

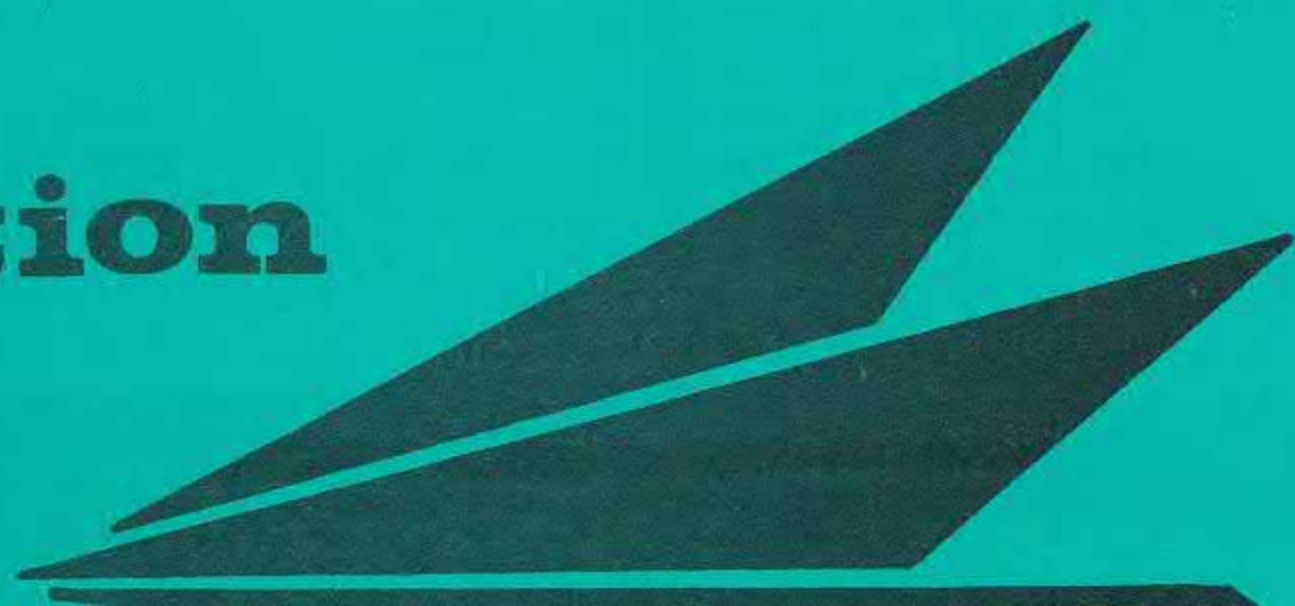


February 1978



aviation

magazine



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— NUMBER 89 —



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Dear reader,

No need to tell US President Carter proved himself a non-aviation enthusiast. Only some weeks ago he decided to cancel another major programme: AMST (YC-14/YC-15) as a replacement for the C-130 Hercules. In the budget of Fiscal Year 1979 the president allows no money to be spent on the Follow-On-Interceptor. Last year he ended the biggest-ever programme: the Rockwell B,1 as a replacement for the B-52. These decisions reflect the president's desire to reduce the arms-race. Furthermore export of highly-sophisticated weapons has become subject to close examinations.

In very close co-operation with France, both Egypt and Saudi Arabia are slowly building up a national aviation industry. Dassault will raise a factory in Egypt to produce some 200 Alpha Jets for the Air Force. Tonson-concern will raise a factory in Saudi Arabia for the production of electronic aircraft-equipment.

Turkey asked Italy's Aeritalia to assist also in creating a national aviation industry. China is expected to turn up with an own developed fighter. Data's of this aircraft have been gained from the present owned MIGs but also from US aircraft shot down during the Vietnam War.

Together with the Soviet Union, the USA still produce the leading military fighters and due to the high production-rates, they will be able to offer their products for cheap prices also in the future.

However, there's more to it than quality and prices: politics. Europe always has had the desire to built fighter a/c of their own. Africa is getting sick and tired of changing USA and USSR influences. They clearly are following a more independent course and as a result the F-5s and MIGs are slowly making place for Mirages and MB.326s.

Due to the big influences of the United States in South America, these countries mainly operate with US build a/c. Just like in Africa this is changing too. The USA refuse to deliver advanced weapons because of the unstable political situation in South America. So they are driven into the arms of 'always-delivering' France.

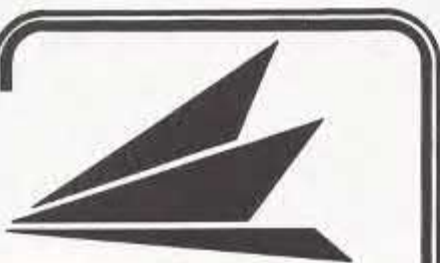
With all that money available in the Middle East, these countries are bound to start building big industries of their own, including an aircraft industry.

Dozens more political reasons can be mentioned to illustrate their influences on acquirement of arms. But political interests can change quickly. For instance take a look at Egypt. One day flying only USSR build a/c. The other day asking for delivery of 150 F-5Es. It would be wise not to go any further into this subject but what I want to point out is the relation between US defence cuts and the steadily growing available offers of alternative a/c like Mirage, Kfir, Jaguar, Tornado, Nimrod, G-222, etc.

Jac van Tuyn

COVER PHOTO: A nice line-up of 5 Danish Starfighters during the Vliegmeet at Beauvechain on 27/28 June 1970. Aircraft involved are R-342, 345, 647, 702, 754. (H.v/d.Laar)

BACK PAGE BEAUTY: The first production Mirage F.1C seen outside the Dassault plant at Bordeaux. (Dassault)

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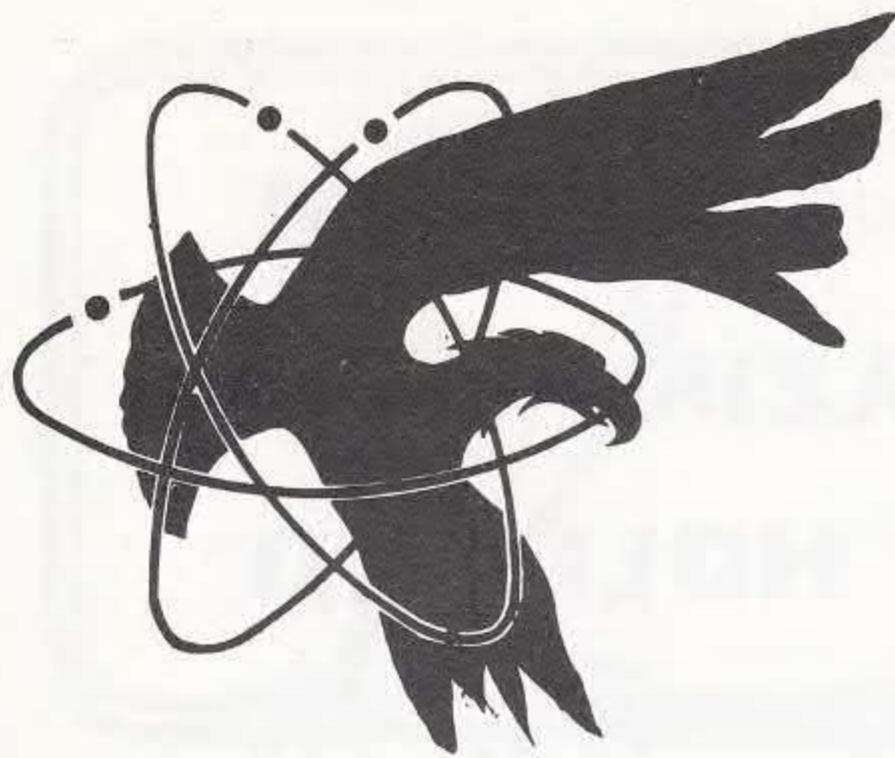
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The editorial staff wishes to thank all those who, in one way or another, co-operated in this issue:

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# MILITARY NEWS

## Holland

- Last year the Dutch Ministry of Defence contacted their British colleagues. They discussed the matter of one squadron of the Klu moving to an RAFG airbase. No success was scored on this point.

But at the moment there seems to be intensive contact with the German Ministry of Defence. It is understood that the latter even asked the Klu to detach two squadrons to an airbase in Northern Germany. This offer must be seen as an attempt to meet the complaints of the United States about the weak defence of Northern Germany. One of the squadrons very likely to be involved is 314Sqn.

- Movements at Leeuwarden included:

- Nov. 7: K-3017 NF-5A 316Sqn  
 9: K-3017(316Sqn), 3060(314), 3059(315), 3028(313), 4003(313), 4030(315) all NF-5A/Bs based here for one week  
 11: 37-35 F-4F WGAF JG-71 D-8051 F-104G  
 14: K-3060 and K-3061 NF-5A 314Sqn  
 15: K-3005(-), 3059(315), 3017(316) NF-5As  
 17: D-8112 RF-104G 306Sqn  
 K-3028(313Sqn), 4030(315) NF-5A/Bs  
 18: 20-37 and 22-46 F-104G WGAF JABOG-34  
 23: 35-08 and 35-21 RF-4E WGAF AKG-52  
 37-69 and 38-41 F-4F WGAF JABOG-36  
 K-4017 NF-5B 314Sqn  
 25: K-4009 NF-5B 314Sqn  
 38-44 F-4F WGAF JG-74  
 29: XV467/C and XV498/J Phantom FGR.2 RAFG 19Sqn (both based here for 3 days)  
 30: FX-18 and FX-31 F-104G BAF 10Wing  
 Dec. 1: 254/V SP-13A Atlantic MLD 321Sqn  
 2: CR74-650 F-4E USAFE 32TFS  
 8: XV731/BZ Wessex HC.2 RAFG 18Sqn  
 32-89 and 32-96 G-91R WGAF LEKG-43  
 9: RS-01 Sea King BAF 40Sqn

- From May till October a detachment of 1TFW with F-15A Eagles will be based at Soesterberg. At the same time 32TFS will convert to the Eagle. This is to take place mainly in the States and to meet this temporarily 'lost' the Eagles of 1TFW perform the tactical duties of 32TFS.

- The centre section of the first F-16 of Fokker-VFW at Papendrecht has been completed. This section will be delivered to Ypenburg and afterwards to Schiphol for final assembly.

Details of the first F-16s:

c/n	version	AirForce	assembly in
H-001	F-16A	Klu	Schiphol
H-002	F-16A	BAF	Gosselies-SABCA
H-003	F-16A	BAF	Gosselies-SABCA
H-004	F-16A	Klu	Schiphol
H-005	F-16B	Klu	Schiphol
H-006	F-16A	BAF	Gosselies-SABCA
H-007	F-16A	BAF	Gosselies-SABCA

All components for the first F-16s are US-made. After the 10th aircraft the Dutch-made parts are to be fitted in. Fokker-VFW will also built some aircraft for the USAF.

- Movements at Valkenburg included:

- Dec.12: 158917/LF-7 P-3C Orion USNavy VP-16Sqn  
 19: 141020 VC-131F USNavy NAF Sigonella  
 28: 158935/LP-49 P-3C Orion USNavy VP-49Sqn  
 30: 61-01 Atlantic WGNavy MFG-3  
 Jan. 9: 159322/LP-7 P-3C orion USNavy VP-40Sqn  
 10: 149676 VP-3A Orion USNavy Hq.USN  
 XV242 Nimrod Mr.1 RAF St.MawganWing  
 16: 158916/LF-6 P-3C Orion USNavy VP-16Sqn  
 17: 58-86 and 58-89 DO-28D WGAF WS-50  
 61-11 Atlantic WGNavy MFG-3  
 XV246 Nimrod Mr.1 RAF KinlossWing  
 19: XV243 Nimrod Mr.1 RAF KinlossWing  
 24: XP901, XP902, XT629 Scout AH.1 RM 3CBAS  
 XX396/K, XX377/L, XX380/M Gazelle AH.1  
 Royal Marines 3CBAS  
 30: XT461/VL-A, XT465/VL-X Wessex HU.5 RN  
 31: 10731 Argus Cl.28 CAF  
 17-02 VFW-614 WGAF (first visit of type)

Surprising is the rate of Nimrods visiting Valkenburg recently. Only a few were to be seen over the past years but since November 1977 there were 4 Nimrod visits: XV242 on 10.1 still wearing the badge of recently disbanded 203Sqn which means that this Nimrod was formerly based at Luqa (Malta). XV246 on 17.1 was painted in the new camouflage scheme.

Another highlight VP-3A Orion 149676 which is one of the very few P-3As converted for VIP transport and is normally based at Andrews AFB. The P-3C on 9.1 attempted a landing on 8.1 but after some approaches it diverted to Frankfurt due to the bad visibility. The next day 159322 arrived from Frankfurt. The real code of P-3C 158935 which visited twice this period is LP-1 (shown on tail).

USNavy VP-3A Orion, 149676 at Valkenburg on 10 January. (A.Wilderdijk)<sup>x</sup>





D-8343 during the Open Day at Volkel on 30.8.75. (H.v.Tuyn)<sup>x</sup>

- Movements at Volkel included:

- Nov.17: D-8272 F-104G 322/323Sqn  
 FT-09 T-33A BAF  
 BA-43 and BA-20 Mirage 5BA BAF 2Wing  
 38-61 F-4F WGAF JABOG-36  
 XX959/CJ Jaguar Gr.1 RAFG 20Sqn  
 AR65-908 RF-4C USAF 1TRS/10TRW  
 18: FT-30 T-33A BAF (+ two others)  
 37-57 F-4F WGAF JABOG-36 (base-attack  
 with five others)  
 40642 C-141A USAF 437MAW  
 22: BA-03 Mirage 5BA BAF 2Sqn/2Wing  
 FX-51 and FC-10 T/F-104G BAF 1Wing  
 23: D-8308 F-104G 322/323Sqn  
 25: XZ387/DN Jaguar Gr.1 RAFG 31Sqn  
 Dec. 5: FT-24 T-33A BAF  
 8: D-8120 and D-8288 F-104G 322/323Sqn  
 9: XZ106/E Jaguar Gr.1 RAFG 2Sqn  
 21: Christmas fly-past by 312Sqn:D-6668(312)  
 D-8062(312), 8312(312), 8091(-) and  
 D-8288(-)  
 29: XF967 Hunter T.8C RAF 2370CU  
 253/V SP-13A Atlantic MLD 321Sqn

- Sad and good news on the Marine Luchtvaart Dienst. On 12 January the Westland Lynx helicopter made its first rescue. Two helicopters winched off 4 survivors from a German coaster 'Herman Helena'.

Two Wasps collided over the Atlantic Ocean on 29 January. The aircraft operated from two vessels that took part in an international exercise. Both crews were rescued.

- Movements at Eindhoven included:

- Dec.21: FX-15 F-104G BAF 1Wing  
 Jan.24: BR-10 Mirage 5BR BAF 42Sqn  
 25: 14623 and 14666 OV-10A USAF 20TASS  
 XX955/AF, XZ368/AN and XZ385/AG Jaguar  
 Gr.1s RAFG 14Sqn  
 Feb. 3: D-5816,6652,8105,8115 T/F-104Gs 322/323  
 SP66-737 F-4D USAF 52TFW  
 104891 CF-104G CAF

On 3 (not 4) February, 4 CF-104Gs were expected to arrive at Eindhoven. Unfortunately only one turned up. It seems that the Canadians found themselves another place to attend the annual Carnival happenings.

- A rather unexpected statement was recently made by the new minister of defence Kruisinga. While revealing the major policy of the new government he announced that there will be a study on the option of 18 F-16s. With cancellation of this option extra money would be available for the development of a new European Fighter Aircraft. On this subject the minister might find a very good partner in the Dutch trade-unions. The latter are very disappointed with the actual involvements of the Dutch industry in the F-16 project. Surely they will also be very pleased with the production of a new European fighter aircraft.

- Three Starfighter accidents in three weeks.

On 23 January, D-8280 was severely damaged while practising at the gunnery-range at Vlieland. It was hit by the rebound of its own munition but made a successful emergency-landing at Leeuwarden. The a/c will be repaired.

One day later during a mission over the same range, D-8343 crashed into the North Sea. The a/c was part of a formation of four and at the time of the accident the formation was spread beyond visual contact. What actually happened is not known as there was no radio contact either. The pilot, Capt.v/d.Boomen has not yet been found and some wrecks were found not until two weeks after the crash.

A third accident took place on 9 February, when D-6657, crashed near Uffelte (Holland). The pilot, 1Lt.J.v.Zijtvelt ejected safely.

## Canada

- Another candidate has been added for the replacement of the CF-104 Starfighters, CF-101 Voodoos and CF-5s. Following Dassault (F.1E), General Dynamics (F-16), Grumman (F-14), McDonnell-Douglas (F-15), Northrop/McDonnell-Douglas (F-18) also Panavia made an offer to Canada for its Tornado.

To replace all three types the Canadian Air Force is expected to need 120 upto 150 a/c.

Replacing by one type of aircraft would mean the new fighter must meet both requirements for ground-support in Europe and air-defence in Canada.

Just like with the F-16 in Europe, the economical aspects are very important. Low costs and much work for the national industries. Therefore it is impossible to make a reasonable prediction.

## Eire

- Movements at Shannon Int. Airport included:

- Dec. 1: 130328 C-130E CAF (130315 on 21.12 and  
 130317 on 24.12)  
 4: 461 and 1605 C-130H R.Saudi Arab AF  
 10: 109160 CV.580 CAF (and 109159 on 13.12)  
 16: CB-02 B.727-29C BAF 15Wing  
 19: 130322, 130313, 130321 C-130E CAF  
 31: CN-ATF/06 & CN-ATG/07 T-34C Turbomentor  
 on delivery to R.Morocco AF

## France

- In January Flight International published an interesting report on the involvement of the French Air Force in the war in West Africa. Polisario Front Guerillas had attacked a railway, capturing a number of French nationalists. Retreating towards Algeria the guerilla force was attacked by Jaguars.



The Cessna 310N is employed as a communications a/c by the CEV and its detachments. Shown is AX/244 ex F-BOER. (J.v.Tuyn)

On December 12th & 13th, the Jaguars on detachment from Toul to Dakar, made two strikes. The first severely damaged the column of about 150 vehicles and the second on the following day effectively destroyed the remaining force. During the sorties the Jaguars were refuelled by C-135Fs. The Polisario claimed to have shot down one Jaguar in the second attack. This was denied by the French, saying that one aircraft had to land at St.Louis just inside Senegal, due to a minor engine fault and a missed tanker rendezvous. The Polisario has since repatriated its French hostages - - probably in the hope that it will bring an end to further French involvements.

- Movements at Dijon-Longvic included:

Jan. 20: 5-OE/70, 5-OC/74 Mirage F.1C EC.2/5  
RS68-393 and 68-509 F-4E USAF 86TFW  
541/VG CM-170R Magister Part.de France  
61-MA/1 Transall C-160F ET.1/61  
21: 312-AT/438, 312-AL/551 CM-170R GE.5/312  
11-MA/A81, -MG/A86, -MM/A88, -ME/E37  
all Jaguar A/E of EC.2/11  
33-TC/307, -TF/310, -TO/317, -TB/355  
-TD/364 all Mirage IIIIRD of EC.3/33  
23: M203 Mirage 5DM Zaire Air Force  
21-38 and 23-95 F-104G WGAF JABOG-34  
RS68-527 F-4E USAF 86TFW (overshoot)  
41-AT/82 and 41-AR/94 MS.760 ELA.41  
7-PW/A8, -PV/A10, -PT/All Jaguar EC.2/7  
26: 30-88, 31-10 and 32-93 G-91R WGAF WS-50  
27: an exchange started between EC.1/2 and  
JABOG-33 of WGAF. Arriving this day were  
21-96, 22-07, 23-61, 25-09, 25-51.  
Transport: 50-37 & 51-09 C-160D LTG-61  
The same day Mr. Giscard d'Estaing visited  
Dijon AB. His transport was provided for  
by 93/N, 167/N and 291/P all Mystere XX

Noted Mirage IIIs on these days were:

2-LB/403 -LQ/408 -LG/423 -LR/426 -LO/429  
-LL/477 all Mirage IIIBs of EC.3/2  
2-ET/418 -EO/422 -EA/432 -EC/433 -EM/456  
EH/462 all Mirage IIIBs of EC.1/2  
2-FG/203 -FO/204 -FM/206 -FS/208 -FK-211  
FN/221 all Mirage IIIBs of EC.2/2  
2-ZE/260, -ZG/262 -ZH/263 -ZJ/266 -ZI/269  
ZC/275 all Mirage IIIBs of EC.2/2  
2-HI/124, -HA/143 both CM-170Rs ELVSV Esc.2  
2-HC/14044, -HF/41581 both T-33As ELVSV Esc.2

- From 21.11 till 5.12 four Jaguars of the Armee de l'Air were detached to Libreville (Gabon). Involved in this exercise (called Estuaire 77) were 11-RG/E35, 11-EA/A28, 11-RJ and 11-RV

## Italy

- Movements at Milano-Malpensa included:

Nov. 3: 15-4 HU-16A Albatross ItAF  
031 Transall C-160D Turkish AF  
4: 46-80 C-119G ItAF 46Aerobrigata  
11: 15-04 HH-3F Pelican ItAF (test flight)  
16: 9T-TCA C-130H Zaire AF  
18: RS-34 Fiat G.222 ItAF  
23: 140 C-130B Royal Jordanian AF  
28: 5-4093 CH-47C Chinook IranAF (delivery)

Dec. 5: 602 T-33A ItAF (overhauled)  
12: 31-8 DC-6B ItAF  
465 C-130E R.Saudi AF (loading an unregistered Iranian AB.206)  
15: TS-BFA Macchi MB.326 Tunisia AF  
20: 003-9 AB.212 Spanish Navy (delivery)

- The 1st RVR (regional Flying Unit) has officially been disbanded though all the P.166/Ms, S.208/Ms AB.204Bs, AB.47Js, T-6s and C-45s (all coded RM) are still present at Orio al Serio and fly regularly.

- On the first day of January, the 3rd HH-3F Pelican was delivered to the 85Gruppo/15Stormo at Roma-Ciampino. The chopper carried the code 15-03 and is MM80976.

## United Kingdom

- Remember the survey on the RAF sqn-exchanges in the July/August issue. Six sqns hadn't had an exchange at that time.

- No.5Sqn at Binbrook with Esk.726 from Aalborg (Denmark). Arriving on 30 August 1977 were R-704, 758, 771, 846 CF-104G and RT-662 CF-104D

- No.11Sqn at Binbrook with 322/323Sqn from Leeuwarden (Holland). Arriving on 25 October 1977 were: D-6657, 8053, 8272, 8286, 8297 F-104Gs and D-5813 TF-104G

- No.23Sqn at Wethersfield with 350Sqn/1Wing from Beauvechain (Belgium). Arriving on 22 August 1977 were: FX-11, 40, 51, 96 F-104Gs and FC-07 TF-104G

- No.43Sqn at Leuchars with 50TFW from Hahn (Germany). Arriving on 22 October were HR68-0388, 68-0391, 0467, 0506, 0507, 0531 F-4Es

- No.54Sqn at Coltishall with 314Sqn from Eindhoven (Holland). Arriving on 25 October were K-3049, 3060, 3067, 3070 NF-5As and K-4009 NF-5B

- No.208Sqn at Honington is not known to have had an exchange during 1977. Probably the sqn has been too much engaged in the preparations for the 'Red Flag' exercise in the States.

In November RAF's No.5Sqn and ItAF's 5 Stormo organized something that was to look like an exchange. From 12-16 November two Lightnings were based at Rimini. On 7 & 8 November four F-104S 5-30/MM6827, 5-34/MM6822, 5-35/MM6873 and 5-36/MM6922 arrived at Binbrook

- At the end of this year the Royal Navy's only genuine aircraft-carrier, the Ark Royal, will drop its anchors permanently. After an interim period, the Ark Royal is to be replaced by three light aircraft carriers resp. HMS Invincible, HMS Illustrious and HMS Indomitable. Replacing one big by three small ones is a similar carrier policy the USA is following at the moment: more ships for the same expense as at the moment with the big 'flat-tops'. The three carriers for the Royal Navy are to be equipped with 24 Sea Harrier FRS.1. Due to the specific possibilities of the Sea Harrier, the ships will be equipped with a ski-jump deck.

I'm a Ski-Jump Jet



FLY ME!



For the ideal angle of this deck Hawker Siddeley and the Ministry of Defence are presently very busy with evaluations of the ski-jump method at Bedford. These tests are expected to be completed during the summer of this year.

The Sea Harrier FRS.1s are to be serialised as follows: XZ438-440 and XZ450-470. For training purposes an additional T.4 (XZ445) has been ordered. The latter will be operated by the Harrier OCU at Wittering. Next year the first Sea Harrier is expected to be delivered to the Royal Navy. For Intensive Flight Training 700H Sqn will be formed at Yeovilton. Finally 800, 801, 802 Sqdns will be equipped with the Sea Harrier and will embark on the three ships mentioned above. Their home-base will be Yeovilton.

The HMS Invincible was already launched in May 1977 but it's expected not to be worked up until 1980. This would mean that only one a/c carrier (HMS Hermes) will be operational after the withdrawal of the Ark Royal. As an interim solution the Royal Navy decided to put HMS Bulwark back into service. This 23 years-old carrier is expected to be equipped with Sea Kings this year.

- All Phantoms of the RAF have a code now. So far only 2280CU didn't had a code on their aircraft. In August last year, this unit also started to apply codes. By now this process must have been completed:

XT893/A	XT898/D	XT902/F	XT903/G	XT905/H
XT907/I	XV394/O	XV396/P	XV404/R	XV473/U
XV485/X				

- No.700L sqn - the Lynx IFTU - has now been superseded by No.702 Training Squadron and the first ship board Lynx flights are being formed. The first has been assigned to HMS Birmingham and will shortly begin to work up with its parent ship off Portsmouth. The next three flights will be formed for HMS Phoebe, HMS Sirius and HMS Newcastle. No.702Sqn will be formally commissioned at Yeovilton at the end of January.

- The new motorised glider entering service with the RAF is the Vickers-Slinsby Venture TX-2. This is a licensed-built Scheibe SF-25E and will equip the following gliding schools: 613GS at White Waltham/Halton, 616GS at Henlow, 625GS at South Cerney, 632GS at Ternhill, 633GS at Cosford and 642GS at Linton-on-Ouse. The 15 aircraft will be serialised XZ550-564.

- The question whether to re-equip the British Queens Flight, is likely to be raised again in 1978. Plans are to acquire two BAC.111-473 a/c. with comprehensive avionics and long range fuel tanks in the baggage holds, to give a range of over 2,250 nautical miles. Costs would be over £ 10 million. (RAF saves the Queen) At the moment the Queens Flight is based at Benson and operates the following a/c: XS789, XS790, XS793 Andover CC.2 XV732, XV733 Wessex HCC.4

XS789 Andover CC.2 at Brussel. (API)



## United States of America

- Movements at Frankfurt/Rhein-Main included:
 

Dec.30:	31677	Boeing E-4B	1ACCS	
Jan. 8:	157313/LP-4	P-3C Orion	USNavy	VP-49Sqn
	10:	146977	P-3A Orion	USNavy VQ-2
	12:	131592	C-118B	USNavy NAF Keflavik
	13:	150502/22	EP-3E Orion	USNavy (ex '25')
	15:	46-14	C-130H	ItAF 46Aerobrigata
	17:	150494/25	EP-3E Orion	USNavy (ex '22')
			118-DI/25	Paris II FAF CEAM
			No.51 and 65	Nord 262 Aeronaval
	19:	10-04	Boeing 707	WGAF
	24:	6801	C-130H	Portugese AF
	25:	50022	NC-130A	ASD
	29:	51-01	C-160D	LTG-61
			10-02	B.707 WGAF
	30:	37876	C-130E	314TAW
			CS-01	HS.748 BAF
- Did you read last month's Preview 1978? ... No? Alright, no hard feelings as by the publication of America's new defence budget some items changed drastically. The budget contains two interesting items. The most revealing one was the cancellation of the Advanced Medium Stol Transport (AMST) programme. Instead of the expected decision whether to take the YC-14 or YC-15, it seems the upgraded C-130 won the competition. Secondly in Fiscal Year 1979 no money is available for the Follow On Interceptor. This aircraft is to replace the F-106 Delta Dart in the Air Defence Command. This is the so-maniest postponement and again Delta Darts are to soldier on for at least a few years to come.



Still indispensable as an interceptor are the Delta Darts. Shown here is 90148 of 318FIS at Hamilton in May 1971. (P.Zevy)



Operating from Ramstein till late February were four A-10s of 57TTW. Note the Marevick missile carried by WA75-279 (for more details see FLASH Nr.88). (J.v.Tuyn)

The new budget must have been like music to Mc Donnell/Douglas. For FY 1979, five F-18 Hornets have been ordered as well as 2 DC-10s, 18 A-4M Skyhawks and 78 F-15 Eagles. Also money has been earmarked for the AV-8B Harrier programme.

Other note-worthy items for Fiscal Year 1979:

- cancellation of the F-14A Tomcat
- reduction of the F-15 production from 96 to 78
- reduction of the F-14 production from 44 to 24
- increase of the A-10 production from 144 to 162
- Fundings for the PAC-X programme. This calls for a forward air control aircraft and a dual-versions of the A-10 seems to be a favourite.
- To replace the U-2Rs, a new variant of this type, known as the TR-1, is under development.

For Fiscal Year 1979 the following has been funded:

US Air Force			
Fairchild A-10A	- 162	G.D. F-16	- 145
F-15 Eagle	- 78	Boeing E-3A	- 3
Grumman EF-111A	- 5	DC-10	- 2
US Army			
AH-1S Cobra/TOW	- 78	CH-47C Chinook	- 16
UH-60A Black Hawk	- 129		
US Navy & US Marine Corps			
A-6E Intruder	- 12	A-4M Skyhawk	- 18
EA-6B Prowler	- 6	F-18 Hornet	- 5
E-2C Hawkeye	- 6	F-14A Tomcat	- 24
CH-53E Sea Stallion	- 14	P-3C Orion	- 12
EC-130Q Hercules	- 1		



- There used to be a tide schedule about rotations of USAF Hercules to Mildenhall and Frankfurt. Since a year, however, this schedule seems to have been abolished. Frankfurt even has a permanent detachment now. Recently 16 Herks arrived here and all received the badge of 435TAW. At the moment Frankfurt's 435TAW operates 22 C-130s:

C-130E-I: 40551, 40555, 40559, 40561, 40567 all of 7th SOS (BAR reports 40551 might have been re-designated to MC-130E)

C-130E: 21819, 21822, 21829, 17661, 10935, 10938, 10943, 10944, 10947, 96581, 96582, 96583, 01260, 01264, 01265, 01271, 01274

From all the movements we receive, we can derive that many people have difficulties in keeping the C-130Es and Hs apart. Therefore we give their serial-blocks:

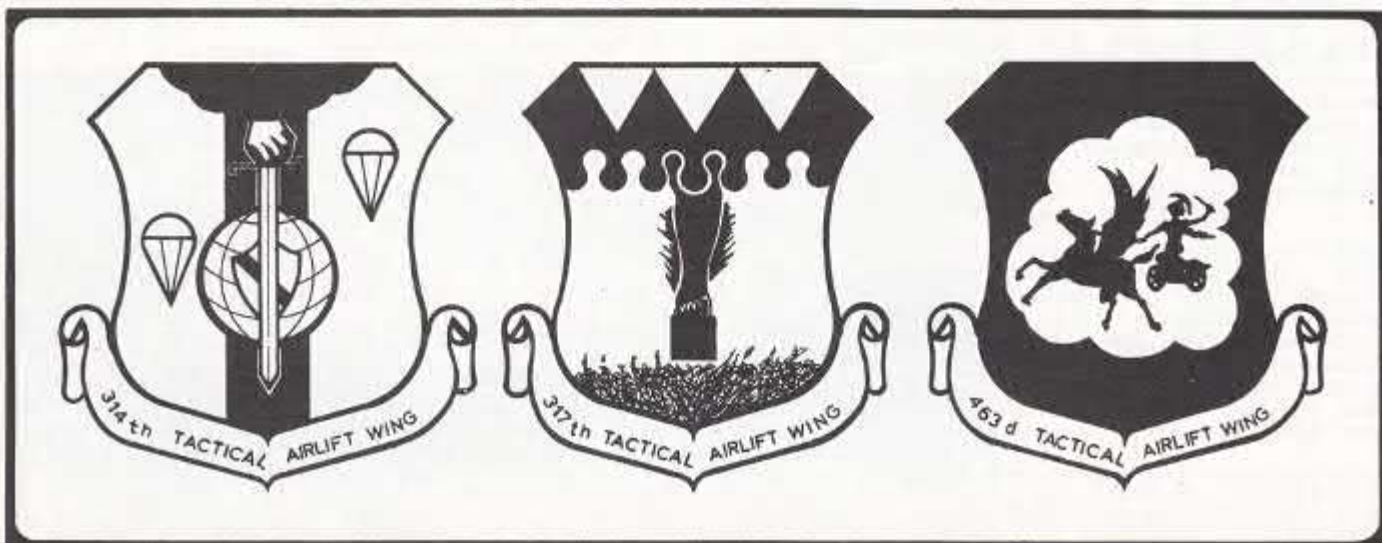
C-130E:  
 63-7764/7899      64-17680/17681      69-6566/6583  
 63-9810/9817      64-18240      70-1259/1276  
 64-0495/0572      68-10934/10937      72-1288/1299  
 64-1657

C-130H:  
 73-1580/1599      74-1658/1693      74-2061/2072

Also on this page are the badges of the units having rotations at Mildenhall and Frankfurt. Actually 435TAW badge should be added but the only details available to us is that it is on a green/white shield.



C-130E FB64-549 at Bitburg Open Day on 26.8.72. (F.Swinkels)





- Movements at Ramstein included:
- Dec. 5: ZR68-595,563,566,562,599 all RF-4C 26TRW  
50558 E-3A AWACS CS-03 HS.748 BAF  
58-78 DO-28D WGAF JABOG-31  
73-36 UH-1D WGArmy LeHFTr.10  
D-5805 TF-104G RNethAF TCA  
37-84 F-4F WGAF JG-74
- Jan. 9: Arrival of 4 A-10As: WA75-258 and WA75-262 (both camouflaged); WA75-261 and WA75-297 (both grey c/s). All of 57TTW from Nellis AFB  
HR68-476,503,538,533, 74-630 F-4E 50TFW  
BA-05 and BA-19 Mirage 5BA BAF 3Wing  
XH176 Canberra PR.9 RAF 39Sqn  
27-87 TF-104G WGAF JABOG-34  
XS770 Basset RAF RAEstablishment  
24129 VC-135B 89MAW CS-02 HS.748 BAF
- 18: 211 and 134 F-5A RNoAF Skv.718  
150504/24 EP-3E Orion USNavy VQ-2
- 24: 01543,01545,01534 F-5E 527TFTAS  
BA-05 and BA-09 Mirage 5BA BAF 3Wing  
96566(435TAW) and 37835(314TAW) C-130Es  
36-11, 36-12, 36-36, 36-37 F-104S ItAF  
FT-02 T-33A BAF 954 C-130H RNoAF  
35-65 RF-4E WGAF AKG-52
- 25: 3-04/MM6517, 3-31/MM6531 F-104G ItAF  
4632 CF-104G RNoAF (plus another one)
- Jan.26: BT75-053 F-15A Eagle 36TFW  
FC-08 TF-104G BAF 10Wing  
46-25/MM52-6040 C-119G ItAF  
C-12 F.27M RNethAF 334Sqn  
31-79 and 32-53 G-91R WGAF LEKG-41
- 27: BT76-031,038,045,035(y), 75-059(y) and 75-071 all F-15As of 36TFW  
HR68-481,496,529 F-4E 50TFW  
ZR69-350, 68-560, 68-595 RF-4Cs 26TRW  
01545, 01542, 01559 F-5E 527TFTAS  
TJ63-625 F-4C 401TFW CS-01 HS.748 BAF  
34-43 G-91T WGAF WS-50  
27-76 TF-104G WGAF JABOG-34  
58-81 DO-28D WGAF JABOG-31  
17020 OV-1D Mohawk USArmy 73rd Int.Comp

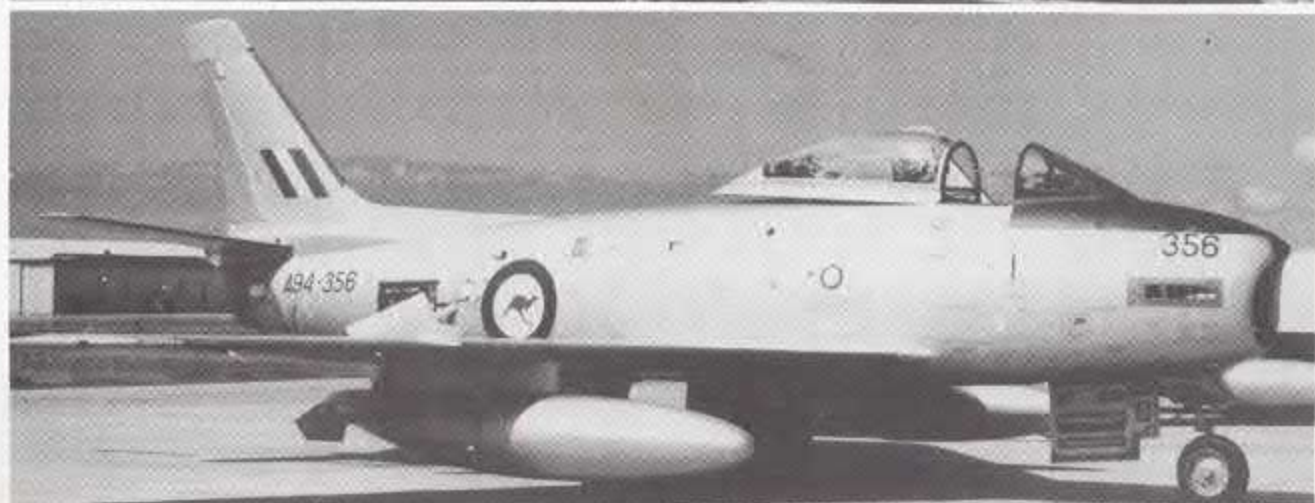
On 24 & 26 January, the remains of HO65-790 were noted on the MAC terminal. This must have been the F-4D burned out at Ramstein on 13 September.

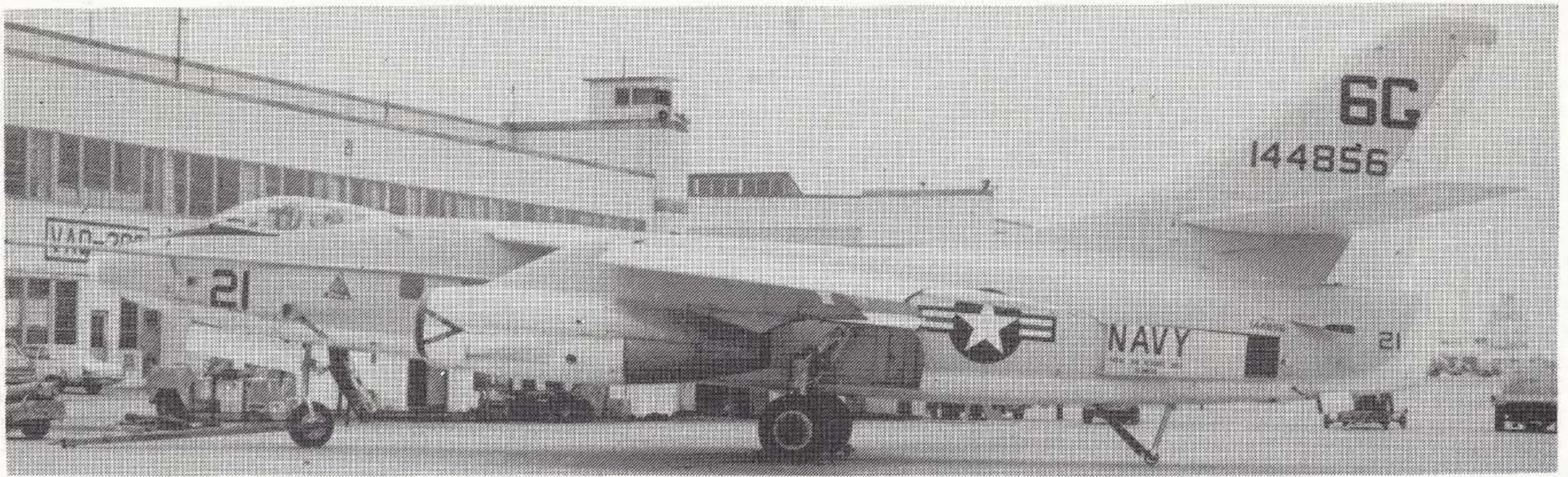
Two 'golden oldies': F-84G Thunderjet, MU-B/22978 once seems to have operated with RNoAF's Skv.338. On 2.8.69 it was seen at Skien in this rather poor condition (A.Wever). Sabre Mk.32, A-94-356 of the R.Australian AF (W.Zwakhals).

The aircraft lay on its belly in two parts and had been treated with anti-corrosion paint. Following their overhaul in the States all T-39s have been re-designated CT-39As.

## West Germany

- Rheine-Flugzeugbau at Mönchengladbach completed an era which might turn out to be a significant milestone in the aviation history of the company. An order for 100 AB-2 Fantrainers is at stake. At Mönchengladbach, the new type of aircraft is being tested at the moment by the German Air Force in the shape of prototype 01 (98-30). The AB-2 represents a revolutionary series of aircraft. It is engine by two NSU 'Wankel' engines, mounted one above the other and driving an integrated propulsion fan. The wings are made of glass-reinforced plastics. The WGAF ordered two AB-2s for evaluations as a potential replacement for the Piaggio P.149D of WS-50. To be able to transit pupil-pilots of WS-50 directly to the Alpha Jet, the Fantrainer has a tandem cockpit nearly similar to that of the Alpha Jet.
- The AB-2 Fantrainer has more prospects. Due to the world-wide economical crises the subsequent severe defence-cuts resulted in the reduction of flying-hours for pupil-pilots. Together with some other companies Rheine-Flugzeugbau felt the demand: a light training aircraft, cheap in use but still useful for jet training. In Europe this market has two aircraft in a very advanced stage. In Germany the Fantrainer and in France the Bede 5J. Both aircraft are very small but still hold the characteristics of a jet aircraft.
- Two F-104G Starfighters crashed recently: On 13 October, 20-54 of JABOG-31 crashed at Nordhorn. The pilot was killed. (174th w/o) On 24 January, 25-75 of JABOG-31 crashed at Leer (OstFriesland). The pilot was killed.(175)





## NAVAL AIR STATION ALAMEDA

11 AUGUST 1977

NAS Alameda is situated on an island on the east side of San Francisco Bay.

The station's L-shaped tarmac borders to a number of quays accommodating Naval vessels homeported at Alameda.

Although in 1971 initial proposals were made for the use of the Alameda island as a Naval base, some 19 years elapsed before in June 1936 the Congress authorized the purchase of the site at the price of US \$1 to cover the paper-work involved in the transaction.

The building of hangars and runways was far from completed when in 1941 Pearl Harbor was attacked by the Japanese. The impact which this attack had on the military activities in the Pacific also became evident at Alameda.

In no time the Station developed into "Navy's Gateway to the Pacific".

During the post WWII period Alameda lost its "Gateway-status" but the Station still retains its primary mission: "Service to the Fleet". Within this framework a large variety of tasks are performed at the Field.

Along with 7 supply-vessels Alameda homeports 2 carriers being USS 'Enterprise' and 'Coral Sea'. During their stay in port maintenance assistance is provided by a team of over 400 specialists.

The largest aviation-related unit at Alameda is the Naval Air Rework Facility (NARF) which carries out overhauls on A-3, A-6 and P-3 aircraft. The S-3 Viking was recently added to the list of regular customers.

Along with the overhaul of aircraft the NARF also works on various engines, missiles section, power-units and arresting-gear.

In addition, modifications are performed on the types as mentioned earlier. Preservation of aircraft for overseas shipment is also amongst the NARF activities which altogether cater for a continuous presence of interesting aircraft around the NARF buildings.

Fleet Tactical Support Sqn (VR)-30 is the only 'front-line'-unit based at Alameda. The squadron operates C-9B, CT-39E and C-1A aircraft in the logistical support role and thereby serves Navy units throughout the US Continent as well as on Carriers at sea.

The C-9Bs are mainly used on the schedule services while the CT-39E functions primarily in a 'rapid response' task. In addition the CT-39E serves as a trainer for C-1A crews. The latter type takes care for Carrier-On-board-delivery duties.

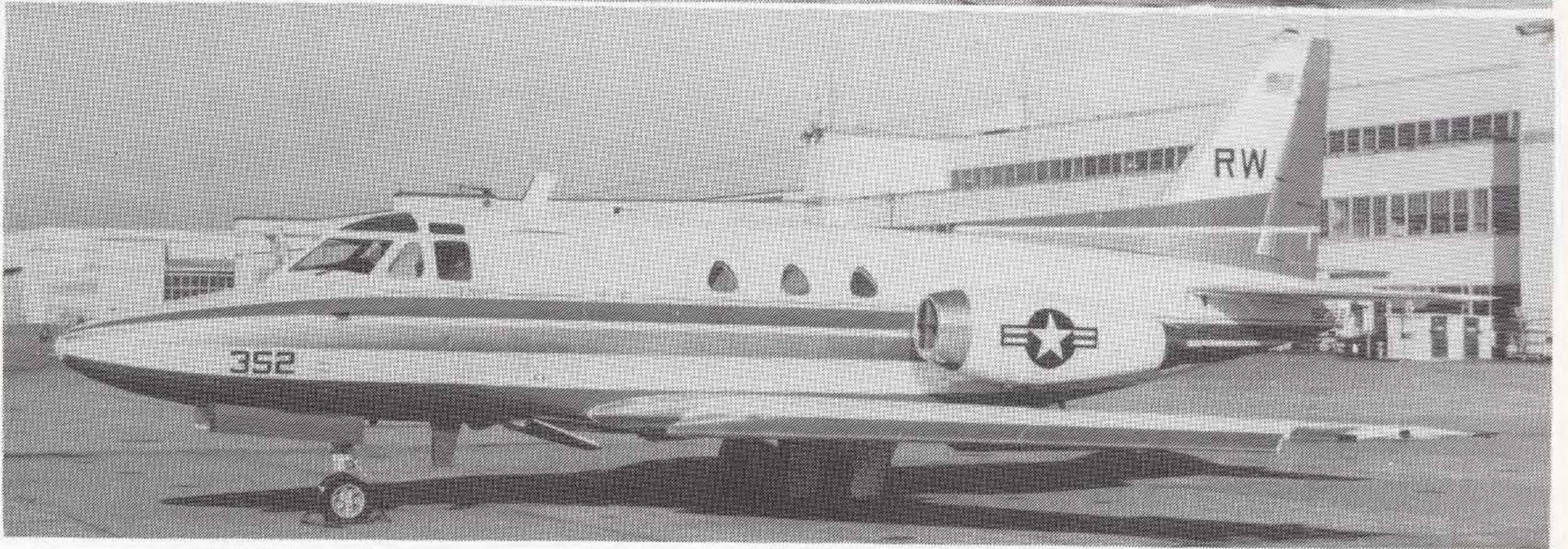
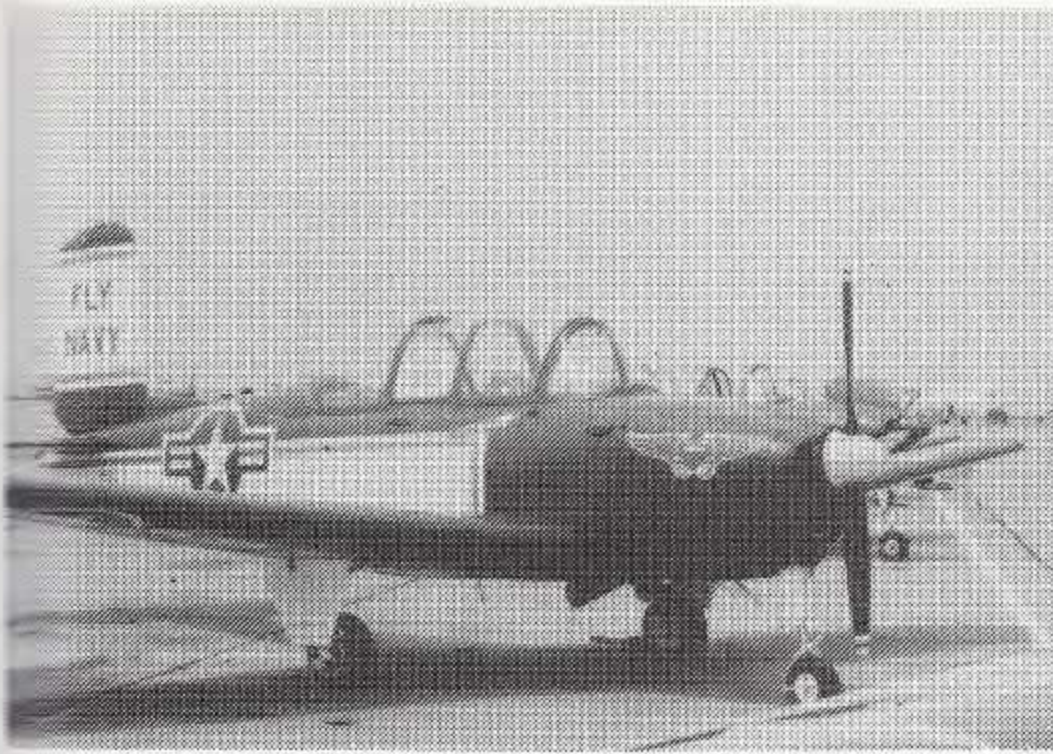
Nicknamed 'Weekend Warriors', Naval Air Reserve Unit Alameda is the largest single Air Reserve facility in the States.

The NARU consists of 5 tactical and some 20 non-tactical units of which some are based at other stations in California.

Tactical units at Alameda are:

- 1) VA-303 & 304 currently receiving the A-7Bs replacement of the less powerful A-7A Corsairs
- 2) VAQ-208 & 308 with KA-3B and TA-3B Skywarriors
- 3) VR-55 with C-9B integrated in VR-30 operations
- 4) HS-65 with SH-3D Sea Kings
- 5) VP-91 with P-3C Orions which unit is based at NAS Moffett Field at the other side of SFO-Bay





Non-tactical units perform a.o. support maintenance and intelligence activities.

The Marine Air Reserve Training Detachment at Alameda supports units in Marine Aircraft Group 42 and Heavy Helicopter Sqn (HMH)-769.

MAG-42 comprises VMA-133 (with A-4F and TA-4J Skyhawks) and Headq. & Maintenance Sqn 42 plus Marine Air Base Sqn 42 both without aircraft. MH-769 operates CH-53A Sea Stallions.

In combat action the complete MARTD provides air-support for an entire infantry-division.

Author's visit was 'honoured' by a number of interesting visitors:

Reserves were hosts for an A-4E of VMA-124 from Memphis (Tenn) and a number of T-34B's including a VT-1 example.

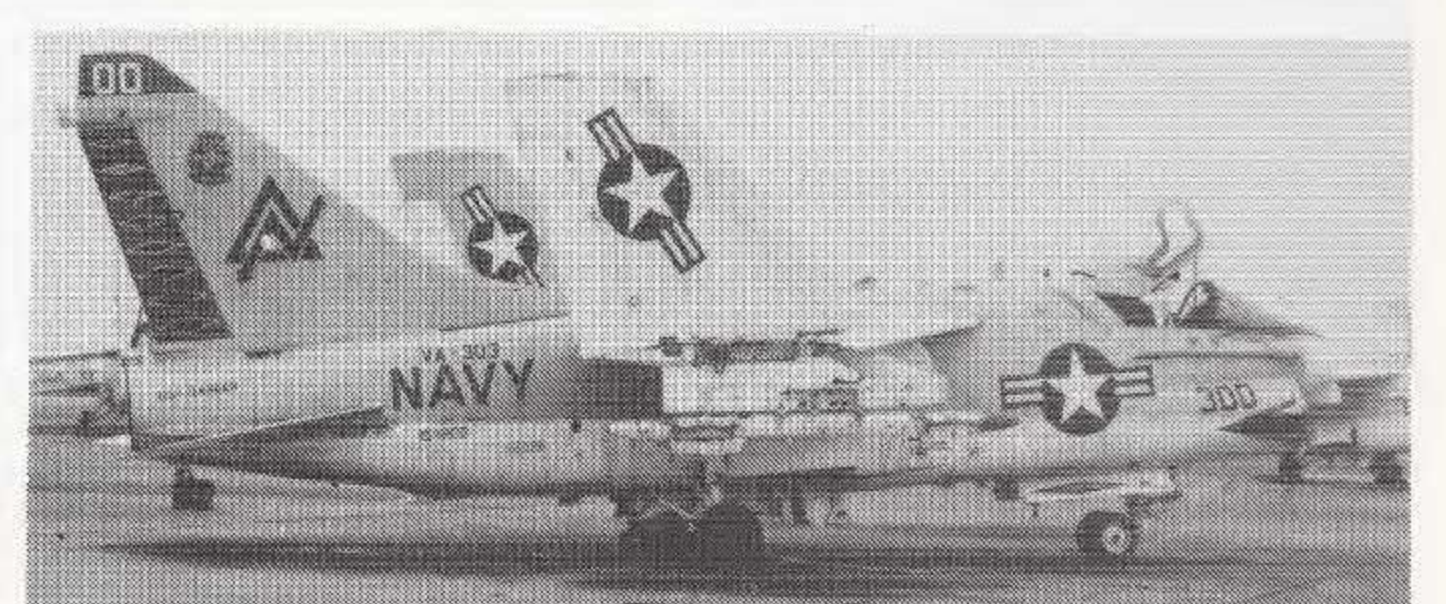
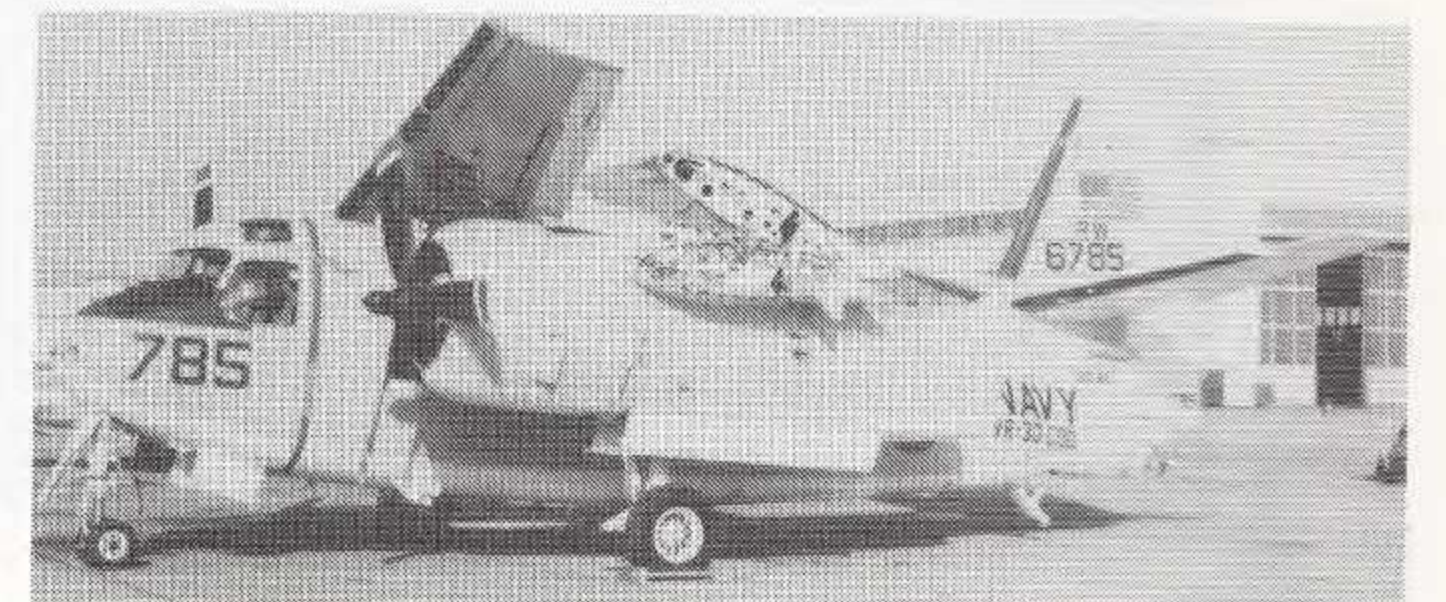
NARF was taking care of various Intruders and Orions. RP-3A 'El Coyote' of VXN-8 was a real eye-catcher while amongst the Orions a VP-17 aircraft from Hawaii was the most welcome one. The A-6s could not be closely inspected as they were parked in the inaccessible engine test area.

The scrap-yard in the middle of the field displayed remainders of what used to be T-1A Seastars and a F-9J Cougar.

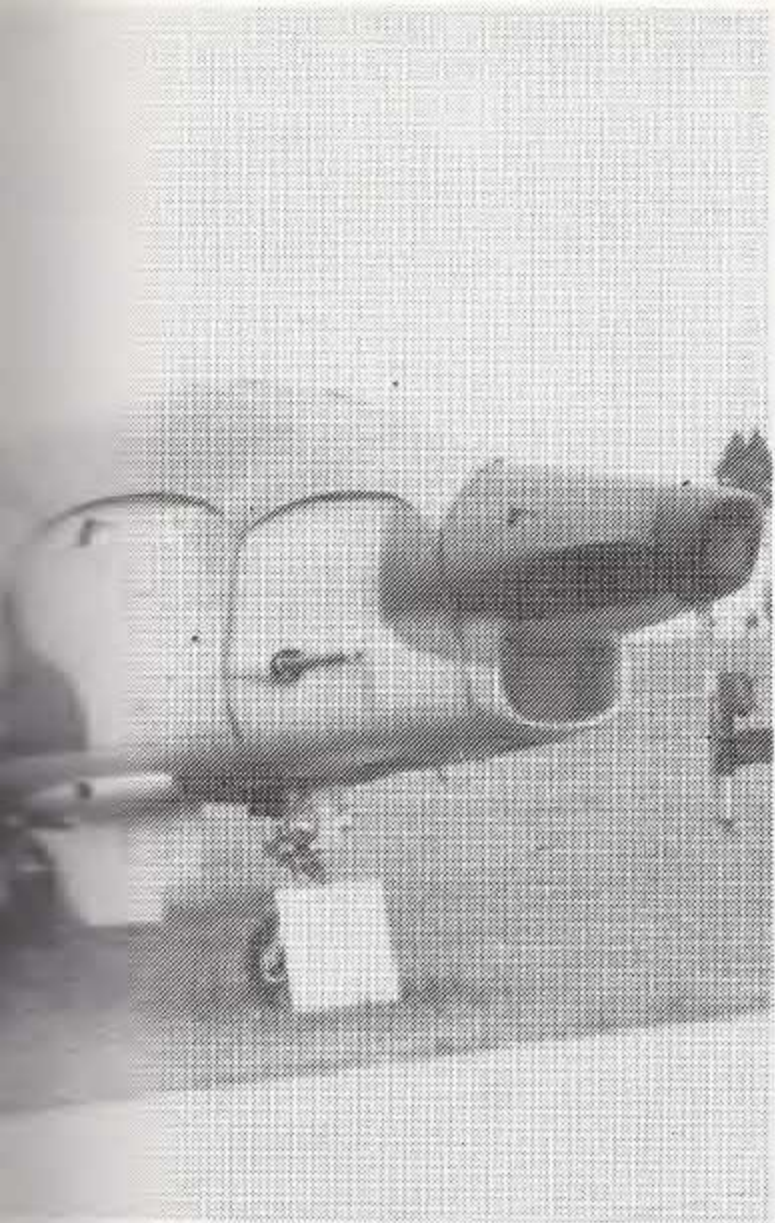
A day at Alameda guarantees for some very juicy aircraft and the only disadvantage are the low clouds usually covering the skies in the morning till the sun comes through around noon (or not at all if one's unlucky).

At the end of this article, many thanks are due to the staff of Alameda and Reserves Public Affairs Officers for the fine support given in compiling this article,

Ben Ullings







# THE BELGIAN AIR FORCE

Compiled by Frank Klaassen, with thanks to Major Hoeben and Adjudant Moerman (Belgian AF), Valentijn Kenens and Loe Spiessens.

Part 17



## 10th Wing

On 29 November 1951 the following text appeared on the daily order of the 7th Wing, then based at Chievres: 'The Chief of Staff of the Air Force has decided that the 23rd 27th and 31st squadron are to be formed; when operational, these units will form the 10th Wing'.

Under Colonel Dumonceau de Bergendael an enthusiastic team started to build up their new wing; Spitfire Mk.XIVs, gathered from other units, formed the inventory.

In 1953 Kleine Brogel was assigned to become the home-base of the 10th Wing. In view of the F-84G Thunderjets which were bound to replace the Spitfires, important infrastructural works had to be carried out at the 'air-strip' there. Still, the airbase of Chievres had become too crowded and therefore the three flying units were temporarily lodged at Geilenkirchen in Germany. From October 1953 till February 1955 the squadrons autonomously operated from Brügger (G), Weelde, Sylt (G) and Bierset till finally the new airbase of Kleine Brogel could be taken in use.

In June 1956 the F-84F Thunderstreak entered service. The 27th squadron became the OCU for the various Streak squadrons until disbandment in the year 1962; her task was then taken over by No. 31 squadron. In 1960 the units of the wing became part of NATO.

In April 1964 Colonel Desmet welcomed the first F-104G Starfighter. The conversion was completed within a year.

FX-100 at Brustum in June 1968. (F.Klaassen)



Since the establishment of the 10th Wing, twenty-five years ago at Chievres, the unit has always been assigned an offensive rôle. One then thought in the terms of the American president Eisenhower and his secretary of state John Foster Dulles: the Western world could feel safe because according to the 'Eisenhower Doctrine' the Soviet bloc could expect massive reprisals should it set just one aggressive step in western direction. Still in 1956 Hungary was crushed under the Russian tanks, in 1954 the first 'armed peace' burnt out in Indo-China and in 1953 the Russians dropped their first H-bomb. Thus the theory of 'massive reprisal' was inscribed in the history-books and a more supple answer was developed: the strategy of the 'flexible response'. When this theory was adapted the 10th Wing was also assigned a conventional bomber rôle and since 1967 'Kee-Bie' operational with both 'conventional' and tactical nuclear weapons, the so-called dual-role.

### AIRCRAFT OF THE BELGIAN AIR FORCE

#### Dassault Mirage 5BA/5BD/5BR

##### Mirage 5BR

The recce version replaced the aging Thunderflash aircraft of the 42nd squadron, which is currently based at Florennes. Twentyseven aircraft were delivered; construction-numbers are 301-327, serial numbers BR-01 upto -27. The aircraft that are known to have crashed are BR-01 on 2.8.73, BR-02 on 25.3.73, BR-05 4.4.75, BR-06 15.6.73 and BR-11 2.5.75. In Germany, to be exact.

##### Mirage 5BD

The Belgian order was for 16 aircraft, which are serialised BD-01 to BD-16, construction-numbers being 201 upto 216. BD-02 crashed 14.7.75 near Lieurnieu, DB-16 7.12.73 near Bierset; the others are current with the 8th squadron at Bierset.

##### Mirage 5BA

To supplant the F-84Fs of the 2nd Wing the BAF ordered 63 examples of this type, the first of which was delivered in June 1970. Units presently equipped with the Mirage 5BA are 15sq/3W at Bierset, 25sq/2W at Florennes and 85sq/3W at Bierset. Construction numbers are 01 upto 63, serials are BA-01 upto BA-63. Known write-offs include: BA-12 crashed 5.12.75 near Amay  
BA-14 crashed 5.11.75 near Orchimont

BA-25 crashed 28.3.72 near Bitburg  
 BA-32 crashed 6.9.73 near Crete, mid-air collision  
 with the BA-38  
 BA-34 crashed 26.9.77 near Reinback  
 BA-36 crashed 4.4.74 near Bierset  
 BA-38 crashed 6.9.73 near Crete  
 BA-42 crashed 19.11.76 near Phillipeville  
 BA-47 crashed 28.6.76 near Dikkebus  
 BA-49 crashed 5.6.75 in Germany  
 BA-58 crashed 10.1.77 near Breskens(H)

Lockheed T-33A T-Bird



Thirty-eight 'T-birds' (plus one in the reconnaissance version) were delivered from 1952 till 1956; the aircraft were used with the Fighter School at Koksijde till 1966, when the Klu took over this part of the flying training in the frame of a mutual training program. When this joint venture ceased to exist No. 11 squadron was established, which unit is still flying the type. In the course of 1979 the T-33As will be replaced by the Alpha Jet. Individual aircraft remarks:

FT-01 ex 51-4041 c/n 5335 d/d 10.03.52  
 FT-02 ex 51-4043 c/n 5337 d/d 10.03.52  
 FT-03 ex 51-4062 c/n 5356 d/d 10.03.52  
 to Klu in 1966, reserialled M-59, back to BAF  
 on 4.8.72  
 FT-04 ex 51-4152 c/n 5446 d/d 10.03.52  
 to Klu 7.4.62, reserialled M-43; back to BAF  
 3.8.72; crashed 27.4.77 after mid-air col-  
 lision with FT-26  
 FT-05 ex 51-4151 c/n 5445 d/d 10.3.52  
 to Klu 07.04.62, reserialled M-42; back to  
 BAF 8.8.72, crashed 18.11.77 in Germany

*Fouga CM-170R Magister*

On 23 September 1958 Belgium ordered 45 Magisters to supplant the Harvards of the Advanced Flying School; the first examples arrived in Belgium in September 1960.

Destined for Belgium were the Magisters with construction-numbers 258 to 302; still, under silent approval the Magisters numbered 294 to 302 were taken over by the air force of the Katangese separation movement. The numbers 294, 295 and 296 actually reached Africe, but the others were later embargoed and subsequently placed in storage. And since Belgium had ordered 45 aircraft it got other Magisters, numbered 312 and higher.

In 1965 five additional aircraft were taken over from Luftwaffe stocks to replace write-offs and in the early seventies another eight Magister were acquired; it is not known where these came from. Four of them might be aircraft that had been put in storage in 1960. The batch for Katanga consisted of construction-numbers 294 to 302, three of them (294, 295 and 296) actually went and two Magisters (298 and 299) were recently sold to Ireland. Leaves four aircraft, the nos. 297, 300, 301 and 302. Nevertheless, it remains a mystery since the eight new aircraft cannot be traced back through their construction-numbers: they adopted both the construction-numbers and serials of crashed aircraft! These 'imposters' are MT-7, 10, 17, 20, 22, 25, 29 and 30.

Construction-numbers of the Belgian Magisters are 258 to 293 (MT-1 to MT-36), 312 to 314 (MT-37 to 39), 317 to 319 (MT-40 to 42), 322 to 324 (MT-43 to 45), MT-46 is c/n 145, ex WGAFF ED-392, MT-47 is c/n 203 ex WGAFF, MT-48 is c/n 204 ex WGAFF AA-204, MT-49 is c/n 222 ex WGAFF 93-24 and MT-50 is c/n 224 ex WGAFF 93-26.

The following Magisters crashed:

MT-06 on 23.2.76 near Sint Truiden  
 MT-07 on 29.09.67 near Veerle (replaced)  
 MT-09 on 26.02.70 near Sint Truiden  
 MT-10 on 10.3.65 near Sint Truiden (replaced)  
 MT-17 on 25.9.69 near Sint Truiden (replaced)  
 MT-20 on 20.6.68 near Sint Truiden (replaced)  
 MT-22 on 24.03.67 near Halle (replaced)  
 MT-25 in October 1963 near Maaseik (replaced)  
 MT-29 in February 1964 near Genk (replaced)  
 MT-30 on 02.03.70 near Sint Truiden  
 MT-40 in 1973 near Waville  
 MT-45 in January 1962 near Mechelen-Maas  
 MT-47 on 19.10.77 near Hannuit



FT-06 ex 51-4231 c/n 5525 d/d 02.04.52  
to Klu 07.04.62, reserialled M-44; back to  
BAF 7.8.72

FT-07 ex 51-4233 c/n 5527 d/d 01.09.52  
to Klu 07.04.62, reserialled M-45; back to  
BAF 7.8.72

FT-08 ex 51-6662 c/n 5994 d/d 01.09.52  
to Klu 07.04.62, reserialled M-46; crashed  
8.6.65 at Woensdrecht

FT-09 ex 51-6663 c/n 5995 d/d 01.09.52  
to Klu in 1966, reserialled M-60; back to  
BAF 4.8.72

FT-10 ex 51-6664 c/n 5996 d/d 01.09.52

FT-11 ex 51-6661 c/n 5993 d/d 01.09.52  
to Klu 07.04.62, reserialled M-47; back to  
BAF 7.8.72

FT-12 ex 51-4089 c/n 5283 d/d 11.12.52  
crashed 15.07.57

FT-13 ex 51-9032 c/n 6816 d/d 02.06.53

FT-14 ex 51-9248 c/n 7032 d/d 02.11.53

FT-15 ex 51-17445 c/n 7138 d/d 02.11.53

FT-16 ex 51-17463 c/n 7254 d/d 02.11.53

FT-17 ex 51-17468 c/n 7362 d/d 02.11.53

FT-18 ex 51-17469 c/n 7363 d/d 02.11.53  
crashed 28.9.59 near Brustum, after a mid-  
air collision with FT-35

FT-19 ex 51-17505 c/n 7485 d/d 02.11.53  
crashed 12.12.61

FT-20 ex 51-17479 c/n 7373 d/d 02.11.53  
crashed 12.01.62

FT-21 ex 51-17513 c/n 7573 d/d 02.11.53

FT-22 ex 51-17524 c/n 7584 d/d 02.11.53

FT-23 ex 51-17539 c/n 7684 d/d 14.04.54  
crashed 11.07.61 near Steenwijk

FT-24 ex 52-9892 c/n 7788 d/d 23.04.54

FT-25 ex 53-5724 c/n 9063 d/d 07.06.55  
burned out at St.Truiden on 18.2.76

FT-26 ex 53-5725 c/n 9064 d/d 07.06.55  
crashed 27.4.77, after collision with FT-04

FT-27 ex 53-5726 c/n 9065 d/d 07.06.55  
crashed 13.12.61

FT-28 ex 53-5752 c/n 9091 d/d 23.08.55

FT-29 ex 53-5753 c/n 9092 d/d 23.08.55

FT-30 ex 53-5754 c/n 9093 d/d 23.08.55

FT-31 ex 53-3038 c/n 9579 d/d 04.05.56

FT-32 ex 53-3040 c/n 9581 d/d 04.05.56  
crashed 28.05.57

FT-33 ex 55-3041 c/n 9582 d/d 04.05.56  
crashed 13.6.77 near Sint Truiden

FT-34 ex 55-3043 c/n 9584 d/d 04.05.56

FT-35 ex 53-3046 c/n 9587 d/d 04.05.56  
crashed 28.09.59 after collision with FT-18

FT-36 ex 55-3047 c/n 9588 d/d 04.05.56

FT-37 ex 55-3082 c/n 9623 d/d 04.05.56

FT-38 ex 55-3044 c/n 9585 d/d 04.05.56

Note 1: The sole RT-33A was serialled PTR-1, ex USA  
53-5333 c/n 8672; it went back to the States '68.

Note 2: The wings of FT-25 were used to repair FT-  
33, which had been severely damaged 18.2.76. FT-33  
made its first flight after this repair on 30.9.76  
but crashed in June 1977.



On 1 April 1961 a Search and Rescue Flight was  
established at Koksijde, equipped with five Sud  
Aviation HSS.1s; two years later a second flight  
was formed, the SRT Flight (T stands for trans-  
port) and to equip this unit five Sikorsky S-58s  
were taken over from Sabena. In 1969 the Zeemacht  
Flight officially became operational and this re-  
sulted in the acquisition of another two ex Sabena  
S-58s. In April 1971 the four flights (three fly-  
ing units and the maintenance unit) got the offi-  
cial designation Helicopter Squadron.

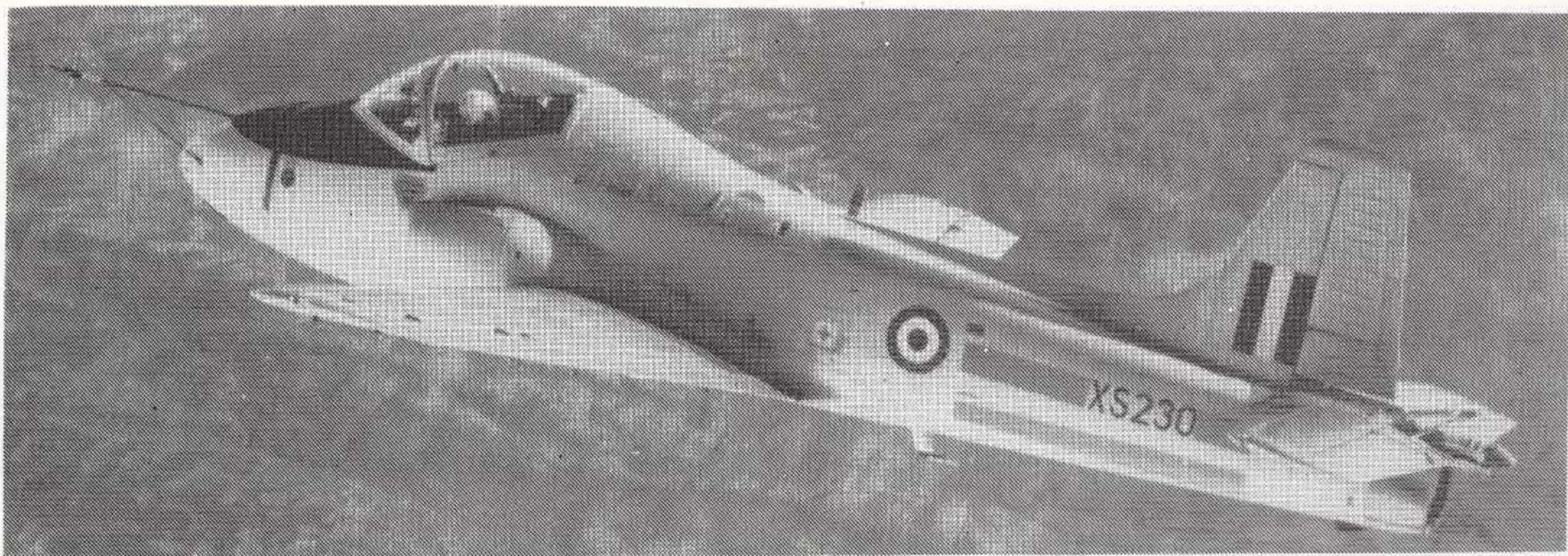
With the introduction of the Westland SeaKing the  
Sikorsky S-58s were all phased out; the Sud HSS-1  
helicopters will remain in service for a while,  
mainly in the SRT rôle. Together with the five  
Sea Kings they now form the 40st Squadron.

Individual histories:

B4	OT-ZKD	c/n SA145	delivered May 1961;	current
B5	OT-ZKE	c/n SA146	delivered May 1961;	current
B6	OT-ZKF	c/n SA181	delivered May 1961;	current
B7	OT-ZKG	c/n SA184	delivered May 1961;	crashed off Lombardsije 7.1.76
B8	OT-ZKH	c/n SA185	delivered May 1961;	current
B9	OT-ZKI	c/n 58-324	ex Sabena OO-SHG;	crashed in 1964
B10	OT-ZKJ	c/n 58-333	ex Sabena OO-SHH;	w.f.u.
B11	OT-ZKK	c/n 58-356	ex Sabena OO-SHI;	w.f.u.
B12	OT-ZKL	c/n 58-388	ex Sabena OO-SHL;	w.f.u.
B13	OT-ZKM	c/n 58-395	ex Sabena OO-SHM;	crashed near Aachen 15.10.71, now displayed in Museum
B14	OT-ZKN	c/n 58-850	ex Sabena OO-SHQ;	w.f.u.
B15	OT-ZKP	c/n 58-826	ex Sabena OO-SHP;	w.f.u.







## BRITISH MILITARY AIRCRAFT SERIALS I

This article and the ensuing series are not intended as a great in depth study of the British register but to give an insight into serial blocks for the separate types within separate letter allocations. Some notes of pertinence are included with each block which will enable the enthusiast to build upon and therefore obtain a better picture of the register than hitherto published.

■■■■ XS100 - XSP99 ■■■■

### XS100-111 Folland Gnat T.1

C/nos:  
594-605  
W/offss:  
106 on 16.10.65                      108 on 22.04.65  
111 on 08.07.76  
Current use: Mostly with 4FTS except for two examples with the Red Arrows

### XS115-128 Westland Wessex HAS.1

149-154 Conversions to HAR.3:  
862-889 119,122,149,153,862,880  
W/offss:  
115 on 07.02.64                      117 on 10.12.63  
118 on 24.05.65                      121 on 25.03.65  
123 on 24.3.65                        154 on 12.04.65  
864 on 14.11.67                      874 in 11.68  
879 on 09.08.67                      883 on 23.01.67  
884 on 11.10.76  
Disposals from active service:  
116,120,125,128,152,867,869,871,872,875 and 880  
Current use: Royal Navy 737,771,824Sqn and NASU. With one example with ETPS and Westland. Wroughton also holds some airframes in storage.

### XS159-174 Hiller HT.2

700-706 C/nos:  
2199,2208,2216,2253,2254,2255,2261,2262  
2263,2264,2270,2271,2272,2273,-,-,2299  
2280,2289,2290,2291,2292,2300 resp.  
W/offss:  
161 on 30.08.72                      162 rebuild project abandoned  
704 on 05.05.66                      164 on 09.04.65  
Disposals to civil:  
159,160,163,165-170,172,700,701,703,705 and 706  
173 & 174 were allocated but not taken up  
171 was reduced to spares in 1970  
702 was used for a composite with Sioux XT184

### XS175-186 Jet Provost T.4

209-229 Conversion to T.4A:XS184  
W/offss:  
211 on 13.02.76                      221 on 05.02.66  
229 on 26.02.68  
Current use: Mostly with CATCS except for one example with the TWU  
Disposals from active service:  
175,176,179,180,182,183,184,185,186,209  
210,212,214,215,216,218,220,222,225  
213 to Kenya and 223,224,227,228 to S. Yemen

### XS230-231 Jet Provost T.5

231 converted to T.5A presently in store  
230 current with ETPS

### XS235 Comet 4C

C/no 6473 current with A&AEE

Wessex HAS.1 XS866/CU520 at Lee-on-Solent on 26 June 1977. (B.Hickman)<sup>x</sup>





XS238 Auster AOP.9  
Struck off charge 15.07.66 for disposal

XS241 Westland Wessex HU.5  
W/offers:  
479-500  
506-523 487 on 07.04.65 490 on 27.09.72  
494 in .03.68 497 in .66  
500 on 15.01.71  
Current use: Royal Navy 707,737,772,845  
846Sgds with other examples being with  
NASU, RAE, A&AEE and 2FTS. Some examples  
are also held in store.  
510 & 519 used for ground training

XS246-257 KD2R-5 Shelduck D.1  
273-275 Drones  
289-299  
338-339  
362-381  
398-408  
574

XS276-288 Beech Peeping Tom  
300-311 Drones  
335-337  
340-346  
355-361

XS349 Hughes 269A  
684 684 for evaluation returned to civil

XS412 Westland Whirlwind HAR.10  
transferred to maintenance serial 8030M

XS416-423 BAC Lightning T.5  
449-460 C/nos: 95001-95020  
W/offers:  
453 on 01.07.66 455 on 06.09.72  
460 on 07.03.67 prior to del. to Saudia  
421 went to A&AEE as ground test bed 26.  
9.76 thence to Foulness. 451 transferred  
to maintenance serial 8503M. 418, 423, 449  
450, 454 are currently in open storage  
at Binbrook as decoys. Remaining exam-  
ples are either in service with the LTF  
or held in store at Binbrook.

XS463 Westland Wasp HAS.1  
476 C/nos: F9541-44 & 9556-83  
527-545 W/offers:  
562-572 534 on 20.01.72 540 on 17.04.68  
544 on 26.08.76 563 on 08.07.65  
Disposals from active service:  
463, 476, 533, 537 and 564 to Brazil  
Current use: Royal Navy 703 and 829Sgns  
with one example being used by the BRNC  
plus a few in Wroughton store.

XS576-590 De-Havilland Sea Vixen FAW.2  
C/nos: 110134-110148  
W/offers:  
581 on 17.03.66 584 on 06.06.69  
585 on 30.01.67 586 on 05.08.66  
588 on 03.01.67

576 is displayed by the Imperial War  
Museum at Duxford. The remainder being  
out of service

XS594-613 HS.748 Andover C.1  
637-647 C/nos: 1572-1575 then Set.5 to 31  
W/offers:  
598 on 05.07.67 609 on 08.04.72  
Conversions to E.3:  
603, 610, 639, 640 and 641  
Transferred to New Zealand:  
599, 600, 602, 604, 608, 611, 612, 613, 638, 645  
some examples are in store at 5MU with  
one each for the following units: 32Sqn  
ETPS, C in C AFNE, RAE plus the E.3s  
for 115Sqn

XS650-652 Slingsby T.45 Swallow  
859 All in service with ATC gliding school

XS655 Westland SRN.3

XS660-670 BAC TSR.2  
944-973 all cancelled

XS674-679 Westland Wessex HC.2  
With the exception of 678 (to Fleetland  
dump) remaining examples are in service  
with both 18Sqn and 2400CU

XS681-683 Brantly B.2  
681 & 682 disposed of to civil

XS688-696 HSA P.1127 Kestrel FGA.1  
W/offers:  
693 on 21.09.67 696 on 01.04.65  
688, 689, 690, 691, 692, 694 transferred to  
USAF as AV-6As with 695 being withdrawn  
from use at Farnborough 5.69.

XS709-714 HSA Dominie T.1  
C/nos:  
25011, 25012, 25024, 25040, 25041, 25054  
25044, 25045, 25048-25050, 25055, 25056  
25059, 25061, 25071, 25072, 25076, 25077  
and 25081  
All examples are currently in service  
with either 6FTS or the RAFC

XS742-743 Beagle Basset CC.1  
765-784 C/nos:  
003, 004, 006, 008, 010-012, 014, 016-018, 020  
021, 024, 025, 030, 031, 033, 034, 036, 042, 045  
W/offers:  
783 on 05.07.73  
742, 743, 765, 770 are current with ETPS  
the remainder being disposed to civil.

XS789-794 HS.748 Andover CC.2  
C/nos: 1561-1566  
All in service with either the Queens  
Flight or 32Sqn

XS856 Vickers VA.3 Hovercraft

Left: Hiller HT.2 XS162 at St.Mawgan on 7.8.74. Right: Basset CC.1 XS780 at  
Northolt on 20.8.73. (All photos on this page: Aviation Photo International)



Three Lightnings of 56Sqn visited Luqa, Malta on 5.5.75. Sioux AH.1 XT514 of 41 Communications Unit/Royal Marines at Matla on 14.12.74. (both photos J.Visanich via API)



XS893-904 BAC Lightning F.6  
 918-938 C/nos: 95239-95271  
 W/offss:  
 893 on 12.08.70 894 on 08.09.70  
 896 on 12.09.68 900 on 24.01.68  
 902 on 26.05.71 918 on 04.03.70  
 924 on 29.04.68 926 on 22.09.69  
 930 on 27.07.70 934 on 03.04.73  
 937 on 30.07.76 938 on 28.4.71  
 All remaining examples either serve with 5 and 11 Sqdns or are held in store at Binbrook.

XS941 Miles M100 Student  
 C/no: 1008  
 For evaluation returned to civil

■■■■ XT100 - XT999 ■■■■

XT101-150 Agusta-Bell Sioux AH.1  
 W/offss:  
 101 on 11.74 103 on 10.05.67  
 106 on 04.02.72 114 on 07.07.72  
 118 on 05.06.67 122 on 04.02.67  
 123 on 07.08.68 125 on 08.12.66  
 128 on 15.03.66 129 on 21.06.66  
 142 on 28.08.69 147 on 06.03.67  
 Disposals to civil:  
 109,110,116,117,120,124,132,135,138,143 and 146  
 Disposals from active service:  
 107 and 127 to Malayan AF; 133,136,140 141 as instructional airframes; 112,139 148 broken up for spares.  
 Current use: With the present withdrawal of the type from active service a few examples remain with the Army. The remainder being held in store at Wroughton

XT151-250 Westland Bell Sioux AH.1  
 W/offss:  
 401-405 161 on 14.02.66 163 on 23.10.74  
 498-516 164 on 26.06.75 166 on 14.01.70  
 540-570 169 on 10.03.66 171 on 15.11.65  
 798-820 173 on 23.06.67 177 on 06.02.67  
 824-849 178 on 07.04.66 185 on 16.09.73  
 187 on 02.02.66 204 on 08.04.69  
 208 on ??? 210 on 25.11.69  
 215 on 06.10.70 216 on 31.07.66  
 219 on 01.03.67 225 in .03.75  
 241 on 02.01.77 246 on 04.09.69  
 498 on 23.09.71 502 on 11.09.70  
 503 on 27.04.73 509 on 23.08.69  
 540 on 13.10.67 544 on 27.11.70  
 547 in .05.75 549 on 29.05.67  
 565 on 31.03.68 798 on 01.03.67

799 on 29.03.68 802 on 14.05.69  
 808 on 19.11.67 809 on 17.08.68  
 813 on ??? 816 on 23.03.70  
 825 on 15.08.69 828 on 03.08.70  
 830 on 18.09.73 832 on 07.10.68  
 836 n .02.73 840 in Belize  
 845 on 25.11.69

Disposals to civil:  
 156,159,180,182,183,186,188,189,195,212 224,231,244,245,249,401,500,501,507,512 513,556,557,560,562,566,820,826,831,833 835,837,839,842,844 and 848

Disposals from active service:  
 152,170,175,176,197,200,203,226,227,229 233,235,236,238,240,247,499,504,548,550 563,570,804,806,819,827,834,843  
 217 and 516 to Malayan AF; 402-405 were registered for export only (S.Yemen).  
 Current use: As with the Agusta built examples a few remain with the Army the remainder being held in store at Wroughton.

XT255-257 Westland Wessex HAS.3  
 With the exception of 256 which became an instructional airframe the remainder are in ETPS service.

XT269-288 H.S.Buccaneer S.2  
 Conversions to S.2A: 273, 274, 275, 278 283 and 284  
 Conversions to S.2B: 270, 276, 281, 288  
 Conversions to S.2C: 280  
 Conversions to S.2D: 287  
 W/offss:  
 269 on 15.02.72 282 on 31.08.70  
 Current use: RAF 12 and 208Sqdns plus 2370CU and Navy 809Sqn. Two examples also fly with contractors fleet at British Aerospace Warton factory.

XT294-323 Northrop MQM.36A Shelduck D.1  
 358-410 Drones  
 717-748

XT414-443 Westland Wasp HAS.1  
 C/nos: 9584-9613, 9660-9677  
 W/offss:  
 414 on 02.01.67 424 on 04.06.75  
 425 on 04.10.66 440 on 17.09.68  
 442 on 12.12.73 789 on 12.08.70  
 Disposals from active service:  
 416,419 (sold in Brazil '77), 426 and 429  
 Current use: Royal Navy 703,707 and 829 Sqdns with some examples held in store at Wroughton.

to be continued

# ବେଙ୍ଗଲ ମହାମୁକାବ



Special thanks to: D.O'Mahony, 1 TASW, R.L.D. Airnews Rotterdam, G.L.M., ABN, AN, AI, Fokker/VFW and my doctor

One of the last Carriar's flying around is this F-BVEF of SF Air. Seen at Nice (it's home-base) on 16 June 1977. Photo: F.Bellilli

## SCHIPHOL

December 1977:

28: G-ATYW B.206 SP-LSF IL-18 LOT  
N41020 L.1011 Gulf Air YU-AGE B.707 JAT  
N7104 B.707F TMA PH-SRP PA28-151

January 1978:

2: N6163A DC-8 Airlift D-INCI Cessna 500  
C-GOKX Bell 212 Okanagan D-AFKG G.1159  
N41020 L.1011 Gulf Air D-COLL Mystere 20  
3: N70798 B.707 Bayu Indonesia Air (div.Brussels)  
No.32 Falcon 10 Fr.Navy OY-KHA B.747 SAS  
4: PH-MOL F.28 Nigeria Aws D-IHUS Piper PA23  
LN-NPA Skyvan PH-EYE Cessna 210  
5: G-BBAF L.1011 British Aws HB-LHH Piper PA31  
F-BOJO and F-BNRG both MS.760  
6: 6W-STB F.27 delivery SenAF OO-YCK B.707 Young  
N48059 CV.880 Air Matla OO-YCL B.707 Young  
7: YR-IRD IL-62M Tarom (new) D-ICVW Mu-2 VW  
PH-EDH PA24 (belly landing) YR-TPF Tul54 Tarom  
N308A G.1159 Aramco EC-CTS DC-9 Aviaco  
8: G-BEVN B.707 Dan Air  
10: SE-DDR DC-9 SAS (new) PH-WEC Cessna 210  
LN-SUL F.27 BraathensSAFE SE-FZM Cessna 421  
G-BCWE Herald BAF  
11: N107A G.1159 Aramco N401M G.1159  
SE-DDF Falcon 10  
12: SE-DDL Boeing 747 SAS  
13: 9G-ACE Britannia Geminair (B.Ullings/API)

G-AOVS Britannia Redcoat  
22: G-AYWX Comet Dan Air F-BTMA Beech 99  
DM-STM IL-18 Interflug  
24: A40-PA DC-8 CargOman HB-VEZ Mystere 20  
903 F-YEFU PA.31 Fr.N LN-SUL F.27 Braat.  
25: DM-STM IL-18 Interflug  
26: N805FT B.747 Flying Tiger G-BBEE Learjet  
D-HMOS Beagle 206B  
27: D-CORF Mystere 20  
28: N796FT DC-8F Flying Tiger G-BDAK RC.112  
SE-GSB Rockwell RC.690 PH-RES F.172N  
29: 5X-UAL B.707 Uganda Als N66CC G.1159  
N783FT DC-8F Flying Tiger Line

## SHANNON

Deliveries during December:

1: 9U-BHB DHC.6 (560) Air Burundii to Ajaccio  
2: I-APAE Tu.206G (03901) St.Johns-SNN 2/12 to Rome (ex N7363C)  
I-APAF Tu.206G (03913) ex N7383C see I-APAE  
D-IBEQ AC.680 (1354-33) 6/12 to Reykjavik  
5: OY-BTK Piper PA.28R same day to Sonderburg  
OE-LDN DC-9-51 (47735) Austrian to Zürich (del)  
N8439F PA.28-181 (7790239) 16/12 to Lyda  
8: N1041F Mystere20 (373) Bordeaux-SNN-Keflavik  
N1124G IAI.1124 (220) Kerkira-SNN 9/12 to Gander, on tail C-GHBQ  
9: N905MW HF.320 (1027) ex D-CITO Dusseldorf-



5N-ANB F.28-100 Nigeria PH-PFS BN.2A PFS  
EC-CZE DC-8 Spantax  
14: PK-GID DC-10-30 Garuda (delivery flight)  
No.71 (F-YDOW) N.262 FrN N401M G.1159  
15: XW370 XW372 & XW375 Gazelle AH.1s AAC  
PP-VLN B.707 Varig OO-DLH Piper PA22  
16: XW378 XW379 & XW905 Gazelle AH.1s AAC  
17: No.32 F-YETA Falcon Fr.N HB-IFW DC-9F Swis  
F-BTME Beech 99 F-BRIY Cessna 402  
PH-FTG F.27 TAAG Angola OH-GLB Learjet 24D  
D-ICAP Learjet 24D D-IDDD Learjet 24B  
18: 0149 F-ZJBH C.310 Fr.AF D-CHIC Sabre  
G-BCII Cessna 500 OE-FDP Cessna 500  
19: PH-TVP B.737 Transavia(del.) SE-FGP Mu-2  
G-AZZD DC-10-30 Laker Aws 5Y-BAS DC-8 ASA  
20: N48059 CV.880 Air Matla G-AMPY DC-3 Intra  
G-AZNZ B.737 Britannia Aws EC-CDC DC-8 TAE  
N448PA B.707 Maverick PH-EAM F.172N

Shannon 12/12-Keflavik for MWA charter  
10: A2-TFH PA.31 (7405441) Geneva-SNN 13/12-Reykj  
16: SE-GVG Piper PA.28 16/12 to Nyköping  
D-IADH AC.690B (11439) Kefl.-SNN 17/12-Köln  
17: I-IPAH Cessna 206 St.Johns-SNN 18/12-Rome  
18: I-IPAI Cessna 206 St.Johns-SNN 18/12-Rome  
22: F-BYAS Mooney 20J same day to Le Bourget  
N108GM IAI.1124 (221) Brussels-SNN 23/12-Gan  
28: N2138M Piper PA.28 same day to Geneva  
N2281M Piper PA.28 same day to Kassel  
N185FJ Mystere 10 (111) Istres-SNN-Reykjavik  
I-IPAB Ces.Tu206G (04026) St.Johns-SNN-Rome  
I-IPAG Tu.206G (039114) St.Johns-Shannon on 29/12 to Rome (ex N7384C)  
29: N2QS Cessna 337G 30/12 to Brussels/Floair  
30: N98996 Cessna 310 same day to Brussels  
31: CN-ATF '06' & CN-ATG '07' Beech T-34C (GM7/8) to Morocco Air Force same day

# DUTCH REGISTER

# FOKKER-VFW

■ ■ HOT NEWS ■ ■

## RETROSPECTION ON 1977

During 1977 some 100 aircraft (not incl. gliders and balloons) were newly registered. Compared to November 1976 there are now 38 aircraft more flying around. On 31 December 1977 exactly 539 a/c (plus 317 gliders and 9 balloons) appeared in the Dutch Register.

The oldest aircraft is a Tiger Moth PH-CSL. It was built in 1934 as PG712 for the AAC. After service there it went to the Klu as A-2 and then to Belgium as OO-DJU. Having received some parts from another Tiger Moth in 1974 (PH-CSI ex A-43 R5065) it was finally registered as PH-CSL on 2 August 1974.

The oldest registered aircraft are PH-UCH/I, since 22-11-46. Both are Piper L-4J Cubs. On 1-10-49 the Dutch Register had a reorganization and from that day on 2,000 aircraft (with balloons included this time) came, left or are still flying in and outside the Netherlands. Not included are the PH-AX. and PH-EX. regs.

Additions to FLASH Nr.88:  
 PH-AXD (F.1532) to PH-KAD  
 PH-AXI (F.1677)  
 PH-AXL (F.1569) ex F-WZDD  
 to D-EDBQ  
 PH-AXN (F.1597) to PH-RES  
 PH-AXR (F.0608)  
 PH-AXT (F.0083/01768)  
 PH-BNF, PH-BNH, PH-BNJ, PH-BNK & PH-BNL have been taken up in January.

## ADDITIONS

PH-HOT Cameron V-56(296; balloon) owners C.J.Hoog stede and L.W.C.van Tongeren  
 PH-LEN F.172N (F.1619) ASH BV  
 PH-VER Boomerang 'Homebuilt', K.Verlaan

## MISCELLANEOUS

PH-AFD Ralley 100ST (2787) to De Groote Molen BV  
 PH-AIL S.208 (4-232) received Lycoming O-540-E4A5  
 PH-CAR FA.200-160 (210) to A.C.Bakker  
 PH-FCX F.27-100 (10183) Dart 511-7E now registered having Dart Mk.514-7s  
 PH-GHE D.112 (751) received Lycoming 10-360-B1B  
 PH-GON F.172M (F.0953) to ASH BV  
 PH-HOK S.11-1 (6272) to B.Krom  
 PH-KAD F.172N-100 (F.1532) f/f 18-11-76 stored at Reims; 23-9-77 del. to ASH, regd PH-AXD 18-10-77 registered PH-KAD; 27-10-77 to KLM Aero Club Schiphol Oost  
 PH-LMR PA.32-260 (7700021) to Tessel Air BV  
 PH-OJD F.172N (F.1564) to Dimex Autobedrijven BV  
 PH-UEG S.91A (91.143) to R.J.Buskop  
 PH-VSK F.150M (F.1252) to Airborne Air Service

Air Anglia is to lease PH-MOL, F.28-1000 (11003) from August this year on!!! A second one on lease/purchase will follow early 1979. Interests are for a fleet of four F.28s and ten F.27s (two more F.27s are to be bought in the near future)

On Saturday 11 February PH-JPV departed for a demonstration tour to America.

PH-JPV is F.28-4000 c/n 11130 (destined for Linjeflyg as SE-DGN) and will visit respectively the following countries: United States (Frontier Als, New Central Airlines, Piedmont (an ex Fairchild F.27 operator) Bahamas (Bahamasair), Haiti (Air Haiti and Haiti Air Inter), Colombia, Peru, Bolivia, Brazil, Uruguay, Argentina, Venezuela, Guadeloupe and last but not least: Canada (Great Lake, Air Canada and some oil companies). Return of the Fellowship is expected to be on 20 March. Photo below shows SE-DGN/PH-EXU before it's demonstration tour at Schiphol.



## F.28 Fellowship

11003 1000 PH-MOL/Fokker; 1-12-77 leased to Nigeria Airways till 1 May 1978  
 11027 1000 PH-ZBG/Fokker; planned lease to Safmarine (Sud-West Flugdienst) cancelled  
 11028 1000 VIP; 19-12-77 back FAA 'Patagonia'  
 11033 1000 CF-TAV/Transair rereg'd C-FTAV  
 11038 1000 CF-TAY/Transair rereg'd C-FTAY  
 11041 1000 P2-ANU bought 1/11; delivered 23-10-77  
 11048 1000 LV-LZN/Fokker; 11-77 to T-03 Argen.AF  
 11056 1000 P2-ANW bought 1/11; delivered 28-10-77  
 11124 4000 VIP; TU-VAZ rereg'd TU-VAJ(?) IvoryC.AF  
 11125 3000 VIP; G350/PH-EXP GhanaAF still not delivered as no money was received  
 11127 4000 PH-EXT; first aircraft leased to NLM(?)  
 11131 3000GPK-GFU/Garuda 'Waitatiri.'  
 11132 3000C PK-GFV/Garuda 'Selegan'  
 11134 3000C PK-GFW/Garuda 'Benain'  
 11136 3000 for Swazi Air 3D-ALN  
 11137 3000 for Tanzania Government  
 11138 4000 and 11139 4000 for the NLM

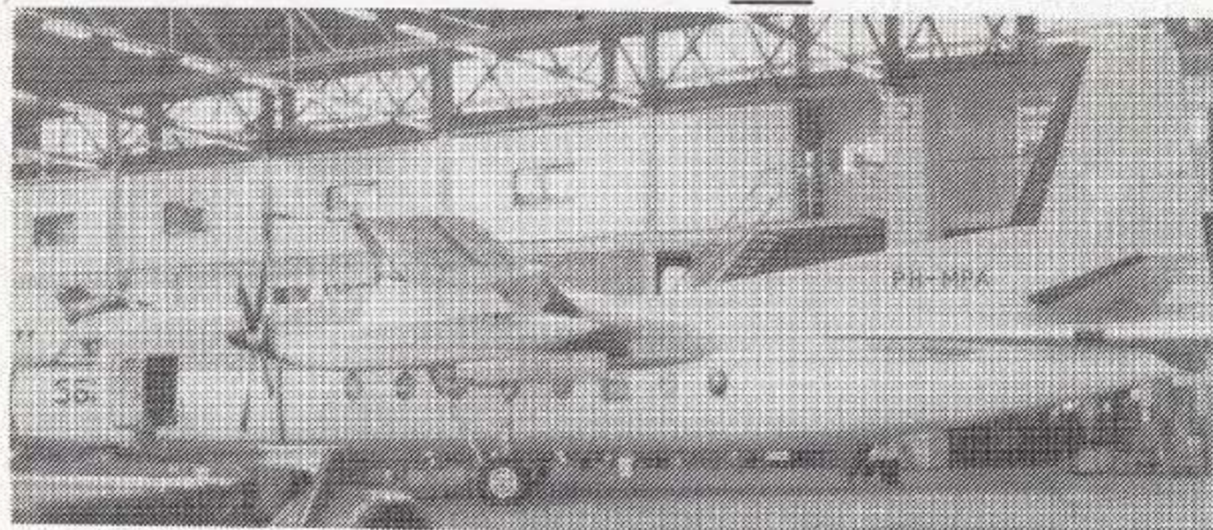


PH-BOI PA.34-200T (7570147) to Germany  
 PH-EMA DHC.6 (548) now registered in Malaysia  
 PH-EMB DHC.6 (551) now registered in Malaysia  
 PH-PTC F.27-600 (10430) out of register on 4/1, to Air Alpes F-BYAR

PH-PTE F.27-600 (10569) o/r on 2/1, to 5H-MPU  
 PH-PTG F.27-600 (10424) to D2-TAF  
 PH-KDA F.150L (F.0931) o/r after crash 4-12-77  
 PH-KDB FA200-160 (219) regd 25-11-77 as G-BFGO  
 PH-LNS C.A.188-300 (0258) finally o/r on 1/78  
 PH-LTV C.310Q (0981) to Germany  
 PH-LTX C.402B (0859) to Germany (back D-IARB?)  
 PH-SKI F.172H (F.0505) to U.K.  
 PH-TGO F.150H (F.0370) regd 24-11-77 as G-BFGW  
 PH-ELF F.150G now 4X-CEL



10136 213 now regd PK-MFP of Merpati  
 10183 121 ex-Maritime. All the MPA-equipment has been removed. Aircraft will be used for small tests and scrapped later on!  
 10227 241A back TAT 4/9 from Somali Als lease  
 10406 6153 9Q-CLR/Air Zaire crashed just after take-off from Kisangani on 6 January.  
 10409 6157 and 10413 6157 for Air Benin  
 10549 4232 Maritime AE561/PH-MPA demonstrated in France this year  
 10561 4246 PH-EXI, Algerian AF (after all?)  
 10562 600 PH-EXK in demonstration c/s for Yemen but demonstration was cancelled  
 10563 600 for Air Algeria 7T-VRM  
 10564 4242 6W-STA; 27/11 to Senegal AF 'Asfa'  
 10565 4242 6W-STB; 6/1 to Senegal AF 'Bargny'  
 10570 5241 F-BYAH/PH-EXA. F-BYAH's second use; c/n 10459 (21-2-77/11-7-77 to VH-EWR)  
 10581 400 MPA Spanish Govt/SAR order confirmed  
 10585 400 MPA Spanish Govt/SAR order confirmed  
 10587 400 MPA Spanish Govt/SAR order confirmed  
 10600 4242 and 10601 4242 not cancelled for SAF



## NEWS

**BELGIUM.** Sabena's B.707 OO-SJC (c/n 17625) went as 4X-BYT to IAI in November. OO-SJP (c/n 17686) another B.707 to African Air Charter as 9Q-CMA. OO-SDN a B.737-229 (21176) went on lease to Gulf Air from 22 November till 15 May. DC-10-30 9Q-CLI (47886) of Air Zaire which was on lease, returned on 1 December to Zaire.  
 - Young Cargo's second B.707 is OO-YCL, ex VH-EAB (19622) of Qantas/Itel Corp. Delivery was on 28-12-77. Young Cargo's Britannias:  
 OO-YCA (13397) wfu at Stansted (since July '77)  
 OO-YCB (13456) was wfu at Ostende August '76  
 OO-YCC (13434) and OO-YCD (13512) now used for spares at Gosselies  
 OO-YCE (13398) onliest in service!  
 OO-YCF (13509) registration not taken up, used for spares at Stansted (XM497)  
 OO-YCG (13510) since August 1977 leased to Liberian World as EL-LWG  
 OO-YCH (13399) also leased to Liberian World, EL-LWH as final registration  
**DENMARK.** Sterling Airways ordered a fifth B.727 for delivery in December this year.  
**FINLAND.** Finnair ordered two DC-9-51s.  
**FRANCE.** Catair is using Caravelle 6R F-BTON (97) for spares.  
 - Air Alsace's VFW-614 are finally French-regd; F-GATG (G-05) ex D-BABE and F-GATH (G-13) ex D-BABM.  
 - The Government of Indonesia has plans to take the SA-330 Puma in production with PT Nurtania, the state-owned aircraft manufactory.  
 - Airbus F-WNDD, a A300B4 has been delivered to AeroCondor. Another one is on option. In April and June '78 PIA will lease two A.300s. They are intend to be bought after the lease.  
**INTERNATIONAL.** The - almost for sure - last passenger flight with a Constellation will be made early May and lasts one hour. Aircraft is of Aerovias Quisqueyana: HI-207 a L.749A (2522) or HI-260 a L.049 (2522; once PH-TAW/Walcheren of the KLM!) For more information (in the Netherlands) phone 020-106500/Chris J.Mak.  
**ITALIA.** Alitalia ordered four B.727s.  
**LUXEMBURG.** Luxair has retired it's two Caravelles VIR LX-LGF (166) and LX-LGG (156).  
 - From 5 November till 5 December TF-LLF, a CL44 (35) of Cargolux was leased to Aero Uruguay, named 'Chichipioz'. Only one flight was made. Another CL.44, TF-LLI (39) went on the same day to Aero Uruguay as CX-BJV.  
 - B.707s of Luxair: LX-LGU was recently delivered ex South African Aw ZS-SAE (19133) srs.344B) B.707-358C LX-LGV (18737) leased via

Guinness Peat to Iran Air, regd EI-AMW.  
 B.707-344 LX-LGW (17930) returned from lease to Guinness during November.  
**NETHERLANDS.** The GLM (Gelderse Luchtvaartmij) is responsible for sales of the:  
 Rockwell Commander 112TC & 114  
 Shrike Commander (twin)  
 Turbo Commander 690 (twin)  
 Trush C+mmander 600 & 800  
 Aerostar 600A, 601B and 601P  
 Within a short while, a Rockwell 700 will be added to this list. In March the type will be introduced in Europe: it's a twin engined pressurized wide body business aircraft.  
 - Moorman Air wants to start operations with a Fellowship and a CV.640 from Zestienhoven within a short while.  
 - From 12/12- 19/12 D-IFZO, a DO-28D and D-IFOP a C.310 were leased by the NLL for research work. A Metro is said to be on order.  
 - For sale: Schiphol Aero Club has PH-MIO and PH-MIP both F.172Ms (F.1384/2) for sale.  
 Gelderse Luchtvaartmy PH-TWE a F.172H; PH-LZE a F.172E and PH-KAR a F.172H.  
 Airborne Air Service PH-CUP a C.310Q and PH-PUT a Wassmer WA.40  
 Air Service Holland(ASH) offers PH-ASM a PA.28-140; PH-GDA and PH-LTY two F.150; PH-VDW and PH-GON two F.172s for sale.

**ROMANIA.** The Romanian Gov't is still doubtful whether they will (or won't) cancel the plans of producing license-built VFW-614s.  
**SWEDEN.** SAS bought two A.300B2s and has an option on ten more (either B2s or B4s). Delivery is expected to be in November and December '78.  
**SWITZERLAND.** Transvalair bought a second CL.4 HB-IEO (32) ex G-AWOV of Tradewinds.  
**U.K.** Bristow ordered three additional Pumas. This makes a total of eight Pumas in service.  
 - Britannia Airways ordered two B.737-204s.  
 - Simbair's B.707-323C 5X-UWM (18691) went into service with Tradewinds as G-BFEO on 14-12-77  
 - Dan Air newest B.707 is G-BEVN (19271) ex Pan-Am N449PA. Also bought are B.727-95s N1633 and N1635 (19249 & 19251) of Delta Airlines. They will be regd G-BFGM and /N respectively.  
 - Britten Norman has stored 25 Islanders at Thorney Island and at Bembridge. In Belgium (Gosselies) 22 Islanders and 11 Trislanders are under construction.  
 - From 1 January on British Aerospace is the name for all aircraft industries in the U.K.  
 - British Airways: On 1 November G-APFD a B.707 srs.436 (17705) went on lease to Air Mauritius. They ordered three Chinooks for delivery Autumn 1979 (based at Aberdeen) and two B.747 srs.236Bs: G-BDXG (21536) and G-BDXH (21535).  
**USA.** On 2 February the 1500th Boeing 727 has been ordered: Air Canada ordered five srs.200s. On 1 February 1964 the first 727 went into service with Eastern Air Lines.  
**WEST GERMANY.** Lufthansa has 11 A.300s on order. Two B.747SL will be delivered late 1978.

## ACCIDENTS

**ITALY.** Partenavia P.68B Victor I-TEDA (70) crashed near Turin on 26 November.  
**NETHERLANDS.** See Dutch Register.  
**SWEDEN.** PA.22-135 SE-CEX (1132) crashed while force-landed near Koping on 4 December.  
 - Hughes H.269C SE-HFM (25-0390) crashed at Smalandstrenar on 30 November.  
**SWITZERLAND.** Zlin Z.526 HB-TRZ crashed while landing at Triengen on 1 December.  
 - Caravelle 10R HB-ICK (200) of SATAa crashed into sea just before it would land at Madeira Apt on 18 December, while on it's way from Zurich. 19 passengers and two crew survived.  
 - MS.894A HB-ERZ crashed on take-off from Duern-ten on 2 January.  
**U.K.** Stampe SV-4C G-AYCK (1139) crashed while landing at Shobdon on 20 November.  
 - Piper PA.18 G-BAVA (18-5391) crashed when it undershot the runway while on approach to Newtownards on the same day.  
 - Casa 2.111 G-BFFS (BR-2-1-10) crashed on delivery to England in the mountains North of Madrid on 13 December. Four persons killed.  
 - Robin Dr.400 G-BAMT (775) crashed while making a precautionary landing at Cudham, Kent.  
**WEST GERMANY.** P.149D D-EHIT (257) crashed at Tauschenberg on 19 November.

Special thanks to F.Schaefers, ITASW, Aero Review, A.P.I.,  
W.Zwakhals and last but not least Fokker-VFW.



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|-------|------|---|
| 10281 | 276  | PH-FGY, f/f 10-09-65, 21-09-65 to AP-ATW of Pakistan DGCA, current.   |
| 10282 | 471M | PH-FGZ, f/f 03-09-65, 20-09-65 to '888' of Sudan Air Force, 15-08-70 to ST-ADW of Sudan Airways, 06-06-77 nosewheel-collapse at El Fashir, repair, current.   |
| 10283 | 471M | PH-FIA, f/f 11-10-65, 11-10-65 to '899' of the Sudan Air Force, 10-11-69 crashed near the Sudan border, written-off.  |
| 10284 | 281  | PH-FIB, f/f 27-09-65, 11-10-65 to VH-TFL of TAA 'William Lawson', current.  |
| 10285 | 182  | PH-FIC, f/f 13-10-65, 26-10-65 to PI-C527 to PAL, 06-07-67 crashed Bacolod, Nigeria   |
| 10286 | 183  | PH-FID, f/f 02-11-65, 09-11-65 to ZK-BXI of NZNAC 'Kotare', current.  |
| 10287 | 187  | PH-FIE, f/f 06-11-65, 12-11-65 to VH-EWJ of East West AL 'City of Parkes', current.   |
| 10288 | 286  | PH-FIF, f/f 24-11-65, 03-12-65 to I-ATIG of ATI, 06-04-73 to AP-AXB of PIA, current.  |
| 10289 | 286  | PH-FIG, f/f 10-12-65, 15-12-65 to I-ATIB of ATI, 1968 leased to Kingdom of Libya Aws, 17-04-75 to LN-DAF of A/S Ibis & leased to Air Anglia same day, 01-05-75 regd G-BDDH of Air Anglia, current.  |
| 10290 | 278  | PH-FIH, f/f 27-12-65, 20-01-66 to 9N-AAR of Royal Nepal AL 'Canesh Mimal', 25-01-70 crashed New Dehli and written-off.  |
| 10291 | 287  | PH-FIK, f/f 10-12-65, 16-12-65 to VH-FNL of Ansett ANA, leased to MMA, back to Ansett and on 10-01-77 to P2-ANI of Air Niugini, current.  |
| 10292 | 287  | PH-FIK, f/f 10-01-66, 14-01-66 to VH-FNM of Ansett ANA, 07-01-74 to Ansett AL of Papua New Guinea, same year to Ansett AL of Australia, current.  |
| 10293 | 288  | PH-FIL, f/f 25-01-66, 28-01-66 to 9M-AOJ of Malayan Airways, 11/63 transferred to Malaysian Airways and 12/66 to Malaysian Singapore AL, 01-10-71 to Fokker and regd PH-FIL (28-4-72/14-12-72), 31-02-72 leased to Air Anglia (from 24-5-72?) on 29-12-72 bought and registrated G-BAKL, current. |
| 10294 | 490  | PH-FIN, f/f 09-02-66, 15-02-66 to N710A of Aramco, current.   |
| 10295 | 490  | PH-FIO, f/f 25-02-66, 03-03-66 to N714A of Aramco, current.   |
| 10296 | 194  | PH-FIP, f/f 09-03-66, 28-03-66 to PI-C528 of PAL, 20-11-71 to Phil.AF as 10296, current   |
| 10297 | 287  | PH-FIR, f/f 25-03-66, Ansett Queensland ntu, 31-03-66 to VH-FNN of Ansett ANA, to Ansett AL of Papua New Guinea, 31-10-73 leased to Air Niugini and bought in May 1976, 01-07-76 reregistrated P2-ANM, current.   |
| 10298 | 195  | PH-FIS, f/f 05-04-66, Braathens (LN-SUF ntu) and on 12-04-66 leased to Schreiner as PH-SAN (12-4-66/10-67), 17-10-67 Braathens as LN-SUF 'Magnus Lagabøter', 03-04-1976 to Air Executive Norway/Busy Bee AS, current.   |
| 10299 | 496  | PH-FIT, f/f 16-05-66, 15-06-66 to PK-PFA of Pelita AS 'Rantau', current.  |
| 10300 | 197  | PH-FIU, f/f 24-05-66, 27-05-66 to TF-FIK of Icelandair 'Snarfaxi', current.   |
| 10301 | 298  | PH-FIV, f/f 27-04-66, 29-04-66 to I-ATIR of ATI, leased to KLA, 18-02-67 crashlanded at Rome Apt, repaired and f/f 07-03-67, 30-10-72 crashed Bari.   |
| 10302 | 2100 | PH-FIW, f/f 20-06-66, 01-07-66 to VT-DUT of Indian AC 'Ravi', 16-12-67 leased as 9N-AAS to Royal Nepal AL, 17-01-68 back Indian AC, 11-02-70 leased as 9N-AAW to Royal Nepal AL, 10-03-70 back Indian AC, 03-03-72 to S2-ABF of Bangladesh Biman, current.  |
| 10303 | 2101 | PH-FIX, f/f 14-07-66, 19-07-66 to VH-MMR of MMA 'RMA Robe', 01-06-69 merged with Ansett AL, 11-04-71 to Ansett AL of New South Wales, current.  |
| 10304 | 6102 | PH-FIY, f/f 02-08-66, 05-08-66 to VH-FNO of Ansett AL, Ansett AL of South Australia and back Ansett AL, 14-03-76 leased to MMA, 03-09-76 back Ansett AL, current.   |
| 10305 | 2103 | PH-FIZ, f/f 17-08-66, 23-08-66 to VH-FNP of Ansett ANA, respectively to Ansett AL of South Australia 'Whyalla', of New South Wales, ANA (23-7-77) and on 25-7-77 to Ansett Airlines of South Australia, current. (20-11-75 damaged at Sydney Apt.)  |
| 10306 | 496  | PH-FKA, f/f 25-08-66, 29-12-66 to PK-PFB of Pelita AS 'Sorong', 27-04-67 leased to Fokker and crashed near Bukidnon on 27-4. 16 persons were killed in this accident, as replacement for the aircraft c/n 10339 has been delivered without charge.  |

For the history of this a/c please look under c/n 10268 published last month. (B.Ullings)

