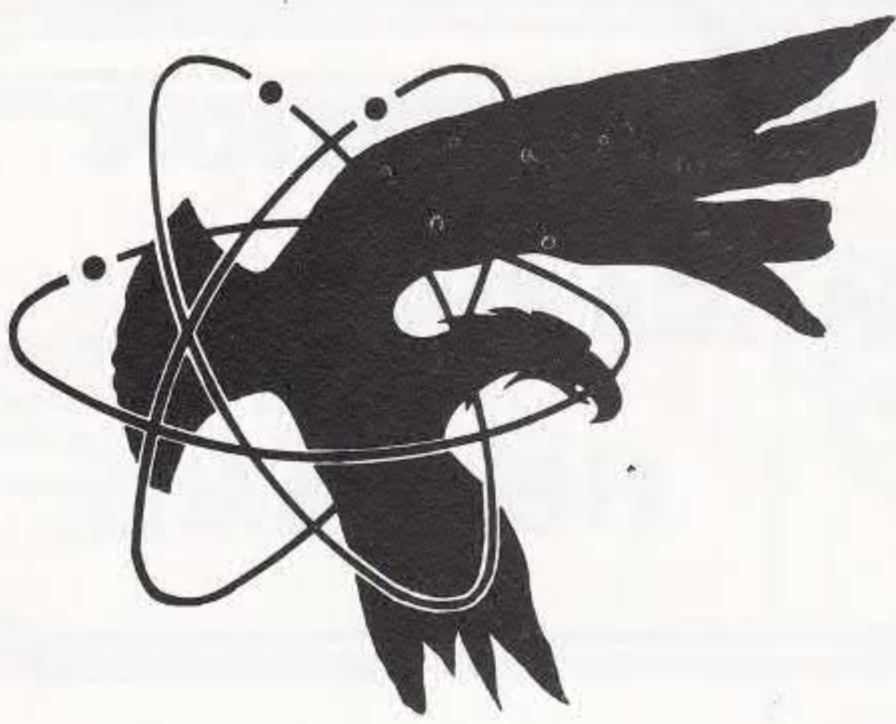
MESSAGES:

- All Dutch readers who renew their subscription are asked to mention the new post-code so we can register them.
- Like every year we combine our July/August issue. This to enable your editorial staff to see themselves the aircraft they write about all year. The last months we were forced to appear one or two weeks too late. We have the intention to publish the bumper-issue in mid August. The closing-date is August 1st.
- We like it very much that readers send photos to us for publication. Whenever we can we'll publish them. But it would be superb when you make sure that the size of the photo you send is conformable the sizes we use. For example of sizes see the photos in this issue.
- We have noted that people do exist who use the name of FLASH for their own benefit. We do not mind this when we have given our approval black on white. Whenever we hear again of people illegally using our name, we'll be forced to take severe measures. Subscriptions will be withdrawn at once and you might get involved in lots of troubles. Thank you.

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

H.Berger	R.G.Harris	A.Wilderdijk
J.P.Bergmans	G.Hiltermann	N.A.Wiltens
Mr.Del Bianco	R.Loonstra	Spotting Group
Mr.Blarasin	H.Rijsdijk	Twenthe
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Mr.Greco	G.Weinmann	
P.Glas	J.A.White	

Credits: Vliegende Hollander, BAR, Airnieuws Rotterdam and Deurne Aeronews.



MILITARY NEWS

Holland

- From 20-24 July the Australian aircraft-carrier HMS Melbourne will attend the Rotterdam harbour. It's not yet known whether the carrier will be open to the public on one of these days. Neither is known how many a/c will be aboard; at least 4 A-4Ms, 2-S-2Fs and one Sea King as those were at Greenham Common.
- Movements at Eindhoven included:
 - May 23: D-8061, D-8105 F-104G 322/323Sqn
D-8066, D-6666 F-104G 311/312Sqn
K-3030 NF-5A 316Sqn
 - 25: FX-34, FX-100 F-104G BAF 10Wing
102, 110 RF-5A RNoAF Skv.717
K-3026 NF-5A 316Sqn
 - 31: FX-81, FX-26 F-104G BAF 10Wing
 - Jun. 2: K-3018, 4011 NF-5A/B 316Sqn



RF-5A 102 of the RNoAF at Eindhoven AFB on May 25th. (M.Gerards)*

- Movements at Leeuwarden included:
 - Mar. 4: 58-31, 58-15 DO-28D WGAF JABOG-31
58-58 DO-28D WGAF JABOG-33
V/218 SP-2H Neptune MLD 320Sqn
 - 8: V/227 UH-1B, V/252 SP-13A both MLD
 - 9: 58-56 DO-28D WGAF JABOG-33
CR74-654, 74-652 F-4E USAFE 32TFS
 - 11: 23-02, 23-26 F-104G WGNavy MFG-2
 - 14: RS68-412, 74-650 F-4E USAFE 86TFW
 - 15: CR74-052 F-4E USAFE 32TFS
 - 17: D-5803, 5808, 5810 TF-104G CAVolkel
 - 18: 141009 C-131F USNavy NAFMildenhall
XX824/AB, XX847/AY Jaguar RAFG 14Sqn
 - 21: XT778/323 Wasp HAS.1 Royal Navy
58-31 DO-28D WGAF JABOG-31
K-4029 NF-5B 313Sqn
 - 25: D-8257 F-104G 311/312Sqn
 - 28: 21-50 F-104G WGAF JABOG-31
 - 29: K-3065, 4028 NF-5A/B 316Sqn
O-10665 T-39A USAFE HQ SHAPE
K-3032, 3022 NF-5A 315Sqn
32-64 G-91R WGAF LEKG-43
 - 31: FX-13, 39, 53, 62, 78, 80, FC-03, 04
all T/F-104Gs BAF 1Wing
25-10, 25-16 F-104G WGAF JABOG-33

- Apr. 1: 58-50 DO-28D WGAF JABOG-31
- 5: 31-78, 33-19 G-91R WGAF LEKG-43
- 6: CH-07 C-130H BAF 15Wing
- 7: K/222, K/227, K/228 UH-1B MLD 7Sqn
A-253, 307, 406, 536, 535 Al.III 298Sqn
- 13: RT-667 CF-104D RDanAF Esk.723
D-5804(CAV), 8300(-) T/F-104G
- 15: CF-02 Merlin IIIA BAF 15Wing
- 18: K-3045(314), 4019(314), 4027(315), all
NF-5s (till 22-4)
- 20: XW545/0 Buccaneer S.2B RAFG 16Sqn
FX-03, FX-78 F-104G BAF 1Wing
CR74-052, 74-656 F-4E USAFE 32TFS
- 25: 27-17, 27-96 TF-104G WGAF WS-10
K-3061(314), 3017(-), 4003(313),
4019(314), all NF-5A/Bs
- 26: 37-36, 37-72 F-4F WGAF JG-74
- 28: 833 CF-104G, 637 CF-104D RNoAF (to
Eindhoven)
- 38-68 F-4F WGAF JG-74
- 29: 104827, 104883 CF-104G CAF 439Sqn

- Movements at Volkel included:
 - Apr.12: 34-13 G-91T LKG-41 K-4024 NF-5B
 - 13: 21-38, 20-75 F-104G WGAF JABOG-33
K-4009(314), 4027(315) NF-5Bs
 - 26: 31-13 DC-9-30 ItAF 31Stormo
FX-33, FX-84 F-104G BAF 10Wing
60173: C-141A USAF 438MAW
104885 CF-104G CAF 421Sqn
 - 27: K-4019(314Sqn), 4023(316Sqn) NF-5Bs
31-54/MM61954 PD.808 ItAF 31Stormo



PD.808 31-54/MM61954 at Volkel. (W.v/d.Rijt)

- Apr.28: AT-157 TF-35 Draken RDanAF Esk.729
CR74-066 F-4E USAFE 32TFS
K-4003 NF-5B 313Sqn
- May 6: XX844/DX Jaguar T.2 RAFG 31Sqn
FX-80 F-104G BAF 1Wing
32-31 G-91R WGAF LEKG-41
- 9: FT-29, FT-36 T-33A BAF 11Sqn
- 10: BR-25 Mirage 5BR BAF 42Sqn/2Wing
- 11: 27-20 TF-104G WGAF WS-10
FT-03, FT-29 T-33A BAF 11Sqn
BD-11 Mirage 5BD BAF 80TU/3Wing
BR-10 Mirage 5BR BAF 42Sqn/2Wing
D-8297 F-104G 322/323Sqn
CS-03 HS.748-2A BAF 21Sqn/15Wing
- 16: 31-79 G-91R WGAF LEKG-41
BR-14 Mirage 5BR BAF 42Sqn(also 17-5)
- 17: 38-29, 37-65 F-4F WGAF JABOG-36
XX817/BB, XZ370/BN Jaguar Gr.1 RAFG
32-85, 30-79 G-91R WGAF LEKG-43
K-3019(315), 3005(315), 3021(316)and
K-3065(316), all NF-5As



A beautiful shot of a Danish F-100D (G-775) during last month's sqn-exchange at Twenthe. (J.v.Tuyn)*

May 18: 58-82 DO-28D WGAF LEKG-43
 61-MI/A.02 C-160F FAF ET.1/61
 23: P7350/UC-T Spitfire Mk.11A Battle of
 Britain Flight
 VP976 Devon C.2 RAF 207Sqn
 10941(317TAW), 37821(314TAW) C-130E
 24: K-4025(315), 3023(314), 3075(314) NF-5
 33-13 G-91R WGAF LEKG-41
 58-43 DO-28D WGAF AKG-52
 25: HR68-515 F-4E USAF 50TFW
 K-3055 NF-5A 314Sqn (to Leerbruch)
 27: K-4002(313), 4028(-) NF-5B
 D-8060 F-104G 322/323Sqn
 28: 61-ZS/F.153 C-160F FAF ET.3/61
 31: 31-75 G-91R WGAF LEKG-41
 V/253 SP-13A Atlantic MLD 321Sqn
 10685 T-39A USAF 7005ABS/USEC

On 14 June this year's first squadron-exchange at Volkel started. Five F-104Gs of No.312Sqn (D-6683,6697,8063,8268,8312) went to Karup and four F-35s (A-007,012,014,017) of Esk.725 arrived at Volkel.

The other two exchanges will be with RF-4Cs of 10TRW (USAF) and F-104s of ItAF.

- Early November the training of helicopter pilots for the Royal Netherlands Air Force will change drastically. At the moment both fixed-wing and rotary pupil-pilots have a joint elementary training in Canada. Halfway the training the pilots are separated. The fixed-wing pilots remain in Canada while the rotary pilots come back to Holland where the training is completed with 100 hours on the Alouette IIIs of No.300Sqn at Deelen. At Forth Rucker, Alabama, USA, the Euro-NATO-school was formed recently. Together with pilots from Denmark, America, Norway and Germany, Dutch pilots will get a training course of thirty weeks on the Hughes TH-55 and Bell UH-1. Their stay in America has been preceded by a training course of thirt een weeks at Melde (Holland) on the Saab 31 Safir. The entire training-course will be ended after thirty-eight weeks with No.300Sqn.

- Movements at Twenthe included:

Apr. 5: FX-26, FX-02 F-104G BAF 10Wing
 27-20 TF-104G WGAF WS-10
 18: 27-05 TF-104G WGAF WS-10

Apr. 20: 27-02, 27-95 TF-104G WGAF WS-10
 CR74-048, 74-653 F-4E USAF 32TFS
 21: 28-34, 28-32, 27-02 TF-104G WGAF WS-10
 22: 70-81 UH-1D WGAF HTG-64
 27-23 TF-104G WGAF JABOG-33
 25: 28-34 TF-104G WGAF WS-10
 33-05, 32-60 G-91R WGAF LKG-41
 7519 Alouette II WGArmy
 26: 28-33, 27-17, 27-16 TF-104G WGAF WS-10
 28: FC-11 TF-104G BAF 10Wing
 28-27 TF-104G WGAF WS-10
 CR74-041 F-4E USAF 32TFS
 29: 27-34 TF-104G WGAF JABOG-33
 27-16, 27-85 TF-104G WGAF WS-10
 XX962/CK Jaguar Gr.1 RAFG 20Sqn
 May 3: 30-46, 32-34 G-91R WGAF LEKG-41
 K-3010, 3072, 3046, 3043, 3021, 3073, 3066
 3063, 3065, 3017 all NF-5As 316Sqn
 D-8125 RF-104G 306Sqn
 4: XW269/TB Harrier T.2 RAFG
 6: 7521, 7609 Alouette II WGArmy
 26-75 F-104G WGNavy MFG-2
 9: B-678 C-130H RDanAF Esk.721
 BR-25 Mirage 5BR BAF 42Sqn/2Wing
 G-775, 779, 782 F-100D and GT-927
 TF-100F RDanAF Esk.730 (for a squadron-exchange with 315Sqn; till 18-5)
 12: FT-05 T-33A BAF
 K-3033(316), 4017(314) NF-5A/B
 235 Wasp MLD
 17: D-8293, 6657, 8259, 8047 F-104Gs
 D-5812, 5817 TF-104G CAV
 18: 104636 CF-104D CAP
 24: 27-79 TF-104G WGNavy MFG-1
 26: 28-29, 27-09 TF-104G WGAF WS-10
 7619 Alouette II WGArmy
 31: 85-09 CH-53G WGArmy
 RT-684 TF-104G RDanAF Esk.726
 Jun. 1: 21-64, 27-03 TF-104G WGAF WS-10
 D-8062, 8244 F-104G 311/312Sqn

- The air force too joined the surprise attack on the train which had been captured by Molukken terrorists for nearly three weeks. On the night of 10-11 June, the Dutch government decided to free the hostages by force. By flying very low over the train, six Starfighters started the attack by marines at 04.53 the next morning.



This picture illustrates the visit of 41 Stormo's 41-77/MM40115 to Valkenburg in May. (M. Gerards)*

Three days before the commander of Leeuwarden had been asked if it was possible to provide a lot of noise during a possible attack. Immediately six pilots went to Gilze-Rijen to do some tests how to make as much noise as possible.

At 04.20 six Starfighters took off from Leeuwarden and started flying a holding pattern. Having received the attack clearance, each F-104G flew three times over the train with full afterburner. This operation took two minutes, just enough time to cover the marines on the ground for their attack. Not until the word "succeeded" was received they landed again.

- Movements at Valkenburg included:

- May 3: VP976 Devon C.2 RAF 207Sqn
- 9: 158565/LN-41 P-3C Orion USNavy VP-45
- 12: 152687 C-118B USNavy NAFKeflavik
12440 Sea King CH-124 CAF HS-423
- 13: low pass of Lynx UH-14As 260 and 261 during their delivery-flight from Yeovilton to De Kooy
- 17: 931 PA-31 Navajo French Navy 2S
- 20: 131611 C-118B USNavy NAFKeflavik
- 23: 41-77/MM40115 Atlantic IIAF 41Stormo
61-16 Atlantic WGNavy MFG-3
- 25: WB534 Devon C.2 RAF 207Sqn

- On 10 June a Dutch NF-5B, K-4025, from Twente collided with a German G-91 near Ahlhorn. The NF-5B landed safely at Twente while the G-91 also managed to land safely at a yet unknown German air base.

- The rumours about Eagles at Soesterberg are actual again. At Le Bourget it was said that the 32TFS will get the Eagles early 1978 after all. This would mean that delivery will take place between deliveries to the 36TFW and 49TFW. One strong point for these rumours is the fact that Eagles make much less noise than the current Phantoms of the 32 TFS

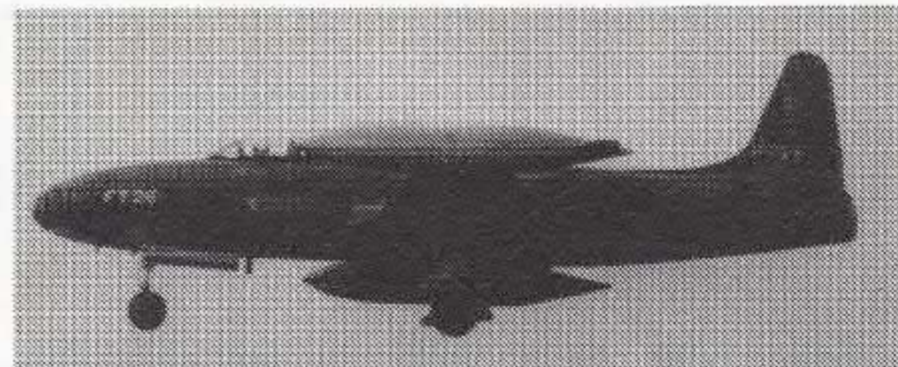
Belgium

- From our colleagues of Deurne Aeronews we received a complete list of all Belgian F-104 crashes. This list differs a great deal from the existing ones, so take a good look:

- | | |
|-------------------------------|---------------------------|
| FX-08 16.7.63 Tavier | FX-42 30.9.70 Vlieland |
| FX-27 21.11.63 (repl.) | FX-01 26.1.71 Chapuis |
| FX-66 18.8.64 Gossel. | FX-50 10.7.72 Biel |
| FX-77 27.1.65 Deurne | FX-73 10.7.72 Biel |
| FX-92 09.9.65 Kauille | FX-43 26.1.73 Corbais |
| FX-63 11.10.66 Geel | FX-97 25.7.73 Sudern |
| FX-16 14.12.66 L'Ecluse | FX-37 13.11.73 Moersen |
| FX-88 20.4.67 Rienne | FX-46 15.1.76 Nordhorn |
| FX-75 04.4.68 Peer | FX-04 .6.76 Kl.Bregel |
| FX-36 20.6.68 Nordhorn | (burnt out on the ground) |
| FX-05 20.6.68 Samree-Dochamps | FX-09 03.8.76 Solre s |
| FX-87 02.9.68 B'chain | Sambre |

- | | |
|--------------------------------|------------------------|
| FX-55 06.6.69 Romeree | FX-25 13.1.77 St.Jean |
| FC-09 19.6.69 Mt.Saint Guibert | Geest |
| FX-49 24.11.69 Vlieland | FX-56 14.2.77 B'chain |
| FX-14 20.7.70 Dion le Mont | emergency landing |
| | FX-06 06.4.77 Vlieland |
| | FX-71 24.9.69 Peer |

- On 13 June a T-33A crashed, killing its american(!) pilot. Just before landing at its home-base St. Truiden the aircraft exploded, hit the ground and caught fire. The two T-33As which collided on 27-4-77 were FT-04 & FT-26 as the wrecks of these two a/c were noted at Evere scrap-yard.



Denmark

- Returning from a visit to Twente (Holland), G-274, an F-100D of the RDanAF crashed near Jever on 13 May. Probably due to this crash the F-100s were grounded so that they weren't able to participate in the Bulls Eye Weapons Meet at Skrydstrup early June. The problem seems to be flame-outs at high altitudes.

Eire

- Movements at Shannon included:

- Mar. 5: XV666/CU-598 Sea King HAS.1 RN 706Sqn
- 7: No.49/F-RAFJ Mystere XX FAF GLAM1.60
- 14: 130314, 130325 C-130E CAF
- 20: 130328 C-130E CAF
- 21: 1601, 461, 465 C-130H R.Saudi ArabAF
203, 205 Cessna Fr.172 IAAC
and five spinner light green C-130s of the R.Saudi Arab AF
- 24: 130315, 130321 C-130E CAF
- 30: 13702 Boeing CC.137 CAF
- Apr. 14: 10881 C-9A USAF 329TAW
- 18: 86972 VC-137B USAF 89MAW
- 29: 159361/JM CT-39G USNavy VR-24Sqn

France

- The French military presence in Afar and Issaland (Djibouti) has been expanded since April to provide protection for the French inhabitants of the area, where a referendum will decide whether this French colony will

become independent or not. The carrier Clemenceau provided the main supply of the air power till June when it was replaced by the Foch. Other additional aircraft are Pumas and Alouettes, probably of the ALAT and an Aeronavale Atlantic. Should the people of Afar and Issaland opt for independence, the French hope to come to a defence agreement allowing continued French military presence in this strategically very important area, though probably not at the present scale. An interesting detail is that some of the EC.4/11 F-100s based here have been equipped with reconnaissance cameras.

- Movements at Landivisiau included:

- May 2: 44063 DC-6AC SLD
61-MJ/15, 61-ZH/90 C-160F Transall
Departure of 14F to carrier "Foch" via BAN Hyeres; support was provided by the two C-160Fs and the DC-6AC
- 6: 30-MI/18, 30-MN/21 Mirage F.1C
314-VC/21049 T-33AN GE.3/314
- 9: 61-MD/4, 61-MM/18 C-160F ET.1/61
Departure of 11F and 16F to the Foch via BAN Hyeres; support was provided by the two C-160Fs
- 13: 30-FG/25, 30-FO/37 Mirage F.1C
328-EP/203 N-2501SNB CIFAS.328
- 17: FX-11, FX-58 F-104G BAF 1Wing
- 18: PC-06 TF-104G BAF 1Wing
64-PL/45473 DC-6B ET.2/64

From 25 till 29 April two Mirage IIIEs (13-QM/471, 13-QE/489) and two Mirage VFs (13-SA/12, 13-SH/28) stayed here for an exchange-visit with 14F.

- Movements at Lann-Bihoue included:

- May 2: 61-MA/F.1 C-160F ET.1/61
- 5: 340-VU/169 (ex 64-IN) and 340-VY/170 (ex CAP) both N-2501 CIET.340
314-UZ/21127 T-33AN GE.2/314
30-MI/18, 30-MN/21 Mirage F.1C
- 6: NC/83 MS.760 Paris CEV
- 9: 124/G, 126/S, 134/B, 138/L HSS.1 31F
- 10: 119/J, 130/H, 453/A HSS.1 31F
- 11: No.31 Br.1050 Alize 59S (ex 4F)
- 12: 112/A, 122/D SA.321G 32F
No.260/F-RAEA Mystere XX GLAM 1/60
803-5, 803-19, 803-18, 752-10 and 752-11 all UH-1H Spanish AF
- 13: 315-PO/356 (ex 313-CU) and 315-PI/361 (ex 313-CB) both CM-170Rs GE.2/315
- 16: 12-ZY/13, 12-ZH/53 Mirage F.1C
- 18: 61-ZO/97, 61-ZR/100, 61-ZV/156 and 61-MC/3 C-160F Transall
314-VA/21112 T-33AN GE.3/314
92-AR/631 Vautour IIB EB.1/92
- 23: XG/27, XH/72, XB/130 N-2501 GAM.56
C-5 F-27M RNethAF 334Sqn
11-MP/42273, 11-MK/42223 F-100D
The 11-MP made an emergency landing; these two a/c are possibly to be transferred to Sculthrope.
- 26: No.1157/F-RAFR SA.330E Puma GLAM1/60
- 27: C-6 F-27M RNethAF 334Sqn

Italy

- During the last days of February, the 3rd Aerobrigata at Villafranca received the first of photographic "Orpheus" pods made in Holland. The first one arrived at Villafranca three years ago and after a long period of evaluations, the AMI decided to buy the Orpheus to equip all F-104Gs of the 18th and 132nd Gruppi. Mind that only the 28th Gruppo is equipped with RF-104Gs. The 18th and 132nd a/c are F-104Gs.

- Movements at Rivolto included:

- Mar.20: SA-23/MM6323 G-91T
36-69/MM54-1803 T-33A 636SC/36Stormo
- Apr. 1: VV-81/MM61981, VV-82/MM61982, RR-83/MM61983, VV-84/MM61984, VV-85/MM61985
VV-86/MM61986 all S.208Ms of the SMVV

- Movements at Istrana included:

- Apr.12: 51-04/MM6814, 51-05/MM6872, 51-20/MM6754 all F-104Ss 22Gruppo
51-31/MM6781, 51-34/MM6752, 51-41/MM6741, 51-44/MM6761, 51-45/MM6891 (so not to THK!) all F-104Ss
- 26: RM-115/MM80332 AB-204B)
RM-93/MM80224 AB-47J
D-6700,8063,6683,8312 F-104G RNethAF
MM61962 PD.808

- During the first days of May, most of the Northern bases of the AMI were visited by many interesting aircraft. In that period exercise "Dawn Patrol" took place. Participating Air Forces were AMI, USAFE, Luftwaffe Belgian AF and RAF. Bases that were used: Villafranca 13Sqn RAF (Luqa) Canberas Ghedi 2 Wing (Florennes) Mirage 5BA Treviso LEKG-43 (Oldenburg) G-91R
a/c involved: 30-27, 30-29, 30-44, 31-26 31-46, 32-73, 31-84, 31-37 and 32-46
Aviano 86TPW (Ramstein) F-4E Phantoms

- A R/F-104G of the 3rd Aerobrigata crashed near Villafranca on 23May. The pilot ejected safely.

- The A-109 Hirundo showed at Caseri (2 April) was the second machine for the ESERCITO (Army) It was the MM81011 c/n 7112.

United Kingdom

- According to Aviation News the RAF received a request of the Soviet Union for a squadron exchange. The RAF however seems to have declined the request because of a busy program during the Jubilee Year.

So far known only two other exchanges involving Russian a/c have taken place. In September 1971 in France (Reims) and in Sweden.

- A 208Sqn Buccaneer (XW525) crashed into a reservoir lake in Wales on 4 April; both crewmembers ejected safely (except for one broken arm). The aircraft may be repaired. A Wasp (XV635/463) of the RNFAA crashed off England's south coast, near Plymouth on 5-4. The pilot (and only person aboard) was picked up unhurt by another helicopter.

- On 14 May No.33Sqn at Odiham celebrated its 60th anniversary. Aircraft gracing this event: XW237/CR, XW205/CB, XW233/CP, XW211/CH, XW208/CE, XW206/CC, XW236/CQ, XW216/CN and XW231/CO all Puma HC.1s of 33Sqn
XV726/AJ, XR499/AW, XT668/AS, XT606/AO all Wessex HC.2 of 72Sqn WV781 Sycamore XG452 Bristol Belvedere WG725 Dragonfly XT642 Westland Scout 664Sqn

XW211/CH is a Puma of No.33Sqn. Note the white arctic c/s. (B.Hickman)*



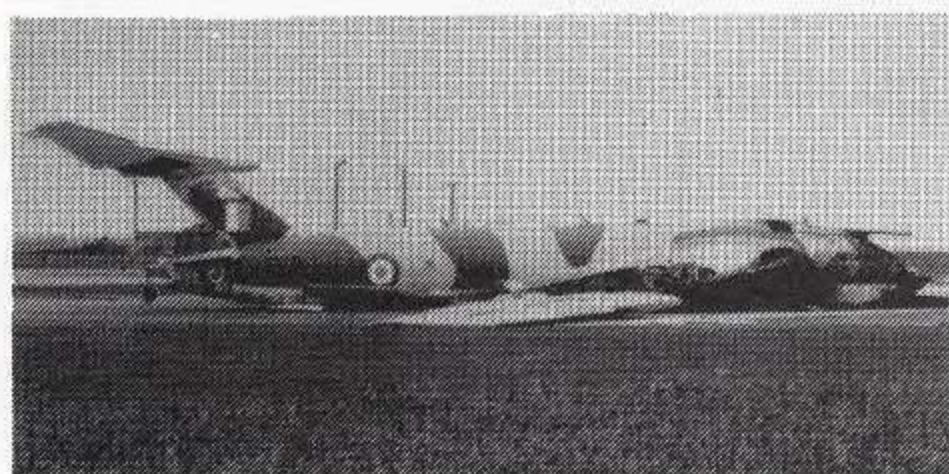
- Movements at Bruggen included:
 Feb.22: K-3018, 3066 NF-5A RNethAF 316Sqn
 24-22, 23-86 F-104G WGAF JABOG-31
 Apr.12: XX143/F Jaguar T.2 2260CU
 14: 35-19 RF-4E WGAF AKG-51
 WJ986/T Canberra T.17 360Sqn
 104658 CF-104D CAF 439Sqn
 XV402/Q Phantom FGR.2 92Sqn
 May 24: XX119,121,122,724,727,741 Jaguar Gr.1
 54Sqn; XX718,729,736 Jaguar Gr.1
 6Sqn
 26: 30-58 G-91R WGAF LEKG-43
 D-6666,8279 F-104G RNethAF 311/312Sq
 20-48, 26-47 F-104G WGAF JABOG-31
 73-18 UH-1D WGAmy
 XL563 Hunter T.7 RAE Establishment
 Jun. 3: XM223/J Devon C.1 RAE
 9: XF321 Hunter T.7 RAE (replaced XL563
 which was unservicable)
 New Jaguars with No.20Sqn: XX820/CE, XZ348/CM
 From 10-18 May nine CF-104s of 439Sqn were at
 Bruggen for an exchange with No.17Sqn. Other
 exchanges at Bruggen will be with F-4Ds of
 52TFW and with French Jaguars.

- Movements at Manston included:
 May 2: XV357 Buccaneer S.2B 208Sqn (wheels
 up landing of foam carpet)
 3: 34-12,34-43,34-44,34-50 G-91T WS-50
 4: XJ350 Devon C.20 781Sqn (XJ319 on 5-5
 5: 73-15 UH-1D WGAmy LeHr-30
 6: RS-02 Sea King Belgian AF
 13: 37-79 F-4F WGAF ES-61
 260 and 261 Lynx HAR.25 RNNavy 7Sqn
 20: XV208 Hercules W.2 RAE-MRF
 22: 31-13 DC-9 ItAF
 XV732, XV733 Wessex HCC.4 Queens Flt
 25: XE685/681 Hunter GA.11 FRADU
 E Flight/22Sqn took delivery of Wessex HAR.2
 XT680 on 2-5 and XR588 departed the same day

- Movements at Laarbruch included:
 May 25: XZ113/A, XZ119/G Jaguar Gr.1 41Sqn
 102, 110 RF-5A RNoAF Skv.717 (came
 from Eindhoven; departed 26-6)
 133069 CT-33AN CAF 1stCAG
 58-66(WS-10), 58-43(AKG-52) DO-28D
 26: D-5803 TF-104G RNethAF CAV
 133345 CT-33AN CAF 1stCAG
 XV342 (208Sqn), XZ430 (without badge
 prob. of 208Sqn) Buccaneer S.2B
 27: HR68-538(r) F-4E USAFE 50TFW
 XV301 C-130K LTW
 K-4002 NF-5B RNethAF 313Sqn
 104665 CF-104D CAF

On 31 May 8 CF-104 Starfighters of No.421Sqn
 departed, ending a squadron-exchange with
 No.16Sqn. Aircraft involved: 104760,788(with
 441 markings),795,835,840,847,868 and 104653
 Noted Buccaneer S.2B of No.16Sqn after the
 crash at Volkel: XW545/O, XW530/P, XW541/Q,
 XX892/R, XW538/S, XX889/T, XW549/U, XX893/V,
 XW543/W, XW550/X, XW526/Y, XX886/Z. This im-
 plies the Buccaneer which crashed can only be
 XW548/S or XX885/Y.
 Recently noted Jaguar Gr.1s of No.2Sqn:
 XZ104/N, XZ106/E, XZ107/R, XZ110/J, XZ367/H
 XZ361/- and XZ362/-.

Something went wrong during a landing of Vic-
 tor XH619 at Marham last year and last April
 it was still there. (A.Wilderdijk)*



- Noted at Kemble on 4 May: Hangar B.2
 XM453,425,478,378,470,414,472 J.Provost T.3
 XN640,502,595,495,461,462 Jet Provost T.3
 XW313,333,374,294,301,334,329,312,310, 314,
 308,321,292,305 all Jet Provost T.5
 Hangar B.1:
 XM424,466,465,387,366,459,357 J.Provost T.3
 XN472,508,551,605,470,548 Jet Provost T.3
 XW319,332,325,326,303,406,359,290, 360, 407
 Jet Provost T.5 XS231 J.Provost T.5
 Hangar C.2:
 XS647, XS594, XS596 H.S.Andover C.1
 WG403(ex 04/6AEF), WWP786(ex 13/10AEF), WK550
 WG480(ex Man.UAS), WG478(ex 30/2FTS), WB550
 (ex 27/6AEF), WG466(ex 1AEF), WP803(ex Oxf.
 UAS), WP844(ex 7AEF), WD390(ex Man.UAS),
 WK640(ex L/7AEF), WG430(ex Cam.UAS), WP928
 (ex D/Army), WG479(ex 2FTS), WP981(ex 4AEF)
 WK559(ex M/Army), WK511(ex R.Navy), WK586
 (ex R.Navy), WK554(ex E.Low.UAS), WK152(ex
 O/Army), WP980(ex 37/2FTS), WD310(ex 28/2FTS)
 WK643(ex 39/2FTS), WD331(ex Birm.UAS)
 all DHC-1 Chipmunks
 Hangar C.2:
 XS643, XS595, XS642 Andover C.1
 XK707, XK713, Bulldog T.1 (new)
 XE668/832 Hunter GA.11 (ex FRADU)
 WP313/CU-568 Hunting Sea Prince (ex 750Sqn)
 WG458(1AEF), WZ872, WP871(ex 32/2FTS), WP872
 (ex B/Bris.UAS), WZ884(ex U/E.Low.UAS),
 WK633(ex 11AEF), WG486(ex E/Brist.UAS), all
 DHC-1 Chipmunks
 VP953,956,960,961,963,974,978, WB535 Devons
 XX692,693,694,695,696,697,698,699,700 all
 Bulldog T.1s (new) WV729, XL929 Pembrokes
 Hangar E.2:
 XE712/VL-708, WT711/837, XE707/833, WV382/830,
 XE673/680 all Hunter GA.11s
 XF994/VL-718, WV363/VL-747, WV396/748 all
 Hunter T.8 XF301/LM-679 Hunter FG.11
 XF310/93, XL619/94 Hunter T.7 (ex TWU)
 WF128 Sea Prince (ex Boscombe Down)
 All aircraft belong to No.5 Maintenance Unit
 and are long term storage.

United States of America

- Movements at Frankfurt included:
 May 2: 80727 (AFRES), 91529 (167TAG) C-130B
 117503 Mystere XX CAF 412Sqn
 4: 12359 C-130E MississippiANG (172TAG)
 5: 21798 C-130E W.Virginia ANG (167TAG)
 7: 141001 C-131F USNavy Kenitra
 159362/JM CT-39G USNavy VR-24
 9: 51-13 C-160D WGAF LTG-61
 18: 30999 A-7D Ohio ANG
 20: 24198 VC-140B 89MAW (from Ramstein)
 26: 62-KO/168(?) N-2501 FAF ET.62
 27: 46-06/MM61992 C-130H ItAF

Also noted:
 C-5A 436MAW: 70168/173, 80215/225, 90015
 00456/460 60MAW:90020,00446/449/451/463
 C-141A 437MAW: 40610/615, 50266/267, 60126/
 134/168/174/187/204/207, 67956, 59405/408
 438MAW: 38089, 40620/621/626/627/638/639,
 50221/223/265/271, 59411, 60132/154,
 67947/948/950, 70002/010/017/020/024

- Originally the other two squadrons at Bitburg
 were to receive their Eagles the same way
 525TFS did: a trans-atlantic flight with 23
 a/c. For one reason or another these plans
 have been abandoned and the Eagles will be
 delivered with six at a time.
 At the time of writing the 36TFW had 32 F-15s:
 three delivered early January(BT75-049, 050,
 053); 23 delivered on 27 April; six delivered
 early June.
 At Paris Air Show it has been announced that
 the Eagles will be camouflaged in two tone
 green after all

- On 26 April HR74-058 crashed. No further
 details are known.
 The F-14A which fell off the USS Kennedy on
 14-9 has been identified as 159588/AB-221

- Movements at Aviano included:
- Feb. 26: SP66-714, 66-735, 66-737, 66-759 and 66-790 all F-4Ds 52TFW
AR66-449, 66-422 RF-4C USAF 10TRW
UH68-029, 68-032, 68-067 F-111E 20TRW
- Mar. 1: 27-27 TF-104G WGAF JABOG-32
40631 C-141A 437MAW
5: WR66-229, 66-638, 66-668 F-4D 81TFW
RS68-527 F-4E 86TFW 24470 T-39A
13: AR66-423, 68-554, 68-553 RF-4C 10TRW
TJ63-421 F-4C 401TFW
37857 C-130E 314TAW 31594 C-130H
314TAW; 01275 C-130E 317TAW
14: 31590, 31587, 31583 C-130H 314TAW
21660 UH-1H USArmy 10882 C-9A
4-1, 4-11 F-104S ItAF 10Gruppo
26: 70017 C-141A 438MAW WR66-714 P-4D
31: From this date the following F-4Es were based at Aviano: RS67-366
RS68-378, 68-452, 68-413, 68-438, 68-478
RS68-441, 68-512, 68-452, 68-401, 68-475
RS68-412, 68-509, 68-439, 68-490, 68-446 all with yellow fin tips
RS74-040(r) F-4E 86TFW
TJ64-923 F-4C 401TFW
Apr. 8: TJ64-823 F-4C 401TFW 01266 C-130E
11: 50266 C-141A 437MAW 10881 C-9A
16: 01548, 01552, 01556 F-5E 527TFTAS
SP66-781, 66-798 F-4D 52TFW
40612(437MAW), 40647(438MAW) C-141A
18: 35-30, 35-42 RF-4E WGAF ARG-52
TJ64-812 F-4C 401TFW
22: BT69-277 F-4E (bi-centennial tail)
TJ64-910 F-4C 401TFW
145/MM51-9145 T-33A ItAF 603 S.C.
24125 VC-137B 89MAW
25: RS68-393, 68-447 F-4E 86TFW
27: 23-23, 26-66 F-104G WGN: 5-42 F-104S
May 15: SP66-813, 66-676, 66-765 F-4D 52TFW
2R69-367, 69-372, 69-373 RF-4C 26TRW
WR66-607, 65-749 F-4D 81TFW
50265(438MAW), 67956(437MAW) C-141A
- Movements at Mildenhall included:
- May 2: 91529 C-130B 167TAG West VirginiaANG
4: 40625(62MAW), 50248(62MAW), 60200(62MAW) C-141A 800Q8 KC-135A OhioANG
6: 40787 Boeing E-4A 1ACCS
158572/LN-47 P-3C Orion USNavy VP-45
XL318 Vulcan B.2 RAF 233OCU
10: 158703 AV-8A USMC (delivery)
158571/LN-46 P-3C Orion USNavy VP-45
150496 P-3A (no markings; ex WP-3A "MH/4" VW-4Sqn "Becky")
13: 138925/AF-611 KA-3B USNavy VAQ-208
16: 17958 SR-71A 9SRW
159376 AV-8A USMC (delivery)
19: EI-276/MM54-2619 PA-18-135 (in bits in the cargo yard)
27: 46-06/MM61992 C-130H (also on 30-5)
30: 33291/JT C-118 USNavy VR-52 Det.H.Q. Washington (ex USAF serial!)
38-41, 38-61 F-4F "WGAF" JABOG-36
- Since mid May five VC-140B Jetstars are based at Ramstein: 24198, 24200, 24201, 12491, 12489

- From 21-24 April the first A-4KU Skyhawks on delivery to Kuwait passed through Bentwaters Aircraft involved were 160183-160186 in a sand-brown camouflage-scheme with American markings. They came from Keflavik (Iceland) and their next stop was Sigonella (Italy). Late May the next four A-4KUs passed through leaving 22 A-4KUs and 6 TA-4KUs to be delivered.

- Movements at Lakenheath included:
- Apr. 6: 26-10, 25-11 F-104G WGAF JABOG-33
K-4026 NF-5B RNethAF 315Sqn
23-02, 26-79 F-104G WGNavy MFG-2
37-37, 38-41 F-4F WGAF JABOG-36
20: 158547/AG-615 EA-6B VAQ-136; 154131/AG-500, 158533/AG-503 A-6E VA-65 all of USS Independence
28: 53-04/MM6815, 53-10/MM6708, 53-20/MM6808 all P-104S ItAF
May 13: 60191, 50254, 50247, 50268 C-141A 60MAW
40609, 70164 C-141A 62MAW
14: 60161, 50237, 50258 C-141A 62MAW
59398 C-141A 60MAW

Not many visitors at Lakenheath in May as the airfield was closed for most of the month.

June 1: Delivery of following F-111Fs to 48TRW: 70-2386, 2387, 2391, 2396, 2397 70-2413, 2417, 2418, 71-0883, 0885, 0889 71-0890, 0891, 72-1441, 1442, 1443
Furthermore: 24198, 24201 VC-140B USAF 22-91, 26-20, 27-77 T/F-104G JABOG-34

By 3 June, 32 new F-111Fs were delivered to the 48TRW: 70-2362, 2363, 2364, 2389, 2390, 2398 70-2399, 2403, 2404, 2408, 2409, 2416, 71-0886 71-0887, 73-0713 74-0188 and the ones mentioned above of which 70-2386 and 72-1443 already carried LN-code

- Arriving at Alconbury on 25/26 April were all 18 RF-4Cs of 363TRW from Erding. On 27 April they departed for Shaw AFB. On June 7th all F-4Es of 347TFW from Jever were expected at Alconbury but these flew directly from Jever to the States (note: correction FLASH Nr.80 page 10: MY69-751 must be MY69-571). On 9 June 18 RF-4Cs of 91TRS/67TRW arrived, ending a three weeks deployment at Aviano (Italy). The next day all departed again for Bergstrom AFB:
BA67-432(w), 67-434(w), 67-435(w), 67-440(g)
BA67-442(r), 67-444(w), 67-454(r), 68-574(r)
BA68-583(w), 68-589(w), 68-591(r), 69-376(r)
BA69-379(w), 69-381(w), 69-383(w), 71-250(w)
BA71-253(r), 72-150(r)
527TFTAS received a new F-5E Tiger, 74-01563 replacing the one which crashed (01555).

West Germany

- On 6 June an F-4F of JG-71 crashed near Cloppenburg. Both pilots ejected and were lightly injured. Both were taken to hospital.

F-4E of 347TFW/70TFW from Moody AFB have been on deployment at Jever (FRG) recently. MY69-219 was photographed on June 1st, 1977. (A.Wilderdijk)*



The Luftwaffe is busy with some experiments regarding different colour schemes. F-4Fs 37-19 and 38-27 have white resp. red tail and wing tips. Furthermore is 3751 equipped with a two-tone blue c/s. (P.Druif)



- On 2 June an F-104G of MFG-2, 26-77, crashed near Vlieland (Holland). Despite extensive searching the pilot couldn't be found.
- Movements at Jever included:
 - May 23: 59-15, 59-16, 59-21 DO-28D WGN MFG-5
96580 C-130E USAF 314TAW
37-90 F-4F JB-35 22-88 F-104G MFG-1
27-77 TF-104G JABOG-34
 - 24: 10876 C-9A USAF 329TAW
FX-15, FX-21 F-104G BAF 1Wing
28-20 TF-104G WGNavy MFG-2
 - 27: 58-63 DO-28D JABOG-36
 - Jun. 2: 931 PA-31 Navajo Aeronavale
89-70 Sea King Mk.41 WGNavy MFG-5
37-25 F-4F (with yellow cam. scheme)
- LFKG-41 at Husum had a squadron-exchange with 2Sqn/2Wing of the Belgian Air Force:
At Husum were: BA16,20,26,27,50,60 Mirage 5s
- New a/c displayed at Stuttgart is T-33A 51-17471 ex WGAF 9401 as 63659/TR-659.
- On 7 or 8 June OV-10A 99-22 of the WGAF made a wheels-up landing at Lubeck and exploded shortly afterwards. Both crew-members escaped safely from the aircraft.

OPEN DAYS OPEN DAYS

- July 14: "Open Day" at St.Mawgan (U.K.)
- 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 (U.K.)
- July 27: "Open Day" at Culdrose (U.K.)
- July 30: "Public Day" at Fittingly (U.K.)
150 a/c are reportedly to fly in the Royal Air Force Review.
- July 30: "Tag der Offene Tur" at Memmingen
- July 31: "Open Day" at Ramstein (W.Germany)
- Aug/Sept: "Tag der Offene Tur" at Kaufbeuren
- Aug 5 & 6: "Open Day" at Middle Wallop (U.K.)
- Aug 13: "Open Day" at Lossiemouth (U.K.)
- Aug 13: "Open Day" at Valley (U.K.)
- Aug *14: "Tag der Offene Tur" at Kiel (Germ.)

Note 1: All event marked with an astriks are not officially confirmed.
Note 2: In order to avoid great disappointments PLEASE CHECK BEFORE GOING as open days are always subject to postponements or cancellations.

Just before Holidays 1977 a shot from Holidays 1976; once this F-86D Sabre 14325 was active in chief Tito's air force. (P.v/d.Krommenacker)*



--PARIS AIR SHOW--

Compiled and written by P.v/d.Krommenacker and J.P.v.Kempen.

CONVULSIONS OF THE FRENCH AEROSPACE INDUSTRIES

The airshow at Paris differs from other shows (except Farnborough and Hannover) in that it is a purely commercial organisation. All kinds of aircraft, weapons, electronic systems and still many other aircraft accessoires are tried to be sold by some 100 factories of some 20 countries. Years ago the French had some hegemony in presenting new products from their factories, but now this role is taken over by other countries and mainly by the USA. This concurrence is so immense that the French president, Mr. Giscard d'Estaing, who officially opened the show on 3 June, decided to take over the greater part of the share of the Dassault & Breguet factories. He also advised to collaborate more and on a wider scale with the European aerospace industry (which also suffers heavy concurrence from the USA) than before. The president's visit to the show was marked by a favouritisation of French and Soviet exhibits and a total disinterest for American products. General Dynamics' spotless uniformed flight-line personnel had literally rolled out the red carpet but Mr. Giscard just walked on to inspect the Falcon 50's capability as presidential aircraft.

As said before, the accent of the show lay on the American participation with the presentation of "tomorrow's air force", as one could observe new transporters (YC-14A, YC-15A) fighters (A-10A, F-15A, F-16A, F-18L), trainers (T-43A) and AWACS aircraft (E-2C, E-3A). Very remarkable is the demonstration of the successor for the Hercules, as the accent lies on the STOL capabilities and manoeuvrability. Especially the YC-14 showed this in take-offs from unprepared runways of less than 100 meters. Of course the presentation of new transporters doesn't mean that the Hercules is completely out of the market. On the contrary, the Hercules was present once more at the show in the form of a L-100-20 of the Forces Aeriennes Gabonaises.

Where the USA present revolutionary new a/c, the European industry merely gave amendments to existing types (e.g. the immense Mirage Family with its new nephew the F.1B). Only the MRCA Tornado, which made its debut at the Salon, was the completely new aircraft to compete with the

American fighters, but the question remains whether it will win the race, not only in Europe but also in the rest of the world. However the first 150 Tornados are firm with a new order for 40 aircraft placed at the beginning of the show. The 150 Tornados will be divided amongst the three Panavia nations: Great Britain, Germany and Italy.

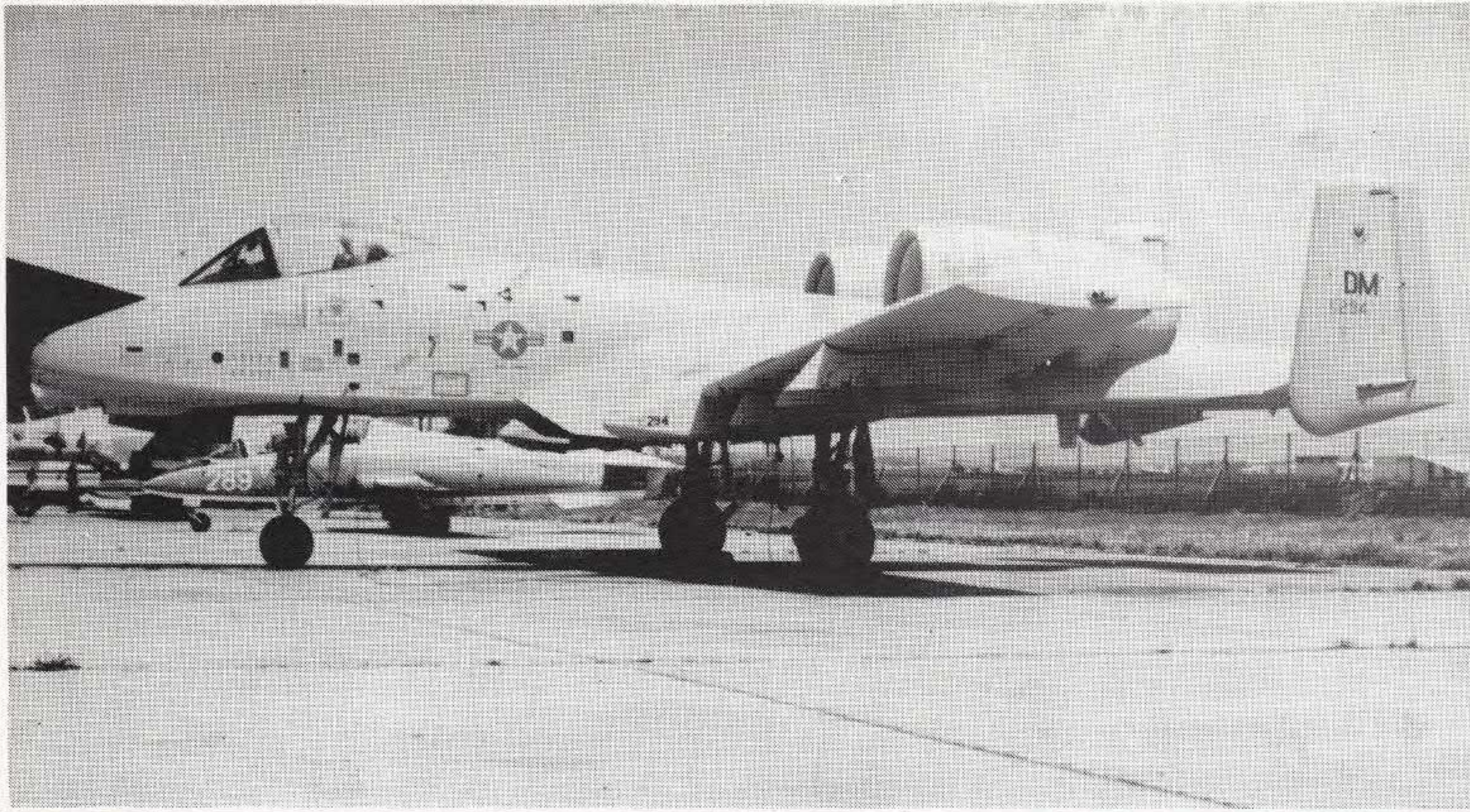
Another, still impressive aircraft (which also lost the race with the Americans for the European market) present at the show was SAAB-Scania's Viggen with a new operational variant: the SH.37 sea surveillance aircraft. At the moment this version is entering service with the 13 Flottilje at Norrköping replacing the obsolete S.32C Lansen. The SH.37 differs from the AJ.37 attack aircraft in that it has been supplied with night reconnaissance equipment and a forward-looking long-range camera in under-fuselage pods. At the moment four variants of the Viggen are in use with the Swedish Air Force, with the next model, the JA.37 all-weather interceptor, scheduled to enter service in 1978.

Appearing for the first time outside Israel is IAI's Kfir C.2. According to the test pilot Mr. Asaf, who showed the Kfir's enhanced manoeuvrability, IAI's real achievement is in producing great versatility in a relatively small aircraft. The Kfir claims to be better than any other fighter in dogfight, except for the new generation US-fighters. The Kfir C.2 differs from the original model in having a better stability and improved acceleration time due to the canard surfaces on the intake shoulders, the wing leading edge sawteeth and two small nose strakes.

One of the biggest surprises was the introduction of the IA.58 Tucara. Two examples of this type flew directly from Argentina to Paris where one of the two performed its STOL capabilities from unprepared airstrips. The tandem-seated twin turboprop showed a great manoeuvrability which can be very useful against guerrilla warfare. In fact the Tucara is called the lighter and cheaper turboprop version of the A-10, which is to be used against ground targets.

With the fatality of this A-10 one could get a complete idea of the commercial aspects of the Salon as some 4 million people visited Le Bourget, probably due to the wide publicity of the accident, and a total of orders is expected of over \$ 20 million. Life goes on, one says.

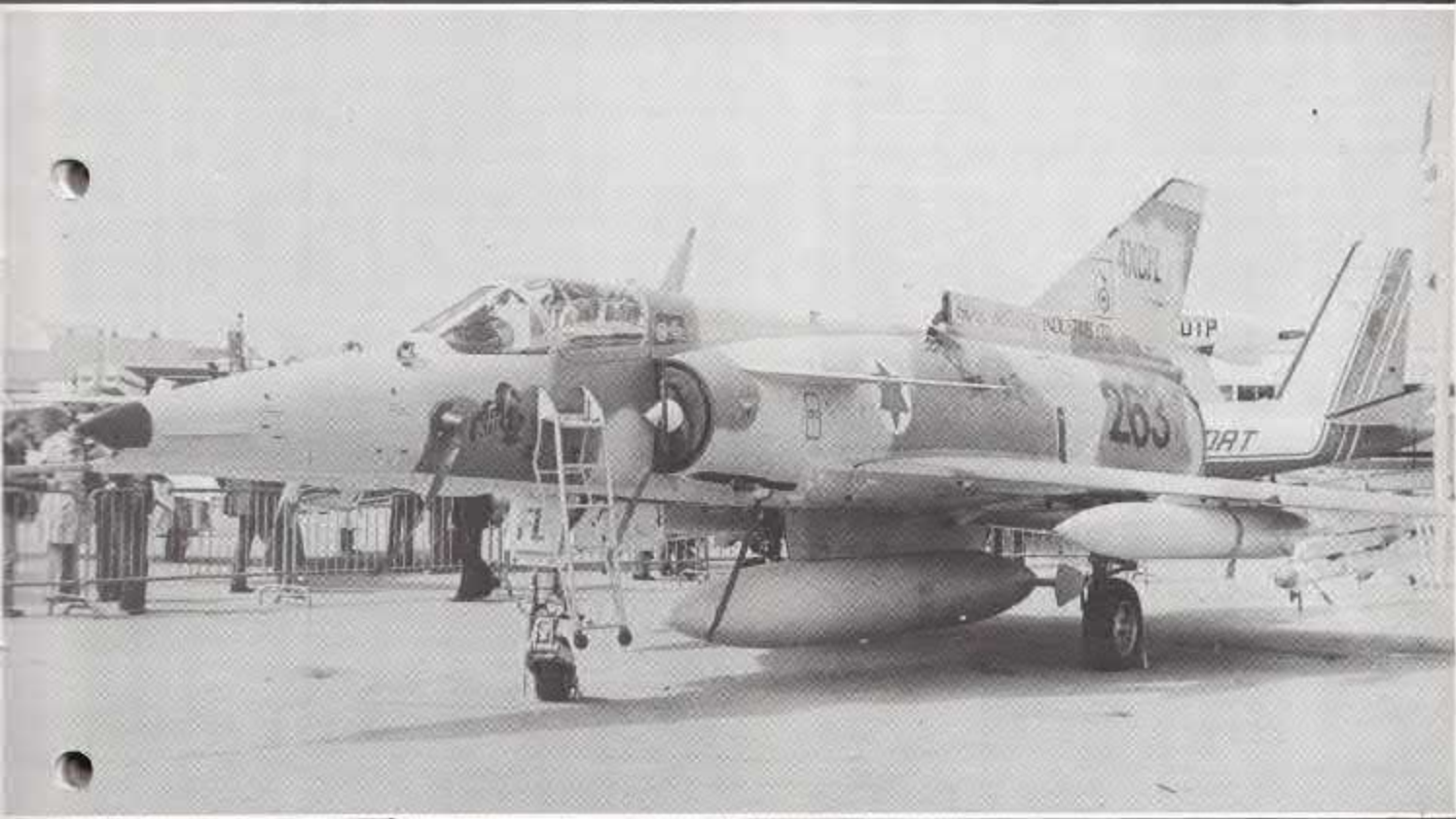




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THE FAIRCHILD A-10 CRASH

The description of this tragic accident which happened on Friday June 3rd, is not meant to be a spectacular report on the spot, herefor we refer to news-papers and boulevard-papers. Being visitors of this aviation show we were struck by the accident as it was the first aircraft we saw demonstrating its capabilities.

Although been said many times we would like to repeat that the restrictions to every aircraft is the pilot himself. It wouldn't be fair though only to blame the pilot. We suppose the reason must be searched for in the demonstration driven by commercial interests which easily lead to dangerous acts and misjudgings. For future buyers and pilots it's very important to know the capabilities of an aircraft and that is why at aviation events like the Paris Air Show aircraft show their utmost.

The presence of the A-10 at the Paris Air Show was part of a trip to several NATO countries. Both aircraft were to give several demonstrations including a simultaneous attack on imaginary targets. The aircraft were flown to Paris by USAF pilots and afterwards handed over to the Fairchild team. At the same time the A-10 gave its first demonstration, the first operational aircraft were officially handed over to the 354TFW at Myrtle Beach, the first unit with the A-10 in its characteristic role. The other A-10 wing, 355TFW, has the A-10 since 1975 in service but for training purposes.

The demonstration were to be given by Howard "Sam" Nelson, director of the Bureau Operation of Fairchild. He made the first A-10 flight and had 10,000 flying hours including 500 on the A-10.

Misjudging? Anyway the aircraft was at the end of a looping that had been started too low. The moment the pilot realized this he tried to carry out the correction needed. It was already too late though. The correction resulted in a lift of the nose, causing a serious stall. The tail hit the ground, broke off while the rest turned over. Although a fire broke out it was quickly extinguished by rescue teams. For the pilot it was too late, he died on his way to hospital.

This accident which shocked us so much, could have been prevented by even more stringent safety-measures by airport authorities.

AIRCRAFT PARTICIPATION

United States of America
 72-01568 S/F General Dynamics YF-16 (second prototype)
 160415/EG-017 S Grumman E-2C Hawkeye (RVAW-120, training unit at Norfolk)
 160417 S Grumman E-2C Hawkeye (a/c on delivery)
 DM75-0293 S Fairchild A-10 (355TFW)
 DM75-0294 F Fairchild A-10 (355TFW, crashed on 3 June)
 73-1675 S Boeing E-3A AWACS (552AEW&CW, Tinker AFB)
 73-1149 S Boeing T-43A (Mather AFB)
 72-01874 S/F Boeing YC-14/AMST (2nd proto.)
 72-01875 S/F McDonnell Douglas YC-15 (1st prototype with one bigger CPM56 engine)
 BT76-0008 S/F McDonnell Douglas F-15A Eagle
 72-01570 S/F Northrop YF-17 (Navy's F-18 configuration)
 72-00889 F Northrop F-5F Tiger
 76-22570 F Bell AH-1S Huey Cobra (TOW firing)
 TR-KKB S Lockheed L-100-20 Hercules (Gabon Air Force)

United Kingdom
 XZ388 S Sepecat Jaguar Int. (in intern. configuration but was a normal RAF aircraft)

G-BETB F Sepecat Jaguar Int. (2nd trainer for Oman, G-27-27)
 XW429 S BAC Jet Provost T.5
 XZ630 S/F Panavia Tornado MRCA (last pre-production aircraft, P-12)
 XX158 S/F Hawker Hawk
 XZ133 S/F Hawker Siddeley Harrier Gr.3 (2330CU)
 1133/G-BEBY F BAC 167 Strikemaster (R. Saudi AF)
 XZ166 S Westland Lynx HAS.2 (R. Navy)
 XZ235 F Westland Lynx HAS.2 (R. Navy)
 XZ173 F Westland Lynx AH.1 (Army)

Italy
 EI-822/MM80844 F Agusta-Boeing CH-47C Chinook
 8-2313 F Agusta-Sikorsky SH-3D (Iran Navy)
 7-11/MM80943 F Agusta-Bell 212ASW (It. Navy)
 EI-622/MM80890 F Agusta-Bell 206B
 I-NOVE/MM588 F Aermacchi MB.339
 I-NINE/MM589 S Aermacchi MB.339
 MMB1013 S Agusta A109 HIRUNDO (It. Army)
 EI-464 S Siai Marchetti SM.1019 (Italian Army)
 MM62013/NC4005 S Aeritalia G-222
 MM62105 F Aeritalia G-222
 I-PANF S Aermacchi MB.326K (company's demonstrator)

France
 5-NK/75 S Mirage F.1C
 --- S Mirage F.1CG (1st Greek colours)
 --- S Mirage F.1B (2nd prototype)
 --- F Mirage F.1B (1st prototype, converted F.1C, ex CEAM)
 --- F Mirage F.1E (2nd prototype, camouflaged)
 --- F Mirage F.1E (1st prototype)
 4-BF/624 S Mirage 3E (EC.2/4 from Luxeuil)
 No.02 S Super Etendard
 No.01 F Super Etendard
 No.21 S Atlantic (M4 conversion)
 No.01 S Alpha Jet
 No.02 F Alpha Jet
 No.03/F-ZWRV S Alpha Jet (in WGAF c/s as 40-01)
 F-WMKF S Falcon Guardian (in US Coast Guard colour scheme)
 11-MG/A86 S Sepecat Jaguar A
 61-MR/F46 S Transall C-160F
 61-MQ/F45 F Transall C-160F
 F-ZWRT S Socata Rallye 235G (camouflaged a/c for Protection Civil)
 --- S Air Potex Magister 90 (mock up in colours of FAF)

Germany
 397 S MBB.105C (new a/c for the HEER)
 58-97 S Dornier DO-28D2 (WGAF/AGK-51)

Argentina
 A-507 S FMA IA-58 Tucara
 AX-03 F FMA IA-58 Tucara

Sweden
 17/37909 S Saab SH.37 Viggen (F13 Wing)
 34/37101 F Saab AJ.37 Viggen (F15 Wing)

Israel
 4X-CFL S IAI Kfir C.2 (ID/PAF)
 4X-CFK F IAI Kfir C.2 (ID/PAF)

Poland
 SP-DOP S Pezetel TS.11 Iskra (Military trainer in civil markings)

Czechoslovakia
 OK-HXA S Aero L-39 Delphin (military demonstrator in civil markings)

USSR
 No.770904 S Yakolev 50 (mil. aerobatic a/c)

Except for the A-10A DM75-0294 (B. Ullings/API) all photos on pages 11-13 were made by our reporters and can be ordered with the FLASH Photo Service.

700L SQUADRON



Article and photos by Barry Hickman and John Bowdler.

Formed in September 1976 700L Squadron is the newest

Formed in September 1976 700L Squadron the newest unit in the Royal Navy. It was formed as a bilateral Intensive Flying Trials Unit (IFTU) for the Royal and Dutch navies to evaluate the new Westland Lynx helicopter in all its roles. This is the first time that the two air arms involved have joined together in such a venture.



Since it was formed the new unit has flown over 2,000 hours without mishap or major problems. By the time this is read the Dutch contingent of the squadron (2 Lynxs and 39 personnel) will have returned to Holland (May 27th) to form No.7Sqn in the first stage of replacing the AB-204Bs in Dutch Naval service. The British element of the squadron will remain at Yeovilton until the end of 1977, continuing to test the helicopter for Royal Navy service. Early in 1978, the first flight to become operational on board a frigate will be drawn from the IFTU.

Orders for the Lynx from the two air arms stand at 104 (approx.) for the Royal Navy (though, only 60 have so far been authorised) and 6 for the Kon.Marine. A follow-on order for a further 10 machines for the Kon.Marine has just been placed, so that the aging Westland Wasp HAS.1 (AH-12A) in the frigate based ASW role can be replaced.

Though the basic equipment for both air arms is similar, the aircraft will be used in two distinctly different roles initially. The Royal Navy intends to use its Lynx HAS.2 fleet for:

- a. surface search
- b. shadowing
- c. anti-surface vessel, using Skua missiles
- d. Anti-Submarine Warfare (ASW) using a variety of torpedoes and depth charges

The Dutch on the other hand will use its initial fleet of UH-14As for:

- a. fishery-patrol
- b. coastguard
- c. Air Sea Rescue (and pilot training)
- d. casualty evacuation

Both air arms will eventually be using the Lynx in the ASW role though with a different approach. Like the French the Kon.Marine favour the use of "Dunking Sonar", while the British will still depend on its Sea Kings for the aspect of ASW. Co-operation will exist between the French and Dutch in the examination of Sonar, though a joint squadron will not be formed.

Delivery of the 6 SAR Lynxs for the Kon. Marine will have taken place by July 1977, with the ASW version following later. Royal Navy machines will continue to be delivered to Yeovilton, though not to 700L (they will continue to use the six machines already in service). Yeovilton will be the main shore base for the Lynx, at least until the 1980's.

Aircraft operating with 700L sqn at 5.5.77 were as follows:

- Royal Navy Lynx HAS.2:
XZ229/VL-740, XZ230/VL-741, XZ231/VL-742,
XZ232/VL-743, XZ233/VL-744, XZ234 uncodded
but to become VL-745
- Koninklijke Marine Lynx UH-14A:
260 and 261



-- SHOW REPORTS --

Open Day at Sembach (W.Germany) 14 May 1977 (G.Weimann)

K-4006 NF-5B RNAS 313Sqn 50-69 C-160D FFS
 30-03 G-91R WGAF LEKG-41 AT-159 TF-35 Draken
 69-17024 OV-1D Mohawk USArmy 73rd Int.Comp
 68-16006 (c/n B-598) CH-47C USArmy 180 Av.Comp
 66-16483 (c/n 8677) UH-1H USArmy 8th Inf.Div
 72-21407 (c/n 42073) OH-58A USArmy 8th Inf.Div
 70-16026 (c/n 20970) AH-1S USArmy 8th Inf.Div

1626, 10924, 10928, 10930 CH-53Cs 601TCW
 14697, 14674, 83799, 83816, 83797, 83793, 83785
 83811, 83831, 14679, 14650, 14623, 14666, all
 OV-10A Broncos 601TCW/20TASS
 1/MM6249, 2/MM6261, 3/MM6215, 4/MM6240, 6/
 MM6242, 10/MM6243, 11/MM6310, 12/MM6248, 14/
 MM6301, -/MM6253, all G-91s ItAF Fr.Tricolori

Portes Ouvertes at Villacoublay (France) 15 May 1977 (editorial)

Static

AD/6 Cessna 411 GELAM.1/60 -/191 N-2501 EdC.57
 DP/447 Wassmer WA-43 CEV LM/80 Paris GAEL
 67-SN/165 Al.II EH.3/67 O/1075 A.III GLAM
 67-IC/2054 Al.III EH.3/67 LO/38 Paris GAEL
 A/207 MH-1521M Broussard AO/92 Nord 262D
 P/291 Mystere XX -/46 CM-170R (ex AS)

070-MA/81, CU/87, 070-MB/94, -/80 Nord 262D
 K/261, 65-CB/138, 65-CD/181 MH-1521M Broussard

Other a/c on the field

30-MS/15 Mirage F.1C No.1/VS CAP-10
 S/1346, R/1257 SA.330E Pumas 61-MF/11 C-160
 CAR/151 N-2501 EdC.57 4/F-TFVX CAP20
 K/268, J/49 Mystere XX
 LK/54, LV/57, LX/19, MS/760 Paris II
 AJ/86, AM/89, AL/88, AN/91 Nord 262D

Hangars

43-BA/51, LJ/93, LI/59 Paris II

Portes Ouvertes at Colmar (France) 25 May 1977 (P.v.Gemert)

Static

XW933/Q Harrier T.2 3Sqn 13-TG/41 CM-170R
 30-61 G-91R WGAF WS-50 13-TC/14284 T-33A
 33-TT/351 Mirage IIIR 2-FG/203 Mir.IIIB
 3-XN/A67 Jaguar A 30-MS/15 Mir.F.1C
 67-FE/2060 Alouette III
 13-QS/550, 13-QD/500, 13-QR/470 Mirage IIIE
 13-PA/10, 13-PB/20, 13-SO/33, 13-SS/22, 13-SQ/
 13 all Mirage VF

Show

13-TB/104 MH-1521M 62-WC/142 N-2501
 XW921/K Harrier Gr.3 4Sqn 312-BI/94 N-2501
 67-FI/2096 Alouette III AF/78 Nord 262D
 JAU/1813 Al.II Gendarmerie BVN/1023 Puma
 13-TD/57 CM-170R
 VA/555, VF/567, VG/541, VI/533, VM/561, VO/564
 VP/565, VR/538, -/545, -/576 Part.de France

Other a/c on the field

13-QA/482, 13-QK/476 Mirage IIIE
 13-PA/21, -PD/32, -PJ/19, -PF/39, -PE/4, -PN/49
 -PO/48, -SB/50, -SD/44, -SE/41, -SG/2, -SL/11
 -SN/15, -SR/38 all Mirage VF

Hangars

13-PL/483, 13-QE/466, 13-QM/469 Mirage IIIE
 118-AU/517 Mirage IIIE 13-TF/18693 T-33A
 13-SK Mirage VF

Open Day at Mildenhall (UK) 29 May 1977 (B.Hickman)



00294 C-130B AFRES 439TAW 17958 SR-71A 9SRW
 BT76-011, 75-073 F-15A 36TFW 72-01874 YC-14
 DM75-0293, 75-0294 A-10A 355TFW 72-01875 YC-15
 BA-39 Mirage 5BA BAF 1Sqn XV250 Nimrod RAF
 68-10368 CH-53C 67ARRS 60128 C-141A 63MAW
 50-69 C-160D WGAF FSS-S 90018 C-5A 436MAW
 61-07 Atlantic WGN MFG-3 XL359 Vulcan RAF
 26-34 F-104G WGAF JABOG-32 01568 F-16
 312-BG/159 Noratlas FAF XZ133 Harrier RAF
 XX740 Jaguar Gr.1 RAF 6Sqn 10665 T-39A
 68-15993 CH-47C Chinook USArmy
 901 (F-5A) and 908 (F-5B) RNoAF
 30-50, 32-74 G-91R WGAF LEKG-41

XT286 Buccaneer S.2B RAF 2370CU
 67-14697 OV-10A 601TCW/20TASS
 K-3031, K-4024 NF-5A/B RNethAF 316Sqn
 157316/LL-36 P-3C Orion USNavy VP-30Sqn
 151802/AB-506 A-6E Intruder USNavy VA-34Sqn
 154502/AB-311 A-7B Corsair II USNavy VA-46Sqn
 159601/AB-233 F-14A Tomcat USNavy VF-32Sqn
 159760/AB-711 S-3A Viking USNavy VS-32Sqn
 159110/AB-011 E-2C Hawkeye USNavy YAW-125Sqn
 104756, 104762, 104807, 104830, 104883 CF-104G CAF
 ST-33, ST-35, ST-17 SF-260MB BAF "The Swallows"
 1/MM6249, 2/MM6261, 3/MM6250, 4/MM6240, 6/MM6242,
 8/MM6311, 10/MM6243, 11/MM6310, 12/MM6248,
 14/MM6314, 15/MM6254 all G-91s "Fr.Tricolori"

Open Day at Coningsby (UK) 4 June 1977 (B.Hickman and R.G.Harris)

Hangars

XT903, 910, 902, 894, 914, XV478, 473 Phantom 2280CU
 XV495 Phantom 41Sqn ("Brewers Droop" with sharks
 mouth)
 XT595 YF-4K (newly applied camo, possibly for
 ground instructions)
 AB910/JQ-J Spitfire Vb

Flight-line

XZ374/CA Jaguar Gr.1 20Sqn XV398 F-4M 2280CU
 XW231/CO Puma HC.1 33Sqn XVXV204, XV189 C-130K
 TG503 Hastings T.5 SCBS XL446 Vulcan 35Sqn
 XP344 Whirlwind HAR.10 485784 Boeing B-17G
 XP764/O, XP737/P Lightning F.3 11Sqn
 XV355, XT283 Buccaneer S.2B 2370CU
 XW354/7, XW375/10 Jet Provost T.5 RAFC
 WL741/41 Shackleton AEW.2 8Sqn
 PM631/AD-C Spitfire PR.19 B.of B.Flight
 WP855 Chipmunk B.of B.Flight Hack
 PZ865/DT-A Hurricane Battle of Britain Flight

PA474/KM-B Lancaster Battle of Britain Flight
 TF956/T-123 Sea Fury FAA Historic a/c Flight

Other a/c on the field

PS853 Spitfire PR.19E Battle of Britain Flight
 XV465/B, XT912/P, XV400/I, XV425/R, XT906/T,
 XV407/X Phantom FGR.2 29Sqn
 XV494, XV492, XT911, XV396, XT900 Phantom 2280CU
 XT907, XV436, XV404, XV471 Phantom (no mark)
 XS107, XP535, XR572, XR540, XR987, XR995, XP514, XR977
 XR993 Gnat T.1 "Red Arrows"
 XV189 (new c/s), XV204 (old c/s) Hercules C.3 LTW

Scrap-yard

XN774/F, XN729/V Lightning F.2A (ex 92Sqn)
 XM987 Lightning T.4
 WV703/8108M Pembroke C.1

Portes Ouvertes at Reims (France) 5 June 1977 (G.Hiltermann and N.Wiltens)



Static

67-FE/2060 Alouette III 61-ZB/A06 C-160F
 62-WF/185, 62-KK/160 N-2501 30-QA/70684 T-33A
 30-MI/18, 30-MP/47 Mir.F.1C 30-QG/31 CM-170R
 30-QN/187 MH-1521 M 30-FC/25 Mir.F.1C
 33-CH/339 Mirage IIIR

Other a/c on the field

62-KB/101, -KD/122, -KI/130, -KJ/99, -KO/168
 -KP/133, -KQ/147, -KS/157, -QN/79, -QC/181
 -QM/148, -QO/127, -QZ/109, -WB/31, -WG/107
 -WO/72, -WV/173, -WZ/137, all N-2501s
 JF/125 N-2501 (camouflaged)
 55-KB/89 N-2501 (note: the code KB is of ET.62)

62-WO/142, 62-WV/105, 62-KA/150, 64-IB/103 N-2501
 30-MM/71, 30-PI/31, 30-MT/72, -/10, -/29 all
 Mirage F.1C

Show

30-QC/29973 T-33A 30-QH/152 CM-170R
 7-IL/A32, 7-IA/A36 Jaguar 1/F-TFVU CAP20
 30-FG/78, 30-FB/41 Mirage F.1C (the latter
 Mirage didn't fly)

Scrap-yard

1-NQ F-84F (nose section only)
 30-MD Mirage F.1C (nose section and wings; a/c
 probably exploded on the ground)

Portes Ouvertes at Chateaudun (France) 5 June 1977 (A.Booy and editorial)





Static

08 Mirage IIIA (nose section) -/29 N-2501
 33-CO/346 Mirage IIIR -/E38 Jaguar E
 12-ZX/21 S.Mystere B.2 AR/11 CM-170R
 MN/126877 A-1D-N Skyraider -/18 MH-1521M
 67-II/2125 Alouette III No.5 CAP-10
 4-AE/612 Mirage IIIE WA/19168 T-33A
 10-ST/44 Mirage IIIC -/23 Mirage VF
 11-MO/42204 F-100D No.1 Alouette III
 -/39 Mystere IVA

Flight-line

314-WM/14350 T-33A 61-MX/52 Transall
 30-MA/6 Mirage F.1C -/16 Mirage VF
 67-FD/2042 Alouette III -/409 CM-170R
 8-MG/97 Mystere IVA 070-MB/94 N262D
 070-MG/315, -/10 MH-1521M

Hangars

12-YL/109, 12-YT/166, 12-YV S.Mystere B.2
 W-W/14086, 338-HW/16520 T-33A
 126996/N92023, 127002/N91989, 125716/22-DG,
 127894, 124143 A-1D-N Skyraiders
 -/168, -/221, -/429 CM-170R 64-BX/60 N-2501
 -/95, -/163 MH-1521M NM/15 Nord 1101

-/3, -/17, -/34 Mirage VF -/E40 Jaguar E
 -/48, 10-SK/32 Mirage IIIC 29061 F-84F
 FC/514 Dr.140 Jodel -/505 Mirage 3E
 -/336, -/338, -/340 Mirage IIIR -/2266 Al.III
 8-NW/153, 8-MD/286, 8-NO/25, 8-MO/113, 8-NY/84
 8-MC/285, 8-MB/127, 8-MT/57, 8-MQ/207, 8-MH/72
 8-MW/282, 8-NM/318, 8-NT/60, 8-NZ/241, 8-NX/80
 8-NW/234, 8-NK/145, 8-MJ/299 all Mystere IVAs
 312-UT/24, 312-UW/46, 312-US/26 Mystere IVAs
 314-TB/47, 314-TH/50 Mystere IVA
 332-BD/75 Mystere IVA 8-MX/185 Mystere IVA

Other a/c on the field

118-IP/206, 319-DX/?, 316-KC/270 all Flamants
 11-EB, 11-MO F-100Ds (both silver)
 30-MH/321, 30-MI/310, 314, 308, 318 Vautours
 12-YG, -ZE, -YN, -ZI, -ZV, -ZH S.Mystere B.2s
 125744 A-1D-N Skyraider
 62-NA, 62-NB Br.941s
 BA-71 C-45
 64-IA/38, 316-FV/197, 340-VJ/43, 312-BG/77,
 340-VJ/61, 312-BJ/6, 64-BI/44, 316-FW/137,
 312-BK/56, 312-BE/78, 314-VO/65, 44-GD/52,
 XG/21, 312-BI/53, 312-BE/11, 64-IG/47 N-2501s.
 Except for BA-71 all C-45s have disappeared
 but the impressive row of H-34s was still
 present.

Tag der Offene Tur at Rheine-Hopsten (W.Germany) 11 June 1977 (P.Glas and editorial)

Static

38-61, 38-21 F-4F JABOG-36 56-86 DO-27 HEER
 K-3003 NP-5A RNethAF 315Sqn 7522 Al.II HEER
 C-5 F-27M RNethAF 334Sqn 21-65 F-104G JB31
 B-72 Bo.105C RNethAF GPLV 73-45 UH-1D HEER
 BR-10 Mirage BAF 42Sqn 50-73 O-160D LTG-63
 XZ145/T Harrier T.4 RAFG 3Sqn 7734 Al.II HEER
 82-96 (s/n 71) Bo.105C HEER 32-90 G-91R LKG-43
 AT-152 TF-35 RDanAF Esk,729 35-67 RF-4E AKG-52
 XX840/BZ Jaguar T.2 RAFG 17Sqn 58-92 DO-28D
 XX917/BB Jaguar Gr.1 RAFG 17Sqn
 UH68-016(r) F-111E USAF 20TFW
 A-208 Alouette III RNethAF GPLV
 84-83, 85-07 CH-53G HEER mHFlgTrspRgt-15

Hangars

37-83, 37-17, 37-29 F-4F JABOG-36
 AS355 Alouette II HFS-101 (for maintenance; the
 only number visible which might have some-
 thing to do with the serial was 314)

Flight-line

XW765/D Harrier Gr.3 3Sqn 37-97 F-4F JB-36
 71-14, 71-65 UH-1D HTG-64/SAR

Show

84-61, 84-70, 84-71, 84-72, 84-73, 84-77, 84-78
 84-79, 84-80, 84-81, 84-82, 84-86, 84-88, 84-89
 84-99, 85-00, 85-08, 85-09, 85-12 all CH-53 Gs
 of mHFlgTrspRgt-15
 77-28, 7729, 7733, 7734, 7759, 7778 all Alouette
 II of HFS-101
 37-01, 37-21, 37-33, 37-37, 37-69, 37-77, 37-89
 38-01, 38-05, 38-13, 38-17, 38-29, 38-33, 38-37
 38-41, 38-45, 38-49, 38-53, 38-57, all F-4Fs
 of JABOG-36 32-98 G-91R LKG-43
 70-71 UH-1D HTG-64/SAR 98-05 Tornado
 UH68-041 F-111E USAF 20TFW 71-53 UH-1D HTG-64
 58-64, 58-63 DO-28D JB-36 50-56 C-160D LTG-63
 20-48, 21-78, 26-07, 26-30 F-104G JABOG-31



Luchtmacht Open Dag at Gilze-Rijen (Holland) 18 June 1977 (editorial)

<i>Static</i>		I-19 Meteor T.7 322Sqn (incorrect serial)
XV402/Q Phantom FGR.2 92Sqn	N-122 Hunter F.6	MZ236 Auster AOP.3 (ex R-11)
XX826/AD Jaguar Gr.1 14Sqn	N-305 Hunter T.7	R-87 (s/n 53-4785) Piper Cub
A-006 F-35 Draken Esk.725	C-4 F-27M 334Sqn	
41677 C-130H 463TAW	K-3048 NF-5A (NB)	
BA-07 Mirage 5BA 2Sqn	B-79 Bo.105C GpLV	<i>Show</i>
M-5 (s/n 51-9028) T-33A	A-319 Al.III GpLV	K-3026, 3030, 3031, 3065, 3066 NF-5As 316Sqn
A-10/PG690 Tiger Moth	D-8258 F-104G (NB)	A-218, 266, 351, 383 Alouette III GpLV
236 AH-12A Wasp VSQ-800	P-230 F-84F 314Sqn	DM75-0293 A-10 355TFW RT607 Auster RAF
11-ME/E37 Jaguar E	CR74-654 F-4E 32TFS	BT75-072 F-15A 36TFW D-8062 F-104G
V/250 Atlantic 321Sqn	UH68-016 F-111E 20TFW	B-71 Bo.105C GpLV 01568 F-16
B-184 (s/n 43-12801) Harvard	MT-14 CM-170R BAF	H-67 Alouette III SAR C-8 F-27M 334Sqn



Except for the Mirage F.1C 30-MD and N-2501 55-KB (both-G.Hiltermann) all photos illustrating the show-reports can be ordered with the FLASH Photo Service.

MOVEMENTS

D-INKA Lj-24D (282) G-AVKN Cessna 40
D-EGJI C.FR.172J (0425) D-EENS Ces.FR-172
OO-FHD S.205-20R (4-174)
26: C-GNDA DC-8-61 Nordair G-BDLR AA-5B
VH-EBL B.747-238B Qantas (21237)
27: OY-ATA Be.100 A.Marine G-AZOT PA.34-200-2
G-BBNN PA.23-250D (27-4172) in B.Cal c/s
OE-DIH MS-893 (12030) D-GAFO Piper PA.30
N121EU Falcon 20E (297) SE-GNE Piper PA.28
EC-CGQ DC-9-32 Aviaco SE-GLU Piper PA.28
N28727 B.707-331B TWA F-BPPY Cessna 414
OO-SEB Ce.310 Sabena OY-BIG Cessna 421B
OO-SAB PA.25-235 LN-PAB PA.31-310
D-EEJO HR-100/210D(202) D-EGLO Boe 207
OY-TOU PA.28R-200 F-BTQK Lj-23 (053)
G-AZJV C.F.172L (0810) D-ENAR Beech K.35
D-ECKU Beech P.35 (D.7210)
28: G-AVHZ PA.30-160B(1424) OO-CNI Cessna 182
G-BCUZ Be.200 & 31/5 D-IGLS Cessna 340
F-BVYM Dr.400/180(981) OY-ATT Piper PA.28
HB-LEP PA.34-200 G-ATJD PA.28-140
29: HA-LCG Tu.154 Malev JY-AFA B.747 Alia
JA8033 DC-8-62 (45955) Japan Air Lines
30: N800FT B.747-123F/SCD (20100) Flying Tiger
OO-ALW C.F.177RG(0097) SE-GKU Piper PA.28
D-EHFT PA.28-140 D-EDOS PA.28-151
D-IKEF C.421B (0626) D-EDIL C.F.172
31: G-APZU DH.104-6 (04511) Severn Airways
G-AWET PA.28-180D(4871) D-EDTR Cess.T.210L
D-IHOF Beech Baron SE-GNA Piper PA.31
G-AVNL PA.E23-250C D-IKFJ Cessna 500
F-BJET MS-760-1A (39) N10XY #.1159 (56)
G-BCGA PA.34-200-2 (7450166)

SHANNON

Deliveries during March (most aircraft came from Gander):

21: N4181G C.402B (1227) 22/3-Brussels Floair
N1682H PA.32R-300 same day to Kassel
N5437G C.404 Reykj-SNN-Reims (all white, prob. for a military costumer)
24: G-BEJW BAC 1/11-423ET (154) Fords, to U.S.
25: N1010F Falcon 20 (360) Bordeaux-SNN-U.S.
30: LN-MAO C.210 to Oslo N9079H C.206 to ?
HB-NCL AC.114 same day to Neuchatel
N63720 PA.31 Kassel SE-GTM C.206 to Umea
OY-BTJ PA.28 same day to Sonderborg
N5428G C.404 Reykj-SNN 31/3 to Brussels
31: N1906G C.402B (1084) 1/4-Brussels-Turkey with "MAD" tail boon fitted
SE-GPO PA.28 delivered 1/4 to ?

Deliveries during April:

1: RP-C415 Be.100 Reykjavik-SNN-Nice-Philip.
D-EGYD Be.24R 4/4 to Munich
3: D-EGYL Be.35 4/4 to Munich
4: F-GAMI PA.34 same day to Toussus
SE-GSF AC.112B (537) Stockholm/Bromma
5: C-GWWH (02631T,N4895Q) & C-GWWV (02607T) both Ce.188s Reykj.SNN 6/4-Athens
F-GAMO Be.58 (TH818) Reykj-SNN 6/4-Bourget
N4076G C.340 (0270) Reykj-SNN 6/4-Brussels
8: 70-ABY B.707 Alyemda, same day to Cairo
N178FJ Falcon 10 Istres-SNN-Reykjavik
10: D-EIFX AC.114 11/4 to Kassel
LN-HOK AC.114 (14111,N4781W) 12/4 to Oslo
D-EGYA Be.23-180 (M.1923) 13/4 to Munich
11: D-EIKS AC.114 (14284) 12/4 to Kassel
N4884W AC.114 (14214) 12/4 to Hurn
N23930 Be.200 12/4 to Las Palmas
12: N4117G C.340A II Reykj-SNN 13/4-Brussels
N62838 PA.23 & N2917Q PA.28 13/4 to Kassel
N3055Q PA.28R 13/4 to Geneva
F-GAMQ PA.23R 13/3 to Toussus
14: G-BEMX C.404 (0063) Reykj-SNN-Paris
HB-UCH AA-5 15/4 to Neuchatel
D-ICIM Be.58 St.Johns-SNN 15/4 to Munich
15: F-GAMP PA.31T (7720029) Reykj-SNN-Toussus
16: N747L F.27A Reykj-SNN 17/4-Nice-Saudia
18: N1124P Westwind 1124 (207) 19/4-Gander-US.
SE-GZY C.206 same day to Oslo/Fornebu
20: VP-HCT BN.2A-26 (571) Maya Aw., 21/4-Reykj
21: N5456G C.404 (073) Reykj 22/4 to Brussels
22: N746L F.27A 23/4 back to US for repairs
24: A6-MBM DHC.6 Reykj-SNN 25/4 to Ajaccio
N2489Q PA.32- 25/4 to Kassel
D-EDHW Be.36 25/4 to Munich

N8551F PA.28 25/4 to Oslo/Fornebu
26: HB-GGL Be.58 Reykjavik-SNN 26/4 to Geneva
30: PH-ALP Be.24 2/5 to Netherlands



Be.200 SE-GRR on lease to the Irish Air Corps for fishery protection duties. At Shannon on 2 April 1977. (D.O'Mahony)

BEEK

On 14 & 15 May a small Pipershow (static) was held by NEAS & Henschel. Present at the static were:

PH-NKJ	PA.18-150 Super Cub	(18-7709063)
D-IHUS	PA.27F-250 Aztec F	(27-7654172)
OO-HCB	PA.28-161 Warrior	(28-7715213)
OO-HCH	PA.28-181 Archer II	(28-7790437)
PH-WCU	PA.28R-201T Tur.Archer III	(7703094)
D-ILCA	PA.31-310C Navajo C	(31-7612097)
N82054	PA.31T Cheyenne	(31-7620052)
D-EMOG	PA.32R-300 Lance	(32R-7780247)
OO-GMA	PA.34-200T Seneca II	(34-7770063)
OO-HCC	PA.34-200T Seneca II	(34-7770135)

ISACAR 77/Lelystad

On 21 May the annual ISACAR-Ralley was held at Lelystad airfield. Purpose of this rally is to establish a close connection between military and civil pilots. Unique was the appearance of a new class a/c: helicopters. This because there ain't flying small aircraft with a fixed wing with the RNethAF anymore. Organisation was in the hands of Martinair.

Civil participants:

PH-ABA/CIA/GAW/GVP/HVS/JBC/JBE/KAB/MIG/MIO/MIP
-PVG/RBR/SRO/TWB/TWE/VDW/VHN/VIT/WAI & WVB all F.172s; PH-EHD/KAV/KDA/KDC/KDG/LEB/LEO
-LUA/SPR & VSK all F.150s; PH-BOS/GNT/NSH/NSM & SDW all PA.28s; PH-CWA/GAR & GAU PA.18s
PH-BOY/NSL & SMW PA.28Rs; PH-CDW/EAC & GOL all AA.5s; PH-HAM & LPG PA.34-200s; PH-NSA & VUL AA.1As; PH-KDB & MBM FA200-160s; PH-DMA & -SLO S.11-1s; PH-AUK F.177RG; PH-AFD Ralley C.172M; PH-MVT C.U.206F; PH-RPD F.A.337G; PH-RFV MBB.105C; PH-RVR P.68B; PH-SCE AL.III; PH-SRG Dr.400; PH-TRT PA.22; PH-XAN Dr.1050
D-EDJS F.172M; G-BBND DHC.1-22; OO-NAR Beagle 121; OO-WAF F.172M

Military participants:

B-73 MBB.105C & H-75 AL.III of the RNethAF & "225" UH-1B and "247" Wasp of the RNN

Before starting the rally, some overshoots were made by PA474/KM-B Lancaster, PZ865 DT-A Hurricane and F7350/UO-T Spitfire of the Battle of Britain Flight.



NEWS

ACCIDENTS

BELGIUM. Cessna F.182P OO-CNG crashed at Verdun on 1 May, no real injuries. A/c was w/o.

- OO-AMA a MS.880 crashed into a channel near Gent on 9 May; a/c was written off.

COLOMBIA. On 10 April, Taxi Aereo EL Venado's DC-3 HK-556 crashed en route from Villavicencio to Bogota, having 29 people aboard.

DENMARK. Nord 262A OY-BKR (47) which was on delivery to the US as N7886PA had a mid-air collision with a Cessna 195; four people were killed and the aircraft were w/o.

FINLAND. A Bell 47D-1 (OH-HIB c/n 180) crashed while flying from Helsinki to Pori on 29 April; the pilot did survive the accident.

INDIA. A DC-3 of the Indian Government crashed near Ongole on 6 April, killing all ten occupants. It mainly was used for survey work.

JORDAN. While being on a testflight, Learjet 35 JY-AEW (35-052) crashed at Riyadh Apt. on 28 April. The pilot and his assistant were killed.

NETHERLANDS. PH-JEB (18-3868) a PA.18-135 crashed (still camouflaged) at Midden Zeeland during take-off on 30 May.

SOUTH AFRICA. A Bell 206B, ZS-HDU c/n 1011, crashed into high tension wires on 28 April. The pilot survived although two crew members were killed.

UK. On the last day of the Biggin Hill Air Fair (15 May) a landing Tiger Moth (G-ANDE) hit a Bell 206B (G-AVSN) which was taking off. The helicopter fell 100 ft. onto a Cessna 150 (G-BCXT) awaiting take-off. All five occupants of the helicopter were killed, the the Dh.82A was damaged but the pilot and his passenger survived the collision/emergency landing, while the pilot of the Cessna escaped with a shock (only the aft was hit).

USA. Falcon 10 N60MB (15) crashed near Denver's Stapleton Airport on 3 April when the crew tried to return to the Apt. after take-off. Both pilots & 2 of the 3 passengers were killed

- On 9 April N10AV, a Convair 240, made an emergency landing on the beach of Hyannis/Massachusetts. Aircraft has been w/o.

- A New York Airways' Sikorsky S.61L (N619PA, c/n 61427) fell onto its side when the starboard main wheel gear broke on the PanAm Building rooftop heliport in New York City on 16 May. Six people were killed and eight injured.

USSR. On 28 May an IL-62 crashed in Cuba. The aircraft crashed at Havana just before it would land at Havana's Apt. Reports say that at least 66 people were killed.

MISCELLANEOUS

GERMANY. Early '77 Bavaria and Germanair had a fusion. At the moment Bavaria-Germanair has been taken over by Hapag-Lloyd! One of the reasons is that they can buy bigger jets now.

INTERNATIONAL. National Airlines will open a direct route Paris-Miami on 23 June, if the French government gives permission in time.

- All passengers services between the USA and England may be stopped on 20 June when the present agreement on these services expires. Negotiations on a new agreement are facing difficulties and may not be solved in time

- Fokker-VFW is proposing an Atlas or KSSU-type arrangement for NLM, Sabena BIA and Air Anglia to make it easier and cheaper for those four companies to buy a total of ten F.28-4000s. However, both British companies might prefer to buy cheaper aircraft (second-hand BAC 1/11s or DC-9-10s), while Sabena might buy B.737s for fleet standardization.

- Fokker-VFW has made an arrangement with Rumania, by which they will build an aircraft industry there. An amount of \$600 million is involved, enabling to build 50 VFW-614 which are needed(?) in Rumania and it's surrounding countries. There are more plans for the aircraft industries in Rumania.

- China Airlines' first B.747-SP, B-1862, in-

augurated non-stop services from Taipei to the US west coast on 19 May.

USA. Mc.Donnell-Douglas is proposing an improved version of the DC-9-21, designated DC-9-22, to fill the Japanese requirement for a short-field twin-jet airliner to replace the YS-11s now in service with Tea Domestic A/w, Southwest A/1 and All Nippon A/w. The purpose of the srs.22 is to have a shorter take off and landing run. Other candidates are the F.28-6000 and the BAC 1/11-670.

ACQUISITIONS

BELGIUM. Air Djibouti's DC-6B F-OCYJ was delivered end March to International Freight Airways as OO-IFA.

- Delta Air Transport FH.227Bs were delivered as follows: OO-HTC see FLASH Nr.80, OO-DTB c/n 553 ex N4231 on 25 April, OO-DTA c/n 551 is ex N4230 and was delivered on 15 May

FRANCE. Aerotour's latest Caravelles are ex Alitalia ones; F-BYAT ex I-BABG (205) and F-BYAU ex I-BABP (192).

- Air Inter cancelled their SE-210-6R F-BRGX in March from the French register.

- F.27s OY-APE (10443) and OY-APF (10459) are now regd as F-BYAI/H of Air Rouergue.

JAPAN. JAPAN Airlines have ordered two DC-10-40s for delivery in 1978, bringing a total of eight in service by that time.

MOROCCO. R.A.M. ordered a B.747-200B/SCD.

SAUDI ARABIA. Saudia Arabian Airlines have ordered two L.1011-200s for delivery late '78.

THAILAND. After a year of no Airbus A.300B sales, Thai International ordered two, and took options on two more, in mid-April.

UK. On 12 May two HS.125s from Cyprus Airways went back to the UK for service with British Airways: G-ASWU (c/n 2114 ex 5B-DAB) a srs 1E & G-AVFB (c/n 2141 ex 5B-DAC) a srs 2E.

- The four Bell 47G2s for British Helicopters are: G-BEUE/F/G & H c/ns 1631, 1628, 1633 & 1635 respectively.

USA. Pan American are reportedly interested in buying a number of A.300Bs for their European routes, replacing B.727-21s & -21Cs.

- Lately Munz Northern Airlines received three BN.2A-8s, G-BDLZ (534) on 23/4 to Shannon and on 30/4 as N33MN "Bookie" to Reykjavik and Rhoose. G-BEDX (542) 27/4 to Shannon and as N35MN "kiona" (?) it left with N33MN. G-BEFN (558) 8/5 to Shannon, rereg'd N37MN "Noatak".

- On delivery to the USA on 10 March were two ex French AF Skyraiders, N91935/124156 and N91945/126882 from Chateaudun. These two A1Ds will be followed by at least two other ones which were noted at the Open Day at Chateaudun: N92023/126996 and N91989/127002.

- International Air bought two Caravelle 6Ns from F.A.Argentina: N46SB ex T-92 (149) and N49SB ex T-93 (180).

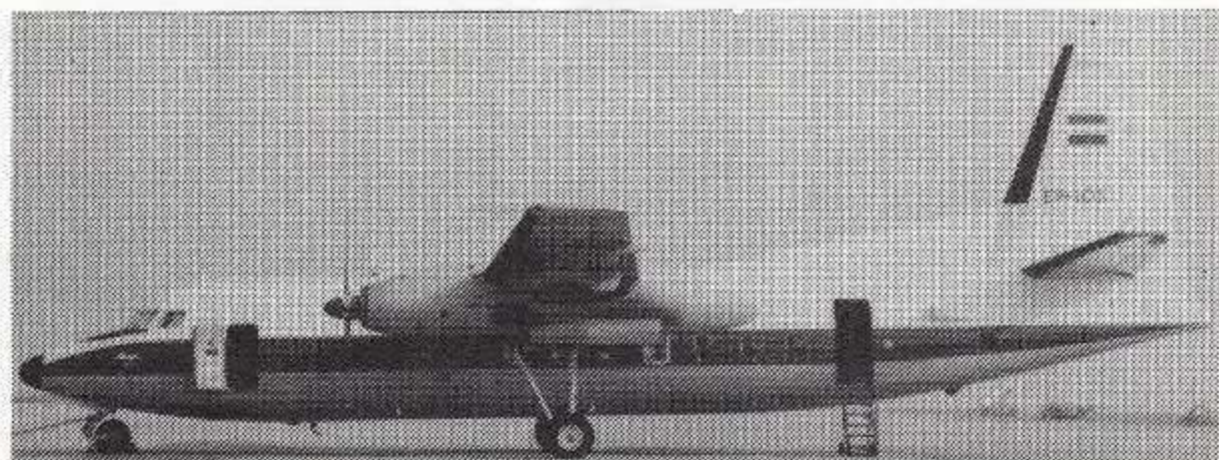
- Piedmont's ex Lufthansa B.727-20 is N90557 ex D-ABIT c/n 18935.

- Continental's two ex Lufthansa B.727s are N16765 & N18477 (c/n 18361, ex D-ABIC).

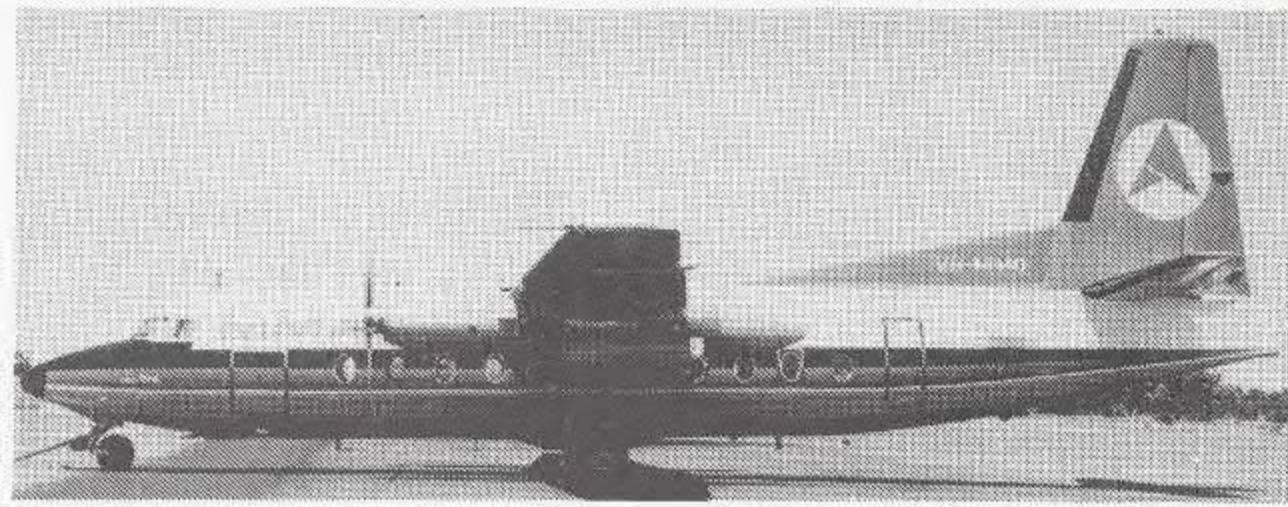
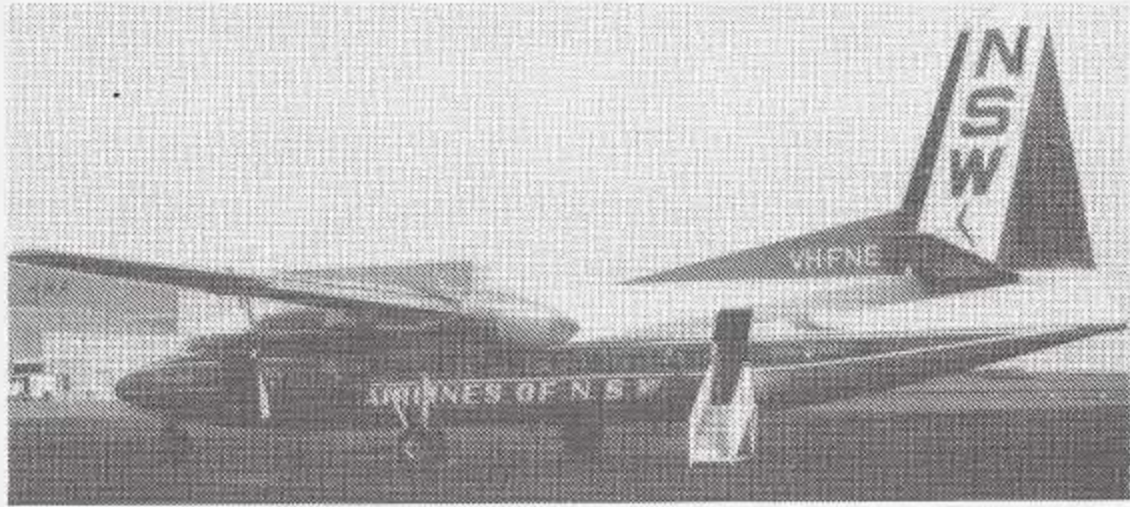
- Ports of Call Travel Club bought Modern Air Convair 990s N5601/05/15/23 & 25, one or two will be used for spares.

- Southern Airways will replace its Martin 404s by seven Metro IIs, delivery from June on.

WEST GERMANY. German Cargo started service on 8 May with B.707C D-ABUA (18937) flying from Frankfurt to Hongkong; their second 707 will be D-ABUE c/n 18932.



Special thanks to: F.Schaeffens, 1TASW, Aero Review, Fokker-VFW and W.Zwakhals/ANR, Ben Ullings/API, P.v.Gemert and NLM(photos).



- 10141 100 PH-IOP, f/f 30-12-59 (probably with parts of c/n 10130), 22-01-60 to Iranian Oil "Kharg", 21-01-64 to Fokker and converted as Srs200, 02-04-64 to HB-AAI of Balair, 12-09-64 crashed at Malaga Apt.
- 10142 100 PH-PBF, f/f 18-03-60, 13-05-60 to the Dutch Government "Gerben Sonderman", 2-72 to Fokker, March '73 to PK-KFR of Merpati Nusantara, during 1976 to Bali Int'l Air Service and crashed on 04-11-76 while landing at Sjamsuddin Noor Apt (Benjarmasin).
- 10143 200 PH-FBH, f/f 29-12-59, 04-02-60 to VH-FNC of Ansett ANA, to Ansett Al, to Ansett Al of New South Wales, 05-10-76 wfu at Melbourne, current.
- 10144 200 PH-FBI, f/f 06-01-60, 12-02-60 to VH-FND of Ansett ANA, to Ansett Al, to Ansett Al of New South Wales, 11-02-76 wfu at Melbourne, 21-12-76 del. to ZS-JVA of Comair, current.
- 10145 200 PH-FBK, f/f 20-01-60, 25-02-60 to VH-FNE of Ansett ANA (delivered in Queensland c/s) "Sir Henry Abel Smith", to Ansett Al, 12-03-69 leased to MMA, 31-08-69 back, 25-03-71 burnt out in a hangar at Essendon Apt, Melbourne (for a few months replaced by two Dakotas), written off
- 10146 200 PH-FBL, f/f 26-01-60, VH-MMO of M.M.A. ntu, 10-03-60 to VH-FNF of Ansett ANA "RMA Ord", 06-64 leased as VH-MMO to M.M.A. "RMA Ord", 06-69 back to Ansett Al, current.
- 10147 100 PH-FBM, f/f 10-02-60, 23-02-60 to PI-C501 of P.A.L., 28-02-67 crashed at Mactan Apt.
- 10148 100 PH-FBN, f/f 19-02-60, 09-03-60 to PI-C502 of P.A.L., November '71 to "10148" of Philippine Af, current.
- 10149 100 PH-FBO, f/f 15-06-60, 06-07-60 to C-2 of RNethAF c/s PECAB, 11-06-67 to Israel for United Nations (all white), 21-08-67 back, current.
- 10150 100 PH-FBP, f/f 28-06-60, 06-08-60 to C-3 of RNethAF c/s PECAC, since '75 used by the RNNavy (MLD) for ECM training, current.
- 10151 100 PH-IOS, f/f 02-05-60, bought by K.L.M., 11-05-60 leased to Iranian Oil "Shemiran", re-named "Shiraz", 01-07-62 bought, 01-10-73 regd EP-IOS, current (damaged tail on 24-04-77 at Abadan Apt.)
- 10152 100 PH-FBR, f/f 14-07-60, 23-08-60 to C-1 of RNethAF c/s PECAA, current.
- 10153 300 PH-IOT, f/f 23-05-60, bought by K.L.M., 31-05-60 leased to Iranian Oil "Tehran", 01-07-62 bought, 01-10-73 regd EP-IOT, current.
- 10154 300M PH-FBS, f/f 17-08-60, 06-10-60 to C-4 of RNethAF c/s PECAD, 21-08-67 to Israel, for United Nations (replaced C-2), 20-11-67 back, currently flying for the RNN.
- 10155 300M PH-FBT, f/f 26-08-60, 30-09-60 to C-5 of RNethAF c/s PECAE, during 1973 leased to F.A.O. (World Food Organisation), returned and currently flying for the RNN.
- 10156 300M PH-FBU, f/f 19-09-60, 07-12-60 to C-6 of RNethAF c/s PECAF, 07-72 to Senegal for F.A.O. (replaced C-12), returned, current.
- 10157 300M PH-FBV, f/f 30-09-60, 29-12-60 to C-7 of RNethAF c/s PECAG, 24-10-72 to Sudan for United Nations "Jan Willen Bertens", returned 12-72, current.

Additions to previous lists: 10108: 01-11-58 must be 01-11-68; 10125: VC-GAC of Unita ntu, 29-10-76 to Luanda for OTAL-CTA as D2-FPH, current; 10131: 19-09-50 must be 19-09-59; 10133: 05-10-50 must be 05-10-59; 10137: 15-06-67 leased to Faroe AW ntu, 01-07-67 till 13-11-68 leased to Air Inter.



