

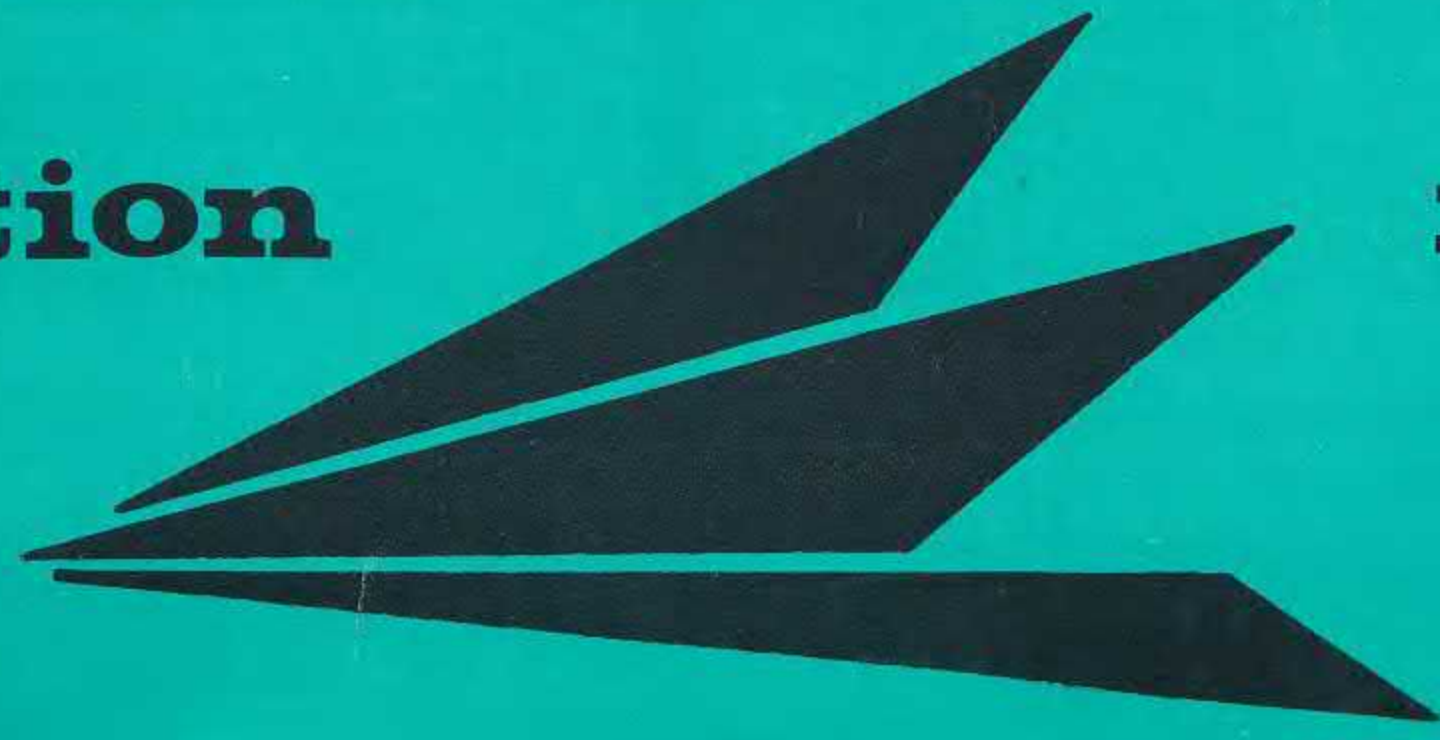
# FLY

November



aviation

magazine





HUMBERSIDE AIR REVIEW ..... What is it?? It is the 16 page (minimum) magazine published monthly by the Humberside Aviation Society. Inside you'll find military and civil, U.K. and foreign, flyovers and articles. You will find accurate reports of events as they happen. You may think that you cannot afford the £2.50 (£3.00 for surface mail to Europe) subscription, with all the others for 1979. You may, however, be interested to know that this is the third successive year we held our subscription down to this level - whilst at the same time increasing both the size and quality of the magazine. If you are interested, please send any subscriptions to M.A.Waudby, 31 Grayburn Lane, Beverley, North Humberside, England.

WANTED: Correspondents to exchange Kodachrome 25 and K64 of military aircraft. Write to: Giuseppe Barbetta, Via M. Rosso 16, 20159 Milano, Italy.

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# FLASH

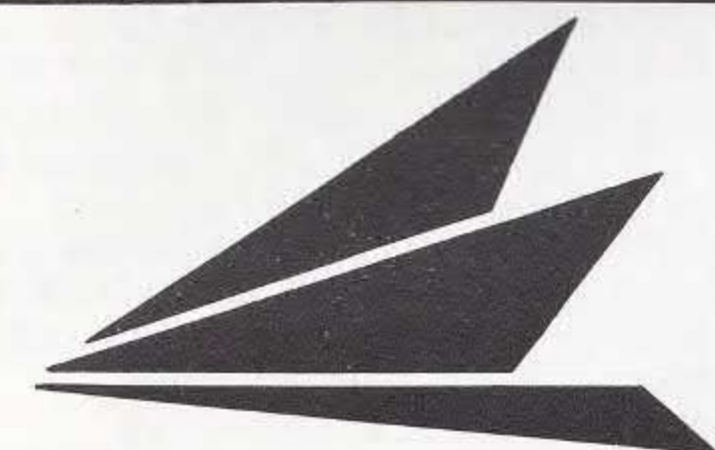
## AVIATION MAGAZINE

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TWO HUNDRED EAGLES AT RAMSTEIN. Presumably I now have the attention of all the spotters who read FLASH and that's just what I need for this month's editorial.

For the longest period of time in FLASH history, we haven't asked for co-operation in our prefaces. The last time was in the period we started with FLASH new style. Over this period we didn't need to plea for it as we regularly received articles and the amount of news-items has been overfluous ever since. This is still the case. However, compiling the news-section of FLASH for four years, I have noticed a strange development.

And a painful development as well. Analysing the different news-sections, the growing amount of items on new aircraft, purchases of new a/c, new organizations etc. is striking. All fairly official affairs. Less and less are the items from up and around the air bases. For these items we heavily depend on the co-operation from spotters. And for some reason or another this co-operation is somewhat skinking.

Starting this article, I intended not to repeat the demand for co-operation. The more it is repeated, the less it will activate you to do so. But what on earth do we have to do then? The editors of Air Britain, Airnieuws Rotterdam, BAR, Deurne Aeronieuws, SEAR and all the others reading this, will probably agree we all share the same problem. Many times, spotters hear or see strange things, but nearly as many times they forget(?) to let this know to fellow spotters e.g. by means of the magazines.

To the bones, we are all spotters and we try to make a magazine that contains loads of information mainly for spotters. Of course, we are working day and night to gather the info, but please try to help us a bit as we can't do it all ourselves.

all the best, Jac van Tuyn

P.S. All those who do sent in movements, news and photos articles, etc., please regard the above as rubbish.

#### COVER:

Way-up in the mountains of Northern Italy is AB.205 EI-330 of Esercito. This photo was made at Piancavalle on 30.02.78. (G.Zanetti)<sup>x</sup>

#### PAGE 2:

Just some Dutch NF-5s. K-3047 NF-5A of 314Sqn at Eindhoven on 11.05.78. (J.P.Bergmans)<sup>x</sup> K-4030 NF-5B of 316Sq seen on the flight-line at Gilze-Rijen. (F.Swinkels)<sup>x</sup>

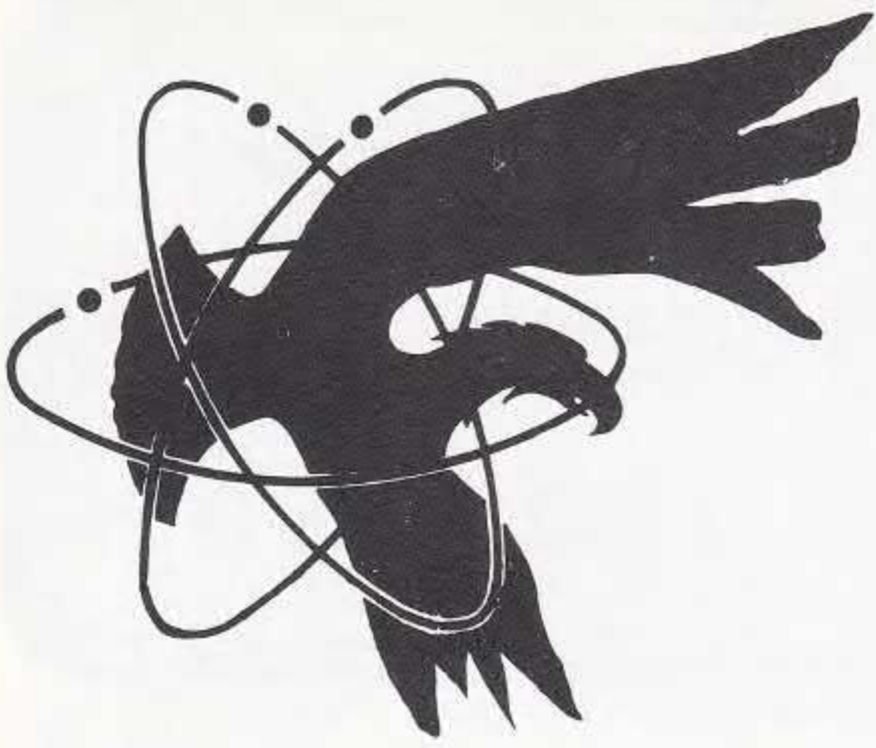
#### BACK PAGE:

Three aircraft of Stichting Behoud Oude Vliegtuigen at Hilversum. Page 20 & 21 are entirely devoted to this foundation. (C.v/d.Heuvel)

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

B.Berkemeijer	W.den Engelsman	R.Tamburini
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P.Druif	M.Pregnoiate	Sp.Gr.Ypenburg
J.Dubbeldam	B.Sørresiiig	2nd TASW

# MILITARY NEWS



## Holland

● During Saxon Drive, a big Dutch Army exercise, conducted in Northern Germany, five *ALOUETTES* were damaged. A-266 & A-399 were severely damaged and are likely to be the ones that have been reported as w/o's.

A third Alouette crashed nr. Celle. Two crew-members were slightly injured and a third remained unhurt. A cynical coincident: the helicopter was just simulating an emergency landing. At the time of the damage was not beyond repair.

Another helicopter accident but without a happy end, occurred on 11 October at Soesterberg. Bo.105C B-73 hovered at only 10 feet above the ramp when suddenly its nose went down. The rotors hit the ground soon followed by the rest of the plane. On the ground it caught fire and burnt out completely. Two ground personnel were hit by parts of the rotors.

● After the USS Guadalcanal, many more Navy vessels docked in the harbours of Rotterdam and Amsterdam. Noted with helicopters aboard were:

- USS *SHREVEPORT* (LPD-12) in Amsterdam-O.Handelskade from 11 till 12 October: 157768/YS25, 157797/YS26 157783/YS27 & 157766/YS28 all AH-1Js USMC HMM-162
- USS *RALEIGH* (LPD-1) in Amsterdam-O.Handelskade from 12 till 15 October: 159189/YS32, 160459/YS33, 160442/YS36 and 159193/YS37 all UH-1N USMC HMM-162
- USS *FAUL* (FF-1080) in Amsterdam-O.Handelskade from 17 till 22 October: 150160/HY336 SH-2F Seasprite USNavy HSL-36 Det.8
- HMCS *ALGONQUIN* (DDH-283) in Rotterdam-Parkkade on 20 October: 12403 and 12417 CH-124 CAF
- HMS *ARIADNE* (F-72) in Rotterdam-Parkkade on 20.10: XS570/455 Wasp HAS.1 Royal Navy 829Sqn
- USS *ARTHUR W. RADFORD* (DD968) in Rotterdam-Wilhelminakade from 8 till 10 October: 151332/HX232 SH-2F Seasprite USNavy HSL-34 Det.5

## ● Movements at EINDHOVEN included:

Aug. 21: C-1 and C-9 F.27M Troopship 334Sqn  
K-3054 NF-5A 316Sqn

On 25.08, Eindhoven AB was closed due to runway-repairs. On 31.08 six NF-5As returning from a sqn exchange with JABOG-35 made a low pass at Eindhoven

- Oct. 9: 58-27 DO-28D Luftwaffe JABOG-35  
10: 11-EI/A104 & 11-EH/A9 Jaguar A FAF EC.1/11  
11: 132 (F.5), 74 (F.20) and 54 (F.20) all Saab Sk.60C R.Swedish AF (also on 16.10)  
13: CH-12 C-130H BAF (CH-11 on 18.10)  
17: 50-37 and 50-40 C-160D Luftwaffe LTG-61  
Arrival of six F-4Fs of JABOG-35 for an squadron-exchange with 314Sqn: 37-13, 37-38 37-42, 37-54, 38-02 and 38-38  
18: 58-94 DO-28D Luftwaffe JABOG-35  
BR-13 Mirage 5BR BAF 42Sqn/2Wing  
MT-14 CM-170R Magister BAF  
19: 58-75 DO-28D Luftwaffe JABOG-35  
Arrival of a new F-4F: 37-18 JABOG-35  
20: FX-64 and FX-29 F-104G BAF 10Wing  
D-8143 RF-104G 306Sqn (barrier-test)  
23: K-3021 NF-5A 316Sqn  
Arrival of a new F-4F: 37-46 JABOG-35  
24: K-3050 & K-3048 NF-5A 316Sqn (K-3048 still wears the red-white-blue tail markings)  
58-27 and 58-75 DO-28D Luftwaffe JABOG-35  
A-253, 281, 407, 452, & 483 Alouette III GPLV  
30: V/251 SP-13A Atlantic MLD 321Sqn

## ● movements at YPENBURG included:

- Jul. 11: XK884 Pembroke C.1 60Sqn (WV746 on 13.09)  
24: 30-QG/31 CM-170R Magister FAF EEVSV.30  
Aug. 2: 37-85 & 38-57 F-4F WGAJF JABOG-36 (oversh.)  
3: 22557 C-12A USArmy 207Av.Comp.  
10685 CT-39A USAF 7005ABS  
Sept. 4: 21581 UH-1H USArmy (28630, 22079, 0-15795 17567 & 21581 on 09.08)  
7: 37857 C-130E USAF 314TAW (37788 & 37842 on 09.09 and 21295, 21294 & 96580 on 11.09)  
9: 50-43, 50-54 & 50-73 C-160D Luftwaffe LTG63  
60166 C-12A USAF 58MAS/435TAW  
12: 22326 UH-1H USArmy (15051 on 19.10)  
47680 and 47681 C-130H USAF 463TAW  
13: WV746 Pembroke C.1 RAFG 60Sqn  
26: PH-EXB/6W-STC F27-400M SenegalAF (PH-EXC/6W-STD on 12.10)

*Sea Hawk WV828 now repainted as D/118 here seen at Valkenburg just before delivery to the Aviodome museum at Schiphol. There it will join the other ex MLD aircraft. (C.Verloop)*



On squadron exchange at Twente with 315Sqn was this ItAF F-104S 51-11. Here seen on 26.10.78. (P.Druif)



- t. 2: 157768/YS25 AH-1J USMC USS Shreveport  
 20: 59-13 and 59-16 DO-28D Bundesmarine MFG-5  
 23: XX508 HS.125 CC.1 RAF 32Sqn  
 24: 22549 C-12A USArmy Hq. USECOM  
 FF76-058 F-15A USAF 1TFW (FF75-032 30.10)

- Movements at SOESTERBERG included:  
 May 16: 01547, 01554 & 01559 F-5E Tiger II 527TPTAS  
 18: 35-82 and 35-45 RF-4E Luftwaffe AKG-52  
 26: LN71-886 and LN71-883 F-111F 48TFW  
 31: AR65-927 and 65-944 RF-4C 10TRW  
 15032 CH-47C Chinook USArmy  
 June 6: AR68-556 RF-4C 10TRW  
 RS74-662 and RS74-055 F-4E 86TFW  
 8: 54241 EB-57E 17DSES  
 9: 37-81 and 38-69 F-4F Luftwaffe JABOG-36  
 XW530/P Buccaneer S.2B RAFG 16Sqn  
 12: 033 Transall C-160D Turkish AF  
 14: RS74-652 and RS74-055 F-4E 86TFW  
 13187 C-130E Hercules Turkish AF  
 20: XV483/Y & XV498/R Phantom FGR.2 RAFG 92Sq  
 21: FX-13 and FX-44 F-104G BAF 1Wing  
 27: 70-54 UH-1D Luftwaffe HTG-64  
 July 3: LN70-387 and LN70-371 F-111F 48TFW  
 5: BT76-010, 76-017, 76-023, 76-043 F-15A 36TFW

The clue of the line in last month's issue of FLASH mentioning the replacement of the FF-Eagles at Soesterberg proves to be based on the fact that early November 94TFS took over control from 71TFS. But this doesn't mean new F-15s will come over but just the pilots changed guards. Mid November a new delivery flight was expected bringing in another 8 CR-Eagles. A 19th Eagle, FF084, seems to have been hanging around at Soesterberg. It arrived at Soesterberg in the late afternoon of 15 September. Links have been made with Farnborough air show!

## Belgium

● While on the subject of ancient aircraft, here's a (incomplete) survey of MONUMENTS throughout the country:

- |   |                        |
|---|------------------------|
| Helchteren - Pembroke RM7                       | Dinant - Meteor EG162  |
| Saffraanberg - Spitfire SM29                    | Kalmhout - Dakota K40  |
| Kl. Brogel - F-84G FS2                          | Torhout - DC-4 KX1     |
| Florennes - Spitfire SG57                       | Evere - RF-84F FR29    |
| Brasschaat - Auster A15                         | Brustum - F-84F FU51   |
| Chievres - Meteor EG18                          | Zellik - Stampe V57    |
| Beauvechain - Spitfire SG3                      | Zellik - Hunter ID26   |
| Koksijde - Hunter ID123                         | Bierset - RF-84F FR34  |
| Brustum - Meteor EG79                           | Florennes - F-84F FU08 |
| Westouter - Dakota K31 (plus some Hunter parts) |                        |
| Bevingen - a Hunter on a pole                   |                        |
- Decoys and instructional airframe are not included in this list.

● The Belgian aircraft factory FAIREY, might be involved in the project to stretch 30 RAF Hercules. The RAF intends to stretch half its Hercules fleet by putting in two fuselage plugs fore and aft the wing. The total fuselage length will be increased by 15 feet.

Fifteen of these stretched kits are requested to be produced by Fairey. Lockheed subsequently fulfil its contractual obligations which were made at the time Belgium purchased 12 C-130Hs. At that time certain compensations were promised but so far never received.

● Small open day at GOETSENHOVEN on 31 August, revealed the following:

ST-02, 03, 04, 05, 06, 07, 08, 09, 12, 14, 15, 16, 19, 21, 22, 23 ST-24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 36 and ST-11, 17, 33 35 all SP.260Ms (the latter four in 'Swallows' markings).

ST-14 made an emergency-landing at Goetsenhoven on 27 July and was in progress of being repaired. Other a/c this day were: K64, 65, 70, 74, 90, 93, 94 all Alouette II Blue Bees, Islander B05, Puma G03, Mirage BR03 and T-Bird FT-17.

● Another open day was at FLORENNES on 13 September: Mirage BR03, 10, 13, 16, 23, 24; Mirage BA01, 21, 51; Marchetti ST12; Hercules CH08; Magister MT30; Starfighters FC01 and FX84; T-Bird FT-06; Merlin CP02; Mystere CM01 and Piper Cub LB03.

● News from the aircraft museum in Brussels. The fuselage of the SPITFIRE MK.XIV will be repaired by the Technical School at Saffraanberg. A Danish Meteor (coming from Gosselies) will be restored by volunteers of the 3rd Tactical Wing.

Hunter ID-188, a monument in front of barracks near Koksijde. (J.v.Tuyt)



## France

● At BA110 Creil, *ESCUADRON 3/10 'VEXIN'* has been formed with Mirage IIICs. The first two aircraft known are 10-LA/22 and 10-LB/87. Both have a two tone camouflage (sand/chestnut) as this unit will replace EC.4/11 'Jura' at BA188 Djibouti. 'Jura', once operating the F-100D Super Sabre, will be reformed at Bordeaux-Mérignac on 2 January 1979. The new Jaguars of 'Jura' are to replace the Vautour IIB/Ns of the recently disbanded 92 Escadre de Bombardement.

● In May of the next year, the first *ALPHA JET* will be delivered to GE.314 at Tours commencing the phase out of the T-33As. Within two years this replacement must be completed with the delivery of 65 Alpha Jets. In 1981, 14 machines will replace the T-33As in service with CEVSV.338 presently based at Nancy Ochev. The next 30 Alpha Jets will go to the weapon training unit EC.8 at Cazaux to replace the Mystere IVA but in the meantime it will be well into 1983.

In the winter-stop of 1979-1980, Patrouille de France will convert to the Alpha Jet. Surely this means double improvement: acceptable noise during taxi manoeuvres and better demonstration performances. While on a demonstration-tour in Egypt, one of the first production Alpha Jets made a successful wheels up landing at an Egyptian AB. On finals both engines suffered a flame-out. The Egyptian co-pilot ejected but test-pilot Jean-Marie Saget tried to put the a/c safely on the ground. He was slightly injured but the a/c was severely damaged.

The demonstration-tour was connected to a recently signed contract between Dassault-Breguet and the Arab Organization for Industrialization (AOI) to put up an assembly-line for 146 Alpha Jets in Egypt. The contract also foresees the delivery of 14 Alpha Jets which will be build in France and the assembly of an unknown number of Mirage 2000s. Needless to say that if Egypt signs the peace-treaty with Israel, this contract will become an intensively discussed subject.

● Movements at *LANDIVISIAU* included:

Jun. 8: 152743/LC-80 P-3B Orion USNavy VP-8Sqn  
 9: 6506 CASA.212 Portuguese AF  
 12: FX-48 and FX-59 F-104G BAF 1Wing  
 Jul. 28: 12-XC/35339 T-33A ELVSV.12  
 Aug. 24: -/41553 RT-33A ERVSV.33  
 35-83 RF-4E Phantom Luftwaffe AKG-51  
 Sept. 11: 221-22 P-3A Orion Spanish AF Esc.221  
 12: AGT/24731 L.19 ALAT GALAT Rennes  
 21: 315-QI/371 CM-170R Magister GE.4/315  
 Oct. 3: Arrival of five F-104Gs of MFG-2 for an squadron-exchange with 11F: 21-07, 21-11, 21-17, 21-22, 21-25, 21-29 F-104G MFG-2 904 and 931 PA.31 2S and 903 PA.31 3S  
 7: 3-JE/509, 3-JG/519, 3-JQ/528 and 3-JH/545 all Mirage IIIC of EC.2/3  
 Noted on this day were the first three Super Etendards of 11F: Nos.3, 4 and 5

● Movements at *LANN-BIHOUE* included:

Sept. 4: Nos.89 and 262 Alouette IIIASM 34F  
 6: 338-HH/16952 and -HN/35120 T-33A CEVSV.338  
 7: 160 and 268 Alouette IIIASM 34F  
 19: 340-VY/170 N.2501 Noratlas CIET-340  
 27: 316-FV/193 and 316-FO/196 N.2501 GE.316  
 28: AGF Alouette II 3 GALREG/Rennes  
 BQC Puma 11 GALDIV  
 Oct. 3: 315-XO/394 CM-170R Magister GE.4/315  
 314-WM/14350 T-33A GE.4/314  
 No.3 Br.1150 Atlantic ERC (del. to 23F)  
 10737 Argus Cl.28 CAF 405Sqn  
 4: WL754 Shackleton AEW.3 RAF 8Sqn  
 5: 21-22 and 21-25 F-104G Bundesmarine MFG-2  
 6: 26-79 F-104G Bundesmarine WGNavy MFG-2  
 10: 135/N, 142/P, 144/V, 150/E, 124/G, 127/D, 134/B, 459/A, 638/K all HSS.1 31F  
 16: 314-YS/21117, -YR/21485 T-33AN GE.6/314  
 XW538/B Buccaneer S.2B 15Sqn (overshoot)  
 18: 7-JA/41576 T-33A EEVSV.7  
 24: No.361 (c/n 3061) Al.III 34F  
 25: 5-ON/212 and 5-OE/220 Mirage F.1C EC.2/5  
 18: 7-JA/41576 T-33A EEVSV.7  
 87/18487 (56S), 771/77071 (ERC) both C-47s  
 313-DM/512 CM-170R Magister GE.2/313  
 24: 070-MA/80 Nord 262D EC.70  
 No.361 (c/n 3061) Alouette IIIASM 34F  
 25: 5-ON/212 and 5-OE/220 Mirage F.1C EC.2/5  
 Nos.2, 6, 12, 24 F-8E(FN) Crusader 12F

● On 28 September, the *Aéronavale* officially took delivery of her first *LYNX HAS.2(FN)* helicopter. The honour fell to 32F at St.Mandier. Aerospatiale has already completed ten Lynx of which one had already been delivered for trials. At the moment orders have been made for 26 Lynx HAS.2(FN)s with an option on 14 others.



## International

● One of Dornier's brochures contains a rundown on all events in the Alpha Jet programme. Not really shocking but nice enough for publication:

1967 First Dornier proposals for an up-to-date jet trainer (DoP375)  
 1969 German-French project contest for a trainer and ground support aircraft  
 23 July 70 Dornier-Dassault-Breguet group wins the contest with the Alpha Jet design.  
 15 Feb. 71 End of definition phase  
 16 Mar. 72 German-French governmental agreement  
 25 May 72 Beginning of development phase  
 May 1973 Completion of 01 prototype at Avions Marcel Dassault-Breguet Aviation  
 14 June 73 Decision to award Dornier prime contract for establishment of logistic support  
 26 Oct. 73 First flight of prototype No.01 at Istres  
 9 Jan. 74 F/f prototype 02 at Oberpfaffenhofen  
 6 May 74 F/f prototype 03 at Istres  
 11 Oct. 74 F/f prototype 04 at Oberpfaffenhofen  
 28 Oct. 74 Signing of governmental agreement on programme phase II - industrialization  
 March 1975 500 flying hours on test programme  
 21 Apr. 75 Demonstration-tour by the German prototype 03 to the future Luftwaffe Alpha Jet units at Husum, Oldenburg and Furstenfeldbruck  
 30 May 75 Signing of the industry contract for production preparation  
 15 June 75 Approval of Alpha Jet procurement by the responsible bodies in the German parliament  
 Sept. 1975 Signing of Alpha Jet contract by the Belgian Defence Minister  
 30 Sept.75 Final signing of the governmental agreement on production  
 Dec. 1975 1000 flying hours on test programme  
 16 Jan. 76 Notification of production contracts for a total of the first 140 aircraft and 420 engines  
 Febr. 1976 Cold Weather tests on prototype No.03  
 May 1976 Take-off and landing tests on grass stripe and on flooded runways  
 Autumn 1976 Beginning of parts production  
 Dec. 1976 1440 flying hours recorded on 1550 test flights  
 4 May 77 Delivery of first Alpha Jet fuselage rear by Dornier to AMD under the production programme  
 Autumn 1977 Completion of first production a/c (French trainer version) by AMD  
 4 Nov. 78 First flight by first production a/c  
 12 Apr. 78 F/f production a/c (attack)  
 21 Apr. 78 Handing over of first production a/c by Dornier

## Italy

● Based at VICENZA are the following US Army aircraft:

21637, 21680, 21697, 22301, 22409, 16403 and 16923 all UH-1Hs of 6th Aviation Company  
66-18015, -18020, -18030, -18059 and 67-18080 U-21A  
22253, 22260, 22556 C-12A  
Stored in a hangar are two US Army OH-13Hs 57-1804 and 57-6218.

● Movements at RIVOLTO included:

Jul. 14: 31-13/MM62013 DC-9 31Stormo  
15: 14-54/MM62015 PD.808RM 8Gruppo/14Stormo  
20: RM-116/MM80325 AB.204B ex 1RVR  
SA-77/MM6427 G-91T SVBAA  
22: 46-95/MM52-6030 C-119G 98Gruppo/46Aerob.  
Aug. 7: 46-29/MM52-6012 C-119G 2Gruppo/46Aerob.  
158690/JM CH-53 US Navy VR-24  
136763 C-1A US Navy CV-67  
11: RR-40/MM61943 S.208/M 303Gruppo/2RVR

● On 7 October, DISPLAY DETERMINATION 78 officially ended at the Maniago range. Over 90 aircraft had participated in this exercise: G-91Rs of 2Stormo, F-104Gs of 6Stormo, R/F-104Gs of 3Stormo, F-104Ss of 4, 5, 51 & 53Stormo, F-111Es at Gioia Del Colle, A6 and A-7 of USS Forrestal; WR F-4Ds from Aviano, OV-10As from Aviano and six Portuguese G-91s which were based at Treviso (support a/c two C-212A-2: 6510 c/n 2-33 and 6506 c/n 2-26).

● Noted at LUNI-LA SPEZIA on 28 July:

1-01/MM83087 AB.47B (gate-guard - false MM-serial)  
7-01/MM80933 7-02/MM80934 7-06/MM80938  
7-07/MM80939 7-08/MM80940 7-12/MM80944  
7-14/MM80946 7-15/MM80947 7-18/MM80949  
AB.212ASW of 5<sup>o</sup>Grupelicot  
4-03/MM150821, 4-04/MM149082, 4-11/MM-----, 4-14/  
MM153622 all SH-34 Seabat of 1<sup>o</sup>Grupelicot  
6-05/MM5007N 6-07/MM5009N 6-09/MM5011N  
6-11/MM5013N 6-15/MM5017N 6-20/MM5022N  
6-24/MM5026N all SH-3D of 1<sup>o</sup>Grupelicot

Although lacking the sqn-registration this G.222 is operated by 46<sup>o</sup> Aerobrigata. The unit badge is already on the tail. (C.Carretta)



AB47G-4A AF730 just prior delivery to the Zambia AF. On 25.07.78 a B.707-349C loaded 4 AB.47s AF728, 729, 730 & 731 at Milano-Malpensa for delivery to Zambia. (C.Carretta)



## United Kingdom

● After the US veto on the sale of 170 SAAB Viggen (see FLASH Nr.96-8), two other candidates remained for the Indian government to meet their requirement for a deep-penetration strike aircraft: the Dassault-Bréguet Mirage F.1 and the Sepecat Jaguar. Late October, the Indian government signed a principal agreement for 200 JAGUAR INTERNATIONALS. This deed ended a period of negotiations which started in 1972 and kept on going mostly because of financial problems. The Jaguar will replace the Canberras and Hunters. The latter will be bought back by BAe once the Jaguar enters service. Of the expected 200 to be ordered, 40 Jaguars will be completed by BAe at Warton including the 10 already built for a cancelled RAF order. The remaining will be completed by Hindustan Aeronautics Ltd. in Bangalore, India. Delivery to the Indian Air Force will be spread out over 10 to 15 years.

Interesting about this sale is the competitive element. The Jaguar is a product of BAe and Dassault-Bréguet joining in Sepecat (Société Européenne de Production de l'Avion ECAT). In India Dassault-Bréguet was in the race with two aircraft: its own Mirage F.1 and the Jaguar.

However, it seems the order is now an entire British affair. India selected the version with the British avionics and as a result the production will take place at BAe Warton. RAF Jaguar T.2s have been offered for training purposes.

A nice example of the classical struggle of the two dogs for the classical bone?

● Many headlines in the various aviation magazines mentioned the LYNX recently. More naval air arms consider to join the ones that already operate the Lynx. This latest Westland helicopter is one of British Aerospace's best selling products.

Five nations already operate the helicopter while several others have placed orders:

AH.1	Army Air Corps	78 on order
HAS.2	Royal Navy	60 on order
HAS.2(FN)	Aeronavale	26 on order and 14 in option
HAS.21	Brazil Navy	9 a/c (N3022-3028)
FAS.23	Argentine Navy	2 a/c (3-H-41 & 42)
HAR.25(UH-14A)	MLD	6 a/c. (V/260-265)
HAS.27(AH-14B)	MLD	10 a/c on order
	Denmark	7 a/c on order and to be delivered in 1979
	Norway	4 a/c on order and to be delivered in 1981 and two in option

In co-operation with Aerospatiale, BAe is setting up a production line in Egypt where 230 Lynx are to be completed for service in Egypt, Saudi Arabia Qatar (which already has 2 a/c for its police) and the United Arab Emirates.



Nine 'new' VC-10s have been bought by the RAF in order to extend their air-to-air refuelling capacity. At Stansted 4 Super VC-10s of Gulf Air were purchased as well as 5 VC-10s of East African Airways stored at Filton. RAF serials will be ZA140 (ex A40-VL), ZA141 (ex A40-VG) ZA142 (ex A40-VI), ZA143 (ex A40-VK), ZA144 (ex A40-VC), ZA147 (ex 5H-MMY), ZA148 (ex 5H-ADA) ZA149 (ex 5X-KVJ) and ZA150 (ex 5H-MOG). Illustrated is ZA142 at Stansted. (B. Bailey-Hickman)<sup>2</sup>

## United States of America

● To be concluded this month is the delivery of 25 F-8H CRUSADERS to the Philippine AF. All 25 were taken from the Davis Monthan stocks. With their wings removed, they were transported to the Vought plants at Dallas IAP by rail, completely restored, transported to San Diego harbour by rail and finally shipped to the Philippines.

Though already some different serial-registration allocations have been noted, the Crusader list should be as follows:

F-1 upto F-25 Bu.Nos. 147906, 148661, 148628  
148698, 148649, 147060, 148705, 148684, 148681  
148682, 148686, 147905, 148687, 147056, 147044  
148703, 148659, 148652, 148697, 148678, 147049  
148630, 147901, 148677, 147055 resp.

In the contract has been included that LTV will supply spare-parts over a period of ten years. The following a/c are used for this purpose:

Bu.Nos. 147070, 148691, 148666, 148689, 147050, 147071  
147043, 147914, 147047, 147054

● Movements at AVIANO included:

Jul. 13: 8-23, 8-22/MM6466 G-91Y 101Gruppo/8Stormo  
51-02, 51-06 F-104S 22Gruppo/51Stormo  
01260, 01264, 96583, 96556 C-130E 435TAW

28: 37782(62MAW) & 01270(317TAW) both C-130E

Aug. 8: 141002 C-131F USNavy NAS Rota  
136763/C-1A USNavy CV-67 USS Kennedy  
154117/AB733 SH-3D USNavy HS-11

9: TJ63-605 F-4C 401TFW  
27-05 and 27-89 TF-104G Luftwaffe WS-10  
155123/JM123 C-2A Trader USNavy VR-24  
159119/JU119 C-9B USNavy VR-56  
159362/JM CT-39G USNavy VR-24

10: FX-22, 29, 84 and 90 F-104G BAF 10Wing  
20-59 and 24-88 F-104G Luftwaffe JABOG-31  
FC-04 TF-104G BAF 10Wing  
51-85/MM51-9030 T-33A 651SC/51Stormo

11: 36-10/MM6717 F-104S 12Gruppo/36Stormo  
35-37 RF-4E Luftwaffe

Aug. 14: HR68-460 F-4E 50TFW  
40644 and 60187 C-141A 437MAW

Based at Aviano from 12 till 27 July were 12 F-4Cs of 401TFW: TJ63-421, 63-492, 63-532, 63-582, 63-625 TJ63-637, 64-789, 64-796, 64-888, 64-891, 64-922

Based here from 30 July were 25 F-4Ds of 81TFW:  
WR65-638, 65-658, 65-681, 65-692, 65-711, 65-716  
WR65-736, 65-749, 65-763, 65-767, 65-781  
WR66-234, 66-261, 66-519, 66-520, 66-559, 66-560  
WR66-610, 66-614, 66-619, 66-620, 66-708, 66-710  
WR66-720, 66-751

From 7 - 11 Aug.: 40567, 40555 MC-130E 7th SOS

From 7 - 18 Aug.: 01260, 01274, 96583 C-130E 435TAW

From 14 - 24 Aug.: 13553, 14650, 14679 OV-10A 601TCW

● This month F/A-18 HORNET 160775 made its first flight from Lambert Field, St. Louis. One side painted in US Navy markings and US Marines markings on the other side, this prototype is the first of a series of 11 pre-production aircraft. These 11 a/c will all go to the Navy Test center at Patuxent River for a test programme.

Once in production, 800 Hornets are expected to be needed, which plans call for 430 fighters (to replace the F-4 Phantoms), 310 attack (to replace the A-7 Corsair) and 60 trainers.

This US naval programme is completely covered by McDonnell-Douglas. This company teamed with Northrop to meet US Navy's VFAX requirements in June 1974. McDonnell-Douglas became the prime contractor to develop the Navy Air Combat Fighter (NACF) being a variant of Northrop's F-17.

Based on the same concept, both companies have now their own separated market for the Hornet. McDonnell Douglas is involved in the US naval requirement and Northrop is marketing the land-based version of the Hornet, the F-18L.

So far, Northrop has not yet received any orders to be able to launch the F-18L programme. Last year, it looked like 250 a/c could be sold to Iran but President Carter vetoed this sale. Two other countries interested in the F-18L are Canada and Australia, Canada is determined to have its own aircraft-industry heavily involved in the production of new aircraft for her forces. Based on the historical relation between Canadair and Northrop in the F-5 production, it is not unlikely CAF's Hornets will be the base for a world-wide sale of this aircraft.

Note that both in Canada and Australia, McDonnell Douglas is also in the competition together with all the others as Tornado, Mirage 2000, F-15 and F-16.

● Movements at FRANKFURT/RHEIN-MAIN included:

Aug. 10: 5-8301 B.707-3J9C IIAF 1st Transport Base  
58-23 DO-28D Luftwaffe JABOG-32

11: XX440 Gazelle AH.1 Army Air Corps

14: 50-54, 50-73, 51-14 C-160D Luftwaffe LTG-63

16: 50-33, 50-43, 51-12 C-160D Luftwaffe LTG-63

22: 50-55 C-160D Luftwaffe LTG-61

Sep. 1: 141009 C-131F USNavy NAF Mildenhall

4: 50-67, 50-79, 50-68 C-160D Luftwaffe LTG-63  
146034 C-1A USNavy VR-24

6: 148888/23 EP-3E Orion USNavy VQ-2

11: 7T-WAC/514 AN-12 Algerian AF

12: 22944/62AvCo and 22931/207AvCo both C-12A  
50-55, 50-65, 50-53, 51-06 and 51-11 all  
C-160D Luftwaffe LTG-61

14: 160627/BH KC-130R USMC VMGR-252

K-687 C-47A RDanAF Esk.721



Ex-SHAPE's VC-118A 33303 departed Chievres (Belgium) on 02.08.78 Via Goose Bay it flew directly to Davis Monthan. 33303 was the last C-118 operated by USAFE. (T.Sgt.D.H.Kuykendall via J.M. Bowdler)



Sept.14: 17001 OV-10 Mohawk USArmy 73th MIC  
 15: 95820 HC-130N 67ARRS  
 16: 5-8310 B.707-3J9C IIAF (5-8306 on 17.09)  
 21: 21858 C-130E AFRES 422TAW/935TAG  
 22: 160626/BH KC-130R USMC VMGR-252  
 27: 62-WM/168 N.2501 Noratlas FAF  
 28: 14864 and 14856 HC-130H AFRES/303ARRS

● The US Defence Department has announced their **PROCUREMENT BUDGET** for Fiscal Year 1980:

USNavy:	CH-53E	14 a/c	F-15	60 a/c	
F-6B	6 a/c	USArmy:	KC-10A	4 a/c	
F-16C	10 a/c	UH-60	145 a/c	E-3A	3 a/c
E-2C	6 a/c	U-21	4 a/c	TR-1	6 a/c
EC-130Q	3 a/c	USAF:	A-10	144 a/c	
C-12A	22 a/c	F-16	175 a/c		

This budget will be sent to the Congress early next year for final approval.

That the Senate does not always agree with the Administration prove the changes made in the Budget of Fiscal Year 1979. Extra money was created for 4 extra F/A-18s (increased to 9) and 8 extra F-14s (increased to 36). This money was drawn from the cancelled fourth nuclear-powered aircraft carrier in the USS Nimitz class.

● Shortly after one another, two AV-8As of the USMC **CRASHED**. On 2 October, while dropping practise bombs killing the pilot. On 6 October a pilot ejected as something was wrong with the exhaust temperature. Since the introduction of the a/c into the US Marines, over 30 have been lost. This is 1/3 of the total of 110 Harriers delivered.

The follow-up of the AV-8A, the McDonnell-Douglas AV-8B, made its first three skips on 9 November. Test pilot Charles Plummer made three VTOLs to an altitude of 130ft.

Of the AV-8B two prototypes will be completed and both go to Patuxent River for a test programme which will start in January 1979. The main difference with the AV-8A is the critical wing of the AV-8B.

● **PHANTOM SHUFFLE** part 627. Anticipating the arrival of A-10s at Bentwaters, 81TFW's 91TFS withdrew its F-4D Phantom late September. All its aircraft are now in the process of being delivered to 401TFW at Torrejon, Spain. Noted at Bentwaters just before their delivery were TJ66-7553, 66-7607, and 66-7614. The other Bentwaters based sqn of 81TFW, 92TFS, is expected to do the same next month thus leaving 78TFS at Woodbridge to operate the last F-4Ds till April next year.

Some F-4Cs of 401TFW have already been noted in the States allocated to several ANG units. Being on the subject of ANG, 163TFG/196TFS/CaliforniaANG will be the first unit to receive the F-4E.

● Following the statement of the **US MARINE CORPS** as they would deploy to Northern Europe during Autumn Forge, a true invasion of USMC aircraft settled at Vandel (Denmark) early September:

- 4 EA-6A Intruders of VMAQ-2 (incl. 151597/CY07)
- 2 RF-4B Phantoms of VMFP-3
- 12 A-6E Intruders of VMA(AW)-332 (add, serials are 151784/EA10, 152641/EA11. Corr. 155586/EA06)
- 12 F-4J Phantoms of VMFA-333
- 6 AV-8A Harriers of VMA-231 (known serials: 159258/CG01, 159369/CG04, 159240/CG16). These a/c left for Schleswig-Jägel later on.

● De-activated at Holloman AFB in April 1977 was 417TFS operating F-4Ds as part of 49TFW. This unit is to reform at Zweibrücken again with F-4Ds very soon. F-4Ds of 23TFS/52TFW from Spangdahlem are frequently visiting Zweibrücken because of this re-activation.

This confirms some of the long-standing rumours about unit changes at Zweibrücken. The rest of the rumours indicate that one F-4E sqn (with ex CR-Phantoms) will move in from Ramstein, thus creating a fighter wing. One of the 26TRW units should be disbanded while the other one will move to Alconbury.

In a few months we'll surely see what's true of this story.





G-91R 99-06 with target-drone leaving Hohn on 25.07.78. (P.Druif)

## West Germany

● Transall C-160D, 51-01 of LTG-61, added a remarkable trip to the many it already made. Recently it departed from its home-base Landsberg, for Köln-Wahn (W.Germany), Nantes (France), Lajes (Azores), Gander (Canada), Ottawa (Canada) to Brandon. Here goods were delivered for a German army unit at a nearby Canadian range.

From Brandon, the trip was continued to Winnipeg and then to James Cox IAP near Dayton, Ohio. At this base it participated in the static display of Dayton Air Fair 1978. This air fair is one of the biggest air events in the US and 51-01 was needed to illustrate the new sales-campaign which started after the decision was made to re-open the C-160 production-line.

From Dayton it flew to Burbank, California to pick up electronic equipment for the Luftwaffe and subsequently started the home flight. Via St.Louis, Missouri, it flew to Dulles IAP, Washington but due to an engine-fire it had to return to St.Louis. After a 10-hours delay, it took off again for Dulles IAP and flew to Landsberg via Gander, Ireland England and Köln-Wahn.

A Transall of LTG-63 also made a remarkable flight. On an invitation of USSR, the Luftwaffe participated in the 3rd World Championships for Helicopters. With one UH-1D of HTG-64, the team members and some journalists aboard, the Transall flew to Witebsk

where the championships were to be held. Aboard were also two Russian navigators to maintain the radio contacts with the Russian air-traffic controllers.

● Illustrating the good relation between Portugal and West Germany, was a SQUADRON EXCHANGE between 301Sqn, Montijo and 1 Staffel LEKG-41, Husum. During their stay in Portugal, the German pilots logged 124 hours with their six G-91Rs.

● On 19 September, an F-104G of the Bundesmarine CRASHED near Anholt into the sea between Denmark and Sweden. The pilot ejected and was later picked up by a Swedish ship.

According to local radio & television this was the 197th Starfighter w/o but many other sources have already exceeded the 200 a long time ago. Still others have not yet come to the 175th. Hopefully the German Defence ministry herself knows the exact number!

On 7 Oct. an TF-104G (Luftwaffe) crashed in Bayern and on 13 Oct. an F-104G (Luftwaffe) crashed in Sachsen.

● Just after the closing-date of this month's issue the Germans would discuss the AWACS purchase matter. Much depends on the outcome of this discussion as Germany is the main contributor to the funds needed to buy 18 Boeing E-3A Sentries. Because of this big share, they claim the biggest part of the compensation orders and so far there has been much grievance about this. Once the problem is solved, the final decision to sign the contract is surely to be made during the big NATO conference early December.

Think...think... last year we made the same statement!

### ■ F-16 UPDATE ■

Already some time ago the first production F-16A 80001, made its first flight from Carswell AFB. On 7 August, GD test pilot Neil Anderson made a 80 minutes test flight reaching mach 1.6 and manoeuvred at 8.2g.

Israel is completing negotiations for an additional batch of 35 F-16s. Bringing their total of F-16s to 75.

The latest fuselage-numbers of the Fokker production line at Papendrecht:

H-013 F-16A to BAF	H-019 F-16A to BAF
H-014 F-16B to Klu	H-020 F-16A to Klu
H-015 F-16A to BAF	H-021 F-16B to BAF
H-016 F-16A to Klu	H-022 F-16A to Klu
H-017 F-16B to BAF	H-023 F-16B to RDAF
H-018 F-16B to Klu	H-024 F-16A to RDAF

A new kind of serial has shown up. Also the F-16s produced in Belgium and Holland seem to have an GD multinational production-number. For the first two a/c for the Klu these will be 32 (F-16B) and 39 (F-16A).



## Open Days -- Open Days

Some dates for aviation events in 1978 are already known:

June 8-17:	'Paris Air Show' at Le Bourget (France)
June 16:	'Klu Open Day' at Twenthe (Holland)
June 23&24:	'International Air Tattoo 1979' at Greenham Common. Special attraction will include 25 Lockheed C-130 Hercules. Since there's no Farnborough next year the UK aircraft industry is expected to exhibit the main part of their new products.
June 24:	'Flugtag 79' at Ramstein (W.Germany) not officially confirmed yet
July 29:	'Open House' at Hahn (W.Germany)

# GANNET FAREWELL

by Brain Fiddler

Historians of the Pacific campaigns in the closing months of World War II, acknowledge that the provision of some form of Airborne Early Warning (AEW) system was essential to counter the threat of the Japanese 'kamikaze' pilots. Since 1945, the advent of faster, jet aircraft assured a vital role for AEW provision in the fixed-wing squadrons aboard British and American carriers. The Royal Navy at first operated the American-Douglas Skyraider but since the mid-1950's the Fairey Gannet has provided the vital AEW cover for the Royal Navy.

The Fairey Gannet was originally designed as a carrier-based anti-submarine, search & strike aircraft and was notable for its Double Mamba turboprop engine, enabling one power section to be shut down for cruising flight. Altogether 171 AS.1, 41 T.2, 44 AEW.3, 76 AS.4 and 9 T.5s were built (with one AS.1 conversion) were built, plus 40 AS.4s for the Australian Navy, 16 for the West Germans and 18 for the Indonesians. Five Gannet AS.4s were converted into C.O.D. (Carrier On-board Delivery) transports for carrying mail and passengers from the shore to the parent carrier. The AEW.3 was the final version of the Gannet, easily recognisable by the APS-20 radome beneath the fuselage. The construction numbers for the AEW.3s and T.5s are as follows:

AEW.3: serials XJ440, XL449-456, XL471-482, XL493-503, XP197-199, XP224-229 and XR431-433.  
(c/ns F.9431-9471 and F.9514-9516 resp.)  
T.5: serials XG882-890, XT752 (ex T.2 WN365)  
(c/ns F.9411-9419 and F-9137 resp.)

All the surviving Gannets now belong to No.849Sqn, based at RAF Lossiemouth on the shores of the Moray Firth in Scotland. The squadron consists of a Headquarters Flight whose main task is to provide a back-up of aircraft and aircrew for the 'B' Flight the front-line operational detachment of four Gannet AEW.3s embarked in 'Ark Royal'. The H.Q. Flight are recognised by the station's 'LM' code displayed on the fin and the large nose code in the 760 to 767 range. The 'B' Flight, also to be found at Lossiemouth when not embarked in Ark Royal, have yellow and black tail markings (with the 'Busy Bee' badge on the tail) and large nose-codes 041 to 044 and tail code 'R'. The four Gannets now aboard Ark Royal for her last deployment have modified markings for the occasion, the forward limit of the fin stripes having been extended to a greater depth, and the number of black and yellow spinner bands having been reduced in number and increased in width. The few remaining Gannet T.5s still retain their silver and dayglo colour scheme, but recently some H.Q. Flight a/c have had their large code numbers removed. Extra aircraft are kept in store at Lossiemouth to provide spares, and codes have been frequently changed around.

Details of surviving Gannets are as follows:

A.E.W.3:

XL449 Overhauled by Westlands 1971/72. Flew as '043/R' 'B' Flt. in 1973. Now stored in flying condition as '762/LM' with H.Q.Flt.

XL450 Westlands overhaul 1972/74. Now flying as '043/R' 'B' Flt. aboard Ark Royal.

XL471 Westland overhaul 1972/74. Now flying as '043/R' 'B' Flt. aboard Ark Royal.

XL472 Westland overhaul 1973/75. In store during 1976. Now flying as '044/R' 'B' Flt. aboard Ark Royal.



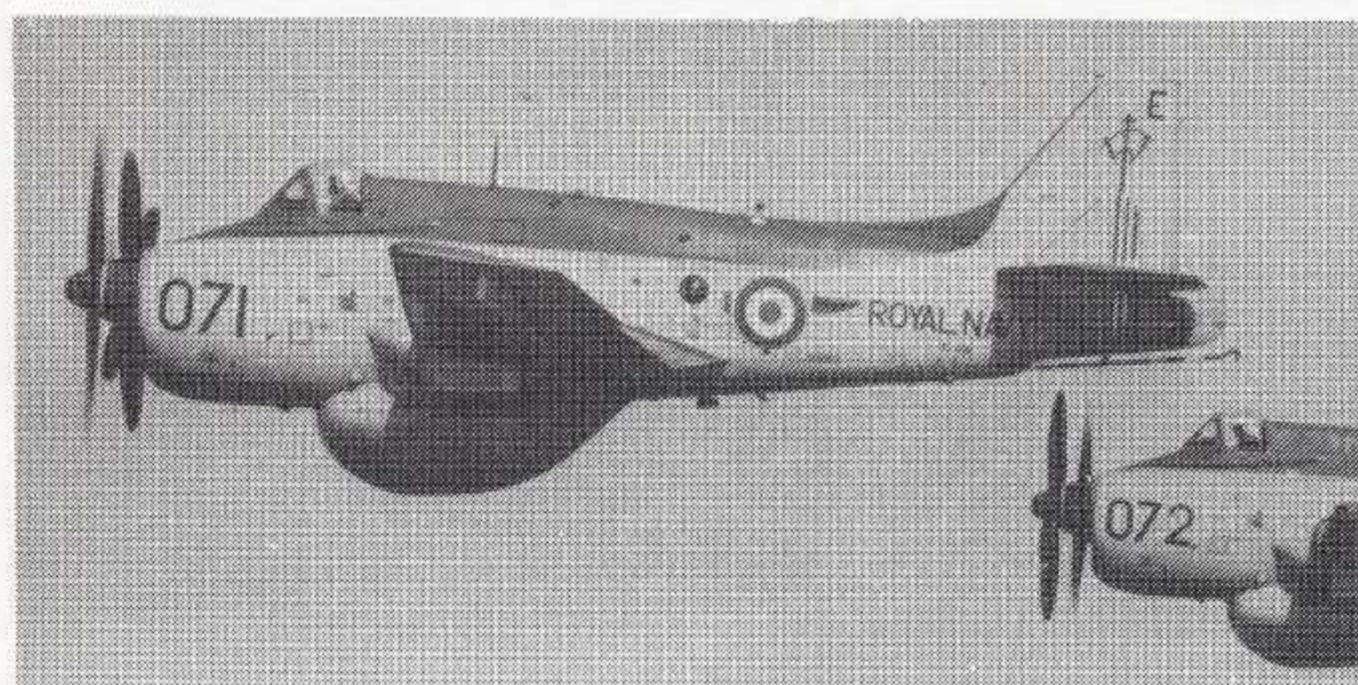


- XL473 Originally '070/E' of 'D' Flt. aboard HMS Eagle. Then to H.Q.Flight as '761/LM'. Used for spares with the remains of the shell on Lossiemouth fire dump by 08.77.
- XL476 Originally '262/H' of 'A' Flight aboard HMS Hermes. Then to H.Q.Flights as '763/LM'. Used for spares with the remains to Lossiemouth fire dump by 08.77.
- XL479 Originally '073/E' of 'D' Flight aboard HMS Eagle. Then to 'B' Flight as '044/R'. Now stored in flying condition with H.Q.Flight at Lossiemouth
- XL480 Originally '072/E' of 'D' Flight aboard HMS Eagle, then to H.Q.Flight as '761/LM'. Sent to Westlands for overhaul 1974/76 but work stopped due to defence cuts. Fuselage can now be found dumped on the south side of the airfield at RNAS Yeovilton.
- XL481 Originally '071/E' of 'D' Flight aboard HMS Eagle. Later to H.Q.Flight as '761/LM'. Now stored in flying condition at Lossiemouth.

- XL500 Overhauled at Westlands 1970/72, then to 'B' Flight as '042/R', passing on to H.Q.Flight as '760/LM'. Now uncoded.
- XL502 Originally with 'B' Flight as '044/R', then to H.Q.Flight as '762/LM'. Now uncoded.
- XL503 Originally '071/E' of 'D' Flight on HMS Eagle. Now with the Fleet Air Arm Museum at Yeovilton with these markings.
- XP199 Overhauled at Westlands, then to 'B' Flight as '044/R'. Stored in flying condition since 1975 with H.Q.Flight.
- XP225 Originally '072/E' of 'D' Flight on HMS Eagle. Later used by H.Q.Flight as '762/LM' finishing its days on the fire dump.
- XP226 Stored around 1970 marked as '073/E' of 'D' Flight. Following Westlands overhaul it became '044/R' of 'B' Flight and is now stored with H.Q.Flight.
- XP227 Originally '262/H' of 'A' Flight on HMS Hermes. Used for spares recovery at Naval Aircraft Servicing Unit (NASU) Lossiemouth. The fuselage going to the fire dump 12.76. Remains still visible by 08.77.
- XR432 '073/E' of 'D' Flight, later became '760/LM' of H.Q.Flight. Used for spares recovery, the shell going to the fire dump by 08.77.

- A.S.1  
WN464 Was in use with the School of Aircraft Handling at Royal Naval Air Station (RNAS) Culdrose as 'A2540/SAH-9' but these markings were not carried. Now with the museum at Cornwall Aeropark near Helston, Cornwall.

- C.O.D.4 (conversions from AS.4)
- XA430 Originally '074/E' of 'D' Flight on HMS Eagle. Then to H.Q.Flight for use as spares recovery aircraft. The remains were dumped by 08.77 still '074/E'.
- XA454 With the Fleet Air Arm Museum at Yeovilton as '264/H' of 'A' Flight (HMS Hermes).
- XA459 An A.S.4 Gannet, with School of Aircraft Handling, Culdrose as 'A2608/SAH-7' though these markings were not carried. This a/c may no longer be in use and could have moved elsewhere.
- XA466 Was '040/R' with 'B' Flight. Then to H.Q. Flight as '777/LM'. Flown as RNAS Lee on Solent in June 1978 and towed by road to Royal Naval Aircraft Yard (RNAY) Fleetlands for repainting - for preservation?
- XA470 At Lossiemouth NASU for spares recovery until 2.77, then the remains at the Tain Ranges off the Dornoch Firth in Scotland.



Gannets XL481/071E & XL480/074E from HMS Eagle in 1971. Note 072/E has its forward propeller 'feathered'.

- XL482 Originally '041/R' with 'B' Flight. Then to Westland for overhaul. Later to H.Q.Flight as '761/LM', but now uncoded.
- XL494 Originally '041/R' with 'B' Flight, but now uncoded with H.Q.Flight.
- XL496 Originally '765/LM' with H.Q.Flight, then used for spares. The fuselage was sent to the fire dump in '76, the remains still visible by 08.77.
- XL497 Originally '760/LM' with H.Q.Flight. To Westlands for overhaul 1971/73, then to A&AEE at Boscombe Down. Now with 'B' Flight aboard Ark Royal as '041/R'.

XG790 '040/R' of 'B' Flight until 1972, then used as spares with the remains going to the Tain Ranges.

XG831 An A.S.4 with the School of Aircraft Handling at Culdrose. Though the are not carried it is allocated 'A2539/SAH-8' and has a black colour scheme with red and blue finlets. It was still in use in August 78.

T.5

XG882 With H.Q. Flight as '771/LM', then cannibalised and used for spares before being dumped by 08.77.

XG883 To the Fleet Air Arm Museum at Yeovilton on 03.06.70 as '773/BY'.

XG884 Used by H.Q. Flight, but stored by 02.77. Now dumped on the Tain Weapons Range.

XG888 With H.Q. Flight as '770/LM'. Now believed to be stored at Lossiemouth.

XT752 Originally built as a T.2 WN365. Sold to Indonesia as AS-14, but returned to become G-APYO with Westlands. Converted to T.5, then to H.Q. Flight as '772/LM' but may now be uncoded.

A.S.6:

XA460 '768/BY' when with the H.Q. Flight at Brawdy (pre-1970). Still wears those markings with its present owners, the Kelsterton College of Technology at Flint, North Wales.

XA463 '767/BY' when at Culdrose (pre-1970). Then to Lossiemouth as an instructional airframe To the fire dump by 1974, with remains still extant by 08.77.

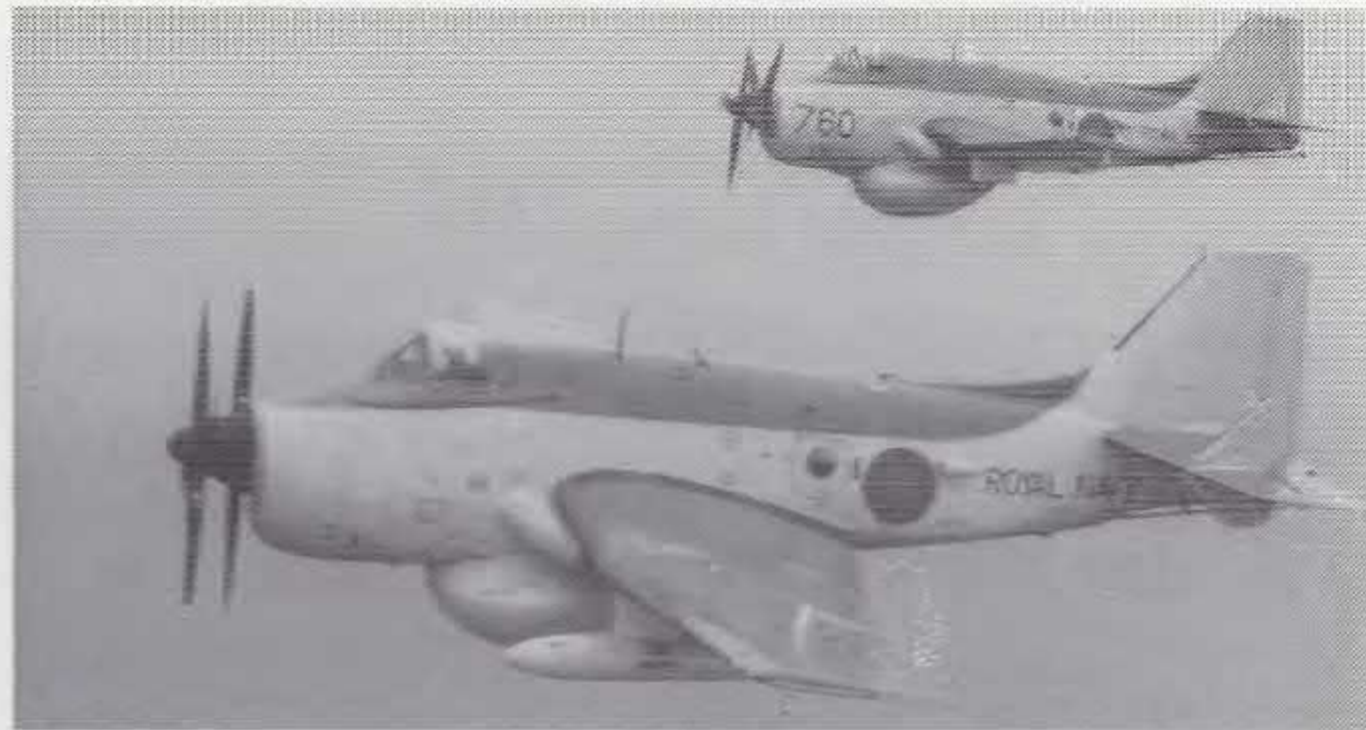
Non-flying museum pieces

T.2 XA508/627GN ex Royal Navy Engineering College Manadon, Plymouth. Held at RNAY Wroughton near Swindon in reserve for the Fleet Air Arm Museum, Now in open storage behind the museum at Yeovilton.

AS.4 XG797/766BY at the Imperial War Museum collection at Duxford.

Ever since the '65 Defence Review, which prophesied the phasing out of fixed-wing flying in the Fleet Air Arm, controversy has erupted time and again over provision of air-cover for the Royal Navy.

For the last fixed-wing squadrons (892 on Phantoms, 809 on Buccaneers and 849 with Gannets) the past decade has been notable for the numerous postponements of the scrapping of Ark Royal. Sadly Ark Royal returns to Devonport for the last time in early December to be withdrawn. Her Phantoms and Buccaneers will be passed to the RAF. Incredibly



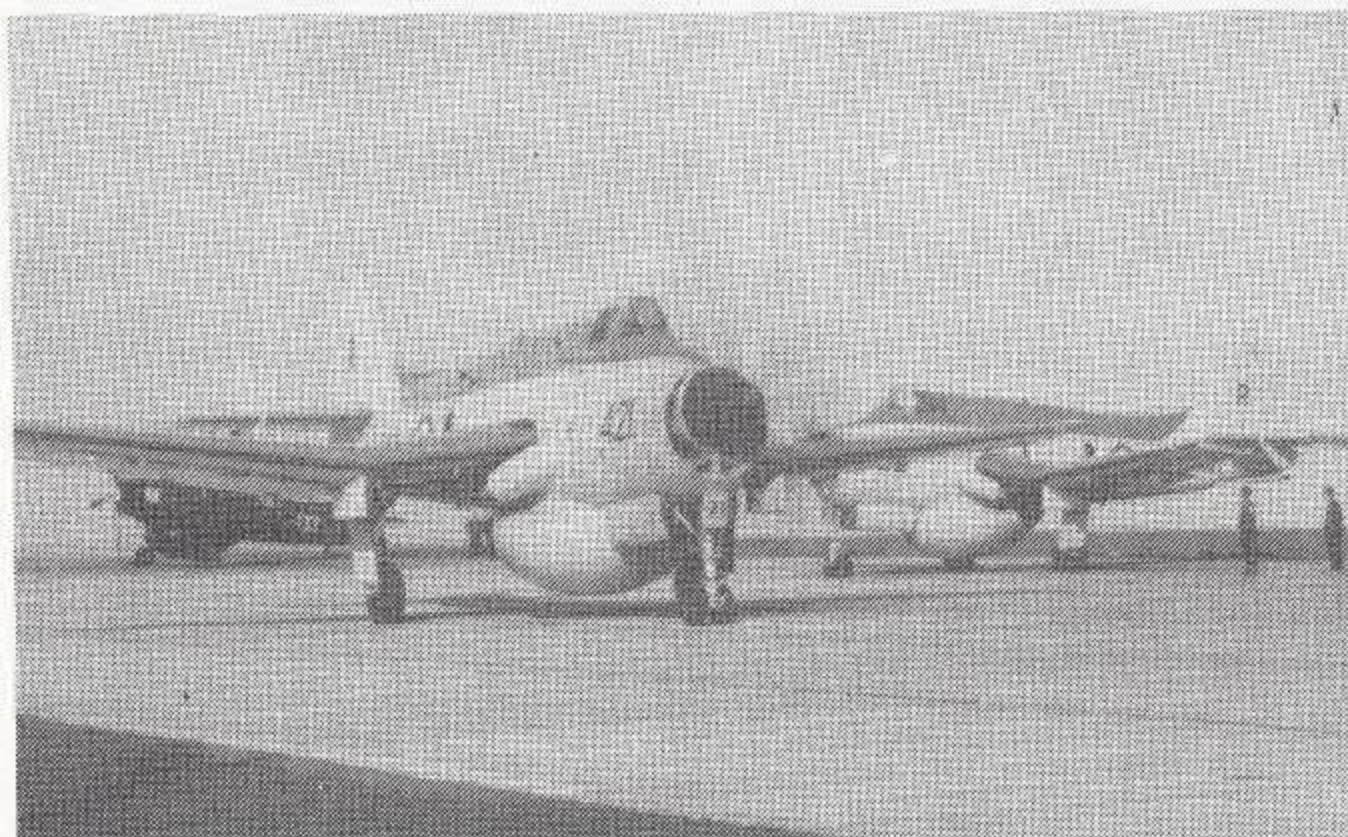
TOP PAGE: Gannet AEW.3 XL482 of 849 Sqn H.Q. Flight flying with Gannet '760/LM' also of H.Q. Flight.  
ABOVE: With red & blue finlets Gannet AS.6 XL492 of School of A/c Handling seen at Culdrose on 17.08.78. (B. Bailey-Hickman)<sup>x</sup>  
ABOVE: Gannet AEW.3 XL480 at Lossiemouth on 13.08.78. (B. Bailey-Hickman)<sup>x</sup>  
BELOW: HQ's COD Gannet (ex AS.4) XA466 shortly after re-spray at RNAY Fleetlands 18.07.78. (RAF





no replacement exists for the Gannet which will reduce the Royal Navy's ability to operate only within the cover of shore-based aircraft. 849Sqn Gannets still have some years life left in them, but it would appear that their fate is sealed. 849's demise will also end a long naval link with Lossiemouth dating back to 1945 and going through the post-war peak of the FAA in the mid-1960's. The Gannet will be sorely missed by Royal Navy and aircraft-lover alike.

Credits. Messers J. Freer, R. Hodgkinson and J. Downey of 'South West Aviation News', 'Scottish Air News', 'British Aviation Review', Royal Navy Public Relation Officers at Yeovilton and Lossiemouth.



TOP PAGE: Gannet T.5 XG888/LM of 849Sqn HQ Flight (stored) at Lossiemouth on 13.08.78. (B. Bailey-Hickman)<sup>x</sup>

ABOVE: Gannet AEW.3s XL472/421R, XL473/422R and leaving RNAS Culdrose late 1960's. (RNAS Culdrose).

BELOW: Flypast prior final embarking to HMS Ark Royal on 30.03.78. (RAF)

#### ■■■■ THE MISSING GANNETS ■■■■

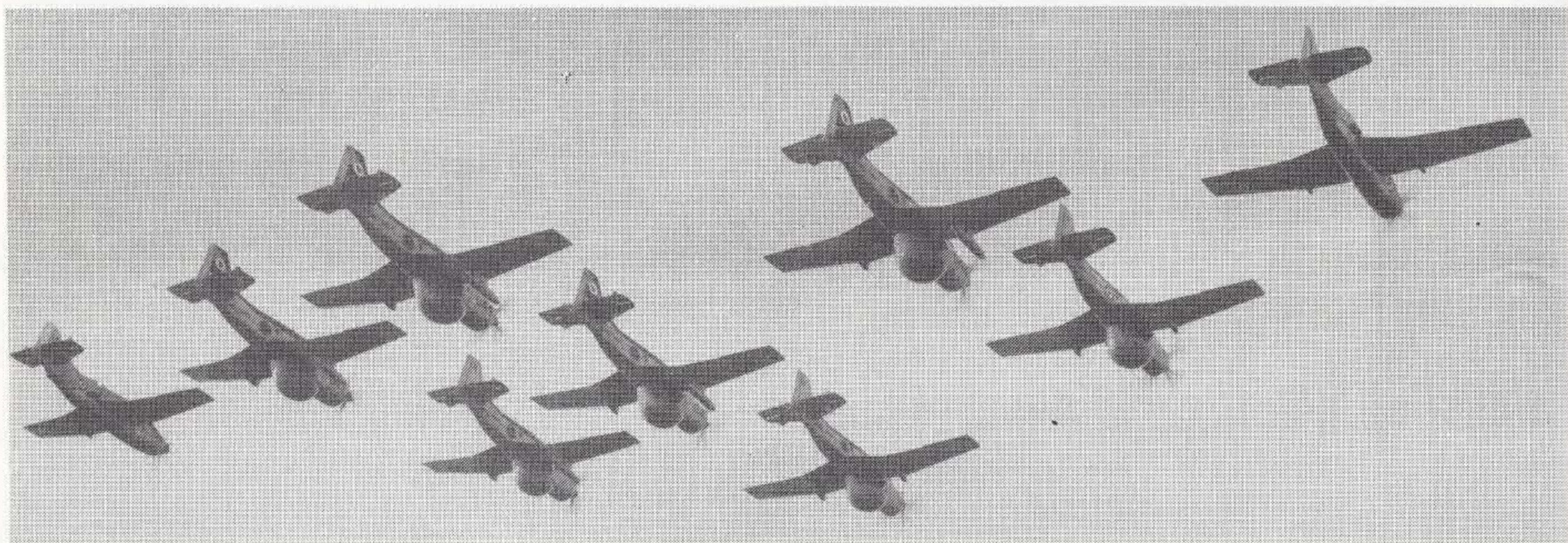
In order to fill in the gaps for the Gannets not held by 849Sqn, this list records the fates and crash dates:

##### A.E.W.3:

- XJ440 The prototype AEW.3; w/o 26.04.60 on approach to Filton.
- XL451 '260/H' 849Sqn. Ditched near Okinawa, Japan on 22.11.68.
- XL452 '776/BY' of 849Sqn H.Q.Flt. Ditched 15.01.60
- XL453 Stalled on take-off on 25.01.60 and w/o.
- XL454 Last flew as '261/H'. Broken-up at Ilchester, Somerset.
- XL455 '262/H' of 849Sqn. Ditched off Japan 25.11.68
- XL456 Crashed at Lossiemouth 03.06.74 as '761/LM' of 849Sqn H.Q.Flight.
- XL474 '762/LM' of 849 H.Q.Flight. Crashed near Yeovilton on 29.06.72.
- XL475 '261/V' of 849Sqn. To the school of Aircraft Handling at Culdrose, Later scrapped.
- XL477 '433/H'. Ditched off Ceylon on 09.03.61.
- XL478 '070/E'. to Culdrose and scrapped.
- XL493 Lost off HMS Eagle in Far East on 24.06.66
- XL495 '425/V'. Ditched off HMS Victorious 22.11.60
- XL498 '433/R'. Nose-wheel collapse at Withybushe on 01.05.69.
- XL499 '462/H'. Collided with XP187 on 09.04.62
- XL501 849Sqn 'B' Flight. Crashed on Ark Royal on 08.01.65.
- XP197 see XL499
- XP198 Lost over the side of Ark Royal on 24.04.62
- XP224 '263/H'. Fell overboard HMS Hermes 23.10.69
- XP228 Ditched after engine fire on 12.07.65.
- XP229 '043/R'. Fell off Ark Royal in 07.73.
- XR431 w/o 06.09.74.
- XR433 '044/R'. Crashed at Yeovilton 16.05.70.

##### T.5:

- XG885 Dumped at Brawdy in 9.70.
- XG886 Dumped at Brawdy in 9.70.
- XG887 Crashed at Hay-on-Wye on 22.08.63.
- XG890 to the Indonesian Navy as VA-99.





WILLIAM TELL '78, thirteenth in a series of interceptor weapons meets hosted by Aerospace Defense Command (ADC) was held at Tyndall AFB in Florida from September 13 till October 7, 1978.

William Tell is one of several competitions organized by the U.S. Department of Defense to test a particular part of the U.S. Military ability to fulfill its mission of defending the nation.

William Tell is designed to test the capability of intercepting units from the USAF, ANG and CAF in maintaining air superiority. The project gives interceptor crews the opportunity to operate under simulated combat conditions, to test the proficiency of the air defense organization, the evaluation of weapons and to give the USA a first-hand view of its air defense readiness and capabilities.

After a long and detailed selection, starting many months before, each participating command selects its best of the best units to compete in the William Tell Project. The competition is divided into three categories: Category 1 for teams flying the F-101 Voodoos, category 2 for F-4 Phantoms and category 3 for F-106 Delta Darts.

Four basic mission profiles were flown by the teams. Each profile simulates different situations crews could expect to encounter while intercepting enemy aircraft. Not all profiles were flown by each type of interceptor: it depends on the differences in the aircraft and its particular role in the air defense mission. In profile 1, each interceptor attacks individually a supersonic drone target at an altitude of 50,000 feet. Profile 2 consists of 2 aircraft intercepting PQM-102 drones. In profile 3 the aircraft fights a rather low flying towed target. ECM features in profile 4: for this reason EB-57 aircraft are also stationed at Tyndall during the meet. A special 5th profile is flown by all crews to determine so called 'top gun' honors.

Used for the first time in the meet was the PQM-102 jet drone. This version of the obsolete Delta Dagger fighter has been converted into a realistic radio-controlled target. Also used as realistic enemies are the supersonic Firebees, an air-superiority target system.

Named after the famous Swiss archer, the William Tell project is an event which occurs every two years at Tyndall since 1958; the first meet took

place at Vincent AFB, Arizona in 1954. Today, Tyndall is the home of ADC's Air Defense Weapons Center (ADWC) which has three squadrons: 2FITS with the F-101B/F and F-4C, 62FITS with T-33A & finally 95FITS flying the F-106A/B. Also based at Tyndall is detachment 5 of the 39ARRW/55ARRs operating CH- and HH-3E helicopters for rescue duties and drone recovery.

Eleven teams with 55 aircraft (not including the EB-57s) took part in the meet. The 12th team, 57FIS from Keflavik with their recently acquired F-4Es couldn't accept the invitation due to other commitments. The units did come as far as 8000 miles away, like 3TFW from Clark/Philippines, to as close as 33TFW, their home base being at nearby Eglin. A rundown of the participating units and their aircraft goes as follows:

147FIG/11FITS - Texas ANG - from Ellington  
F-101B 80335 F-101F 70327, 70342, 80276, 80311

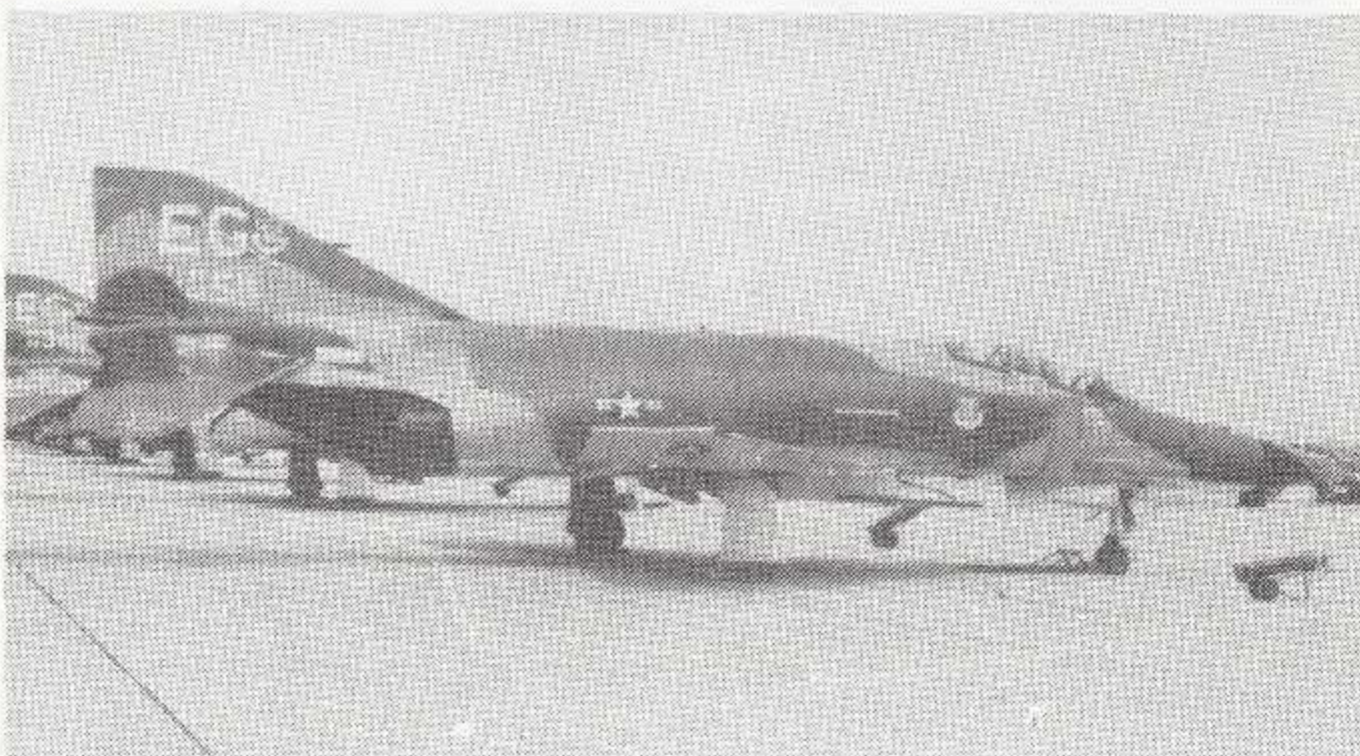
142FIG/123FIS - Oregon ANG - from Portland IAP  
F-101B 70412 coded '20', 80301/08, 80313/10, 80339/18 and F-101F 80338/17

CAF/Air Defense Group (guest team; aircraft drawn from different squadrons and bases)  
CF-101F 101008, 101020, 101050, 101053, 101059

119FIG/178FIS - North Dakota ANG - from Hector Field  
F-4D 64-942, 64-949, 64-956, 64-965, 64-970

33TFW(TAC) from Eglin AFB  
F-4E 67-395, 68-342, 68-385, 68-498, 68-511 coded EG





86TFW/526TFS (USAFE) from Ramstein AB  
 F-4E 74-637, 74-638, 74-639, 74-649, 74-653 all  
 coded RS having the black serial presentation

3TFW (PACAF) from Clark AB  
 F-4E 68-310, 68-312, 68-410, 68-493, 69-(7)261 all  
 coded PN

102FIW/101TFS - Massachusetts ANG - from Otis AFB  
 F-106A 72475 coded '07', 72499/13, 72501/14, 72503  
 /15 and 72505/17

120FIG/186FIS - Montana ANG - from Great Falls IAP  
 F-106A 72453 coded '01', 72478/09, 72483/13, 72485  
 14 and ?/15

48FIS (ADCOM) from Langley AFB  
 F-106A 60458, 90122, 90123, 90133, 90145

49FIS (ADCOM) from Griffiss AFB  
 F-106A 90024, 90069, 90072, 90078, 90079

158DSEG/134DSES - Vermont ANG - from Burlington IAP  
 EB-57E 0-21516, 21526, 0-21551

An important part of the competition is the Open House that highlights the three weeks of William Tell and involves the public in the event. A report of this year's Open House on September 21 & 22:  
 Static:

33831 B.57C VermANG	158DSES	72532 F-106B	ADWC
(76-)22675 CH-47C	USArmy	FF75-036 F-15A	1TFW
(71-)20839 OH-58A	USArmy	MO66-046 F-11A	336TFW
(68-)15951 OV-1D	USArmy	MB77-213 A-10A	354TFW
63285 HH-3E	39ARRW Det.5	.13691 F-104G	58TFTW
57784 F-105B	N.JerseyANG	63576 F-4C	ADWC(grey)
ES01288 A-37B	917TFG/AFRES	101027 CF-101F	CAF
MI55898 F-100D	Mich.ANG	EL72-177 A-7D	23TFW
50011 AC-130A	919SOG/AFRES	(70-)0847 F-5E	57FFW
XL386 Vulcan B.2	RAF 44Sqn	(76-)22574 AH-1S	USar
160379/AJ100	F-14A VF-41	USSNimitz	

Elsewhere on the field:

63460, 63475, 63495, 63589, 63685, 63688	F-4C AD
70265, 70274, 70277, 80259, 0-80261, 80291, 80300, 80311, 80336	F-101B ADWC
70275, 70283, 70307, 80304, 80318	F-101F ADWC
70245, 80275, 80795, 90092, 90103, 90119	F-106A ADWC
72512, 72539, 72540, 72541, 72543, 72546, 80900, 80902	
80903, 90151, 90155, 90161, 90164, 90165, F-106B	ADWC
35900, 54346, 61578, 61787, 70563, 70574, 70602, 70608	
70611, 70642, 70703, 70713, 70723, 70739, 70760, 70761	
80490, 80502, 80508, 80551, 80555, 80565, 80577, 80591	
80603, 80628, 80633, 80673, 80676, 80711	T-33A ADWC
12797, 12800, 55693, 65699	CH-3E 39ARRW Det.5
14711, 14718, 95801	HH-3E 39ARRW Det.5
90146 F-106A	Calif.ANG 144FIS 90074 F-106A 49FIS
72524 F-106B	Mass.ANG 102FIW 13252 F-104G 58TFTW
71458 KC-135A	Wash.ANG 116ARS EL72-203 A-7D 23TFW
60478 C-130A	R.Island ANG 80632 T-33A 46FIS
42809 C-131	Massachusetts ANG 70028 C-141A 63MAW
133377, 133450, 133546	CT-33AN 42815 VC-131H 89MAW
No.1 - 7 T-38	Thunderbirds 130321 C-130E CAF

This article was compiled from a special devoted to William Tell 78, published in the base newspaper of Tyndall 'The Jet Scope'. The compilers J. Dubbel-dam and N.A. Wiltens, like to thank the personnel of the William Tell News Center for their kind and utmost co-operation.

All photo's illustrating this article can be ordered with FLASH Photo Service.





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**WILLIAM TELL 1978**

WORLD-WIDE WEAPONS MEET  
 TYNDALL AFB, FLORIDA





# BELGIAN LIGHT AVIATION

This is the second part of an article dealing with the 'Lichte Vliegwezen' of the Belgian Army; the first episode was published in the May issue. Compilation Frank Klaassen, with thanks to Leo Spiessens.

## PILOT TRAINING

The flying training syllabus for future Light Aviation pilots consists of three phases: the Elementary Flying School of the air force at Goetsenhoven (32 weeks), a specialization-course of 25 weeks at Brasschaat, and a perfection-course also at Brasschaat.

During their stay at Goetsenhoven, the students fly the usual 75 hours on the Siati-Marchetti. Then they move to the 'School van het Lichte Vliegwezen' at Brasschaat to follow the specialization-course. This particular course comprises the following phases:

- a transition flying training, which is to make the students familiar with the characteristics of the Alouette II.
- an advanced flying training, a lot of flying practice which is to prepare the student-pilot for the
- field training, in which he learns to see the helicopter under operational circumstances, including some work in the hilly Eifel area in Germany.

The real mountain-flying is trained in France, with the 'Centre de Vol en Montagne' at Saillagouze; in some 15 hours the student is to be familiarized with the special conditions of 2,800 meters high Pyrenees. The specialization-course is completed with a number of special missions, including aerial photography and forward air controlling. The student has then logged at least 250 hours of which some 50 solo.

For a period of two years the pilots go to one of the three operational squadrons. When he has flown more than 500 hours, he is called to join the 'Perfection-phase'. This phase has two variants, the Tactical Flight (VOLTAK) and the Liaison Flight. The VOLTAK course lasts about 60 hours (or 9 weeks) and takes place at St. Hubert, a satellite-base of Brasschaat. This course is for pilots who are to continue to fly the Alouette. The liaison Flight, trains the (few) pilots for the BN Islander.

For a small number of excelling pilots, a number of additional courses is organized. The first one is the instructor's training, which is held both in France (at Dax) and at Brasschaat. Also at Dax is the Puma training unit. For the best journey is for pilots who follow the instrument flying-instructor's training at Forth Rucker, Alabama.

## SUD AVIATION ALOUETTE II

In 1959, it was decided to replace the L-18C Piper Cubs by Alouette II helicopters and in October the first three examples were delivered to the 16th squadron. Initially a batch of 40 was ordered. They were of the Astazou SA.313 type and serialled A-01 to A-39, later 42 Astazou SA.318s were acquired and finally in 1968 another six were ordered for the Rijkswacht, the State Police. These helicopters are yet maintained and flown by the Army. Here's the entire list:

serial	radio	c/s	c/n	prod.no	remarks
OL-A01	--		1293	127C	Withdrawn from use on 13 September 1960; replaced by a new A-01
OL-A01	--		1341	156C	to F-BSGX
OL-A02	--		1304	135C	Withdrawn from use on 22 September 1960, replaced by a new A02
OL-A02	--		1365	166C	
OL-A03	OT-AAA		1305	136C	
OL-A04	OT-AAB		1378	172C	
OL-A05	OT-AAC		1379	173C	
OL-A06	OT-AAD		1422	195C	
OL-A07	--		1423	196C	Written off
OL-A08	OT-AAE		1467	222C	
OL-A09	OT-AAF		1468	223C	
OL-A10	--		1534	265C	W.f.u.; now in TSS at Saffraanberg
OL-A11	OT-AAG		1535	226C	
OL-A12	OT-AAH		1565	284C	
OL-A13	OT-AAI		1566	286C	
OL-A14	OT-AAJ		1581	294C	
OL-A15	OT-AAK		1594	301C	
OL-A16	OT-AAL		1595	302C	
OL-A17	--		1614	315C	W/o 16.08.67
OL-A18	OT-AAM		1624	320C	
OL-A19	--		1626	322C	W/o May 1968
OL-A20	OT-AAN		1646	337C	
OL-A21	OT-AAO		1661	347C	
OL-A22	OT-AAP		1662	348C	
OL-A23	OT-AAQ		1666	352C	
OL-A24	OT-AAR		1695	371C	
OL-A25	OT-AAS		1696	372C	
OL-A26	OT-AAT		1710	381C	noted at Brasschaat on 05.04.78 with c/n 1737
OL-A27	OT-AAU		1711	382C	



OL-A28	--	1752	409C	W/o
OL-A29	OT-AAV	1753	401C	
OL-A30	OT-AAW	1766	418C	
OL-A31	OT-AAX	1767	419C	ex F-WKQD
OL-A32	OT-AYY	1780	428C	
OL-A33	OT-AAZ	1781	429C	
OL-A34	OT-ABA	1791	434C	
OL-A35	OT-ABB	1792	435C	
OL-A36	OT-ABC	1802	440C	
OL-A37	OT-ABD	1803	441C	
OL-A38	OT-ABE	1810	444C	
OL-A39	--	1851	485C	
OL-A40	OT-ACA	1956	584C-A40	
OL-A41	OT-ACB	1958	586C-A41	
OL-A42	OT-ACC	1959	587C-A42	
OL-A43	OT-ACD	1960	588C-A43	
OL-A44	OT-ACE	1961	589C-A44	
OL-A45	OT-ACF	1962	590C-A45	
OL-A46	OT-ACG	1964	592C-A46	
OL-A47	OT-ACH	1986	614C-A63	
OL-A48	OT-ACI	1987	615C-A64	
OL-A49	OT-ACJ	1989	616C-A66	
OL-A50	OT-ACK	1990	617C-A67	
OL-A51	OT-ACL	1992	619C-A69	
OL-A52	--	1993	620C-A70	W/o
OL-A53	OT-ACM	1995	622C-A72	
OL-A54	OT-ACN	1996	623C-A73	
OL-A55	OT-ACO	1998	625C-A75	
OL-A56	OT-ACP	1999	626C-A76	
OL-A57	OT-ACQ	2009	636C-A85	
OL-A58	--	2010	637C-A86	W/o on 08.10.69
OL-A59	OT-ACR	2018	645C-A94	
OL-A60	--	2019	646C-A95	W/o
OL-A61	OT-ACS	2034	658C-A110	
OL-A62	OT-ACT	2035	659C-A111	
OL-A63	OT-ACU	2049	670C-A125	
OL-A64	OT-ACV	2050	671C-A126	
OL-A65	OT-ACW	2057	676C-A133	
OL-A66	OT-ACX	2064	682C-A140	
OL-A67	OT-ACY	2065	683C-A141	
OL-A68	OT-ACZ	2068	684C-A144	
OL-A69	OT-ADA	2072	688C-A148	
OL-A70	OT-ADB	2079	694C-A155	
OL-A71	--	2080	695C-A156	w/o on 08.08.71
OL-A72	OT-ADC	2083	696C-A159	
OL-A73	OT-ADD	2087	700C-A163	
OL-A74	OT-ADE	2094	706C-A170	
OL-A75	OT-ADF	2095	707C-A171	
OL-A76	OT-ADG	2110	719C-A186	
OL-A77	OT-ADH	2124	730C-A200	
OL-A78	OT-ADI	2133	737C-A209	
OL-A79	OT-ADJ	2138	742C-A214	
OL-A80	OT-ADK	2139	743C-A215	
OL-A81	OT-ADL	2142	745C-A218	
OL-A90	OT-GCA	1991	618C-A68	in June 1976 at Antwerpen with c/n 1780 (=A32)
OL-A91	--	1994	621C-A71	W/o on 30.05.68
OL-A92	OT-GCB	2003	630C-A79	
OL-A93	OT-GCC	2004	631C-A80	
OL-A94	OT-GCD	2102	712C-A178	
OL-A95	OT-GCE	2103	713C-A179	

#### SUD AVIATION ALOUETTE III

The three Alouettes, which are normally based at Koksijde, are used for communication with the 'Goditia' and 'Zinnia' logistic support vessels of the Belgian Navy.

M1	c/s OT-ZPA	c/n 1812
M2	c/s OT-ZPB	c/n 1816
M3	c/s OT-ZPC	c/n 1817

#### AEROSPATIALE SA.330 PUMA

In July 1973, the first Puma arrived at Brasschaat. These helicopters had been acquired by the 'Rijkswacht', the State Police, but they are, like the six Rijkswacht owned Alouettes flown and maintained by the Light Aviation. In fact the relationship between these two organizations originates from 13 June 1953, on which particular day an Auster took off from Grimbergen to control the motorway traffic from the air. In 1968, the Rijkswacht bought a number of Alouettes for these purposes and as said, in 1973 three Puma's joined the party. Originally they were all three of the SA.330B type, but after the G-01 had an accident on 11 December 1975, it went back to Sud Aviation for repairs. In France the helicopter was given new (heavier) engines in this configuration the designation changed to SA.330H.

The G-03, which is used with the Alkan reservoir (a kind of bucket containing 1800 liters of water, especially used for fire-fighting) appeared to be under-powered as well and was also equipped with new engines. The details:

G-01	c/s OT-GIA	c/n 1225
G-02	c/s OT-GIB	c/n 1237
G-03	c/s OT-GIC	c/n 1265

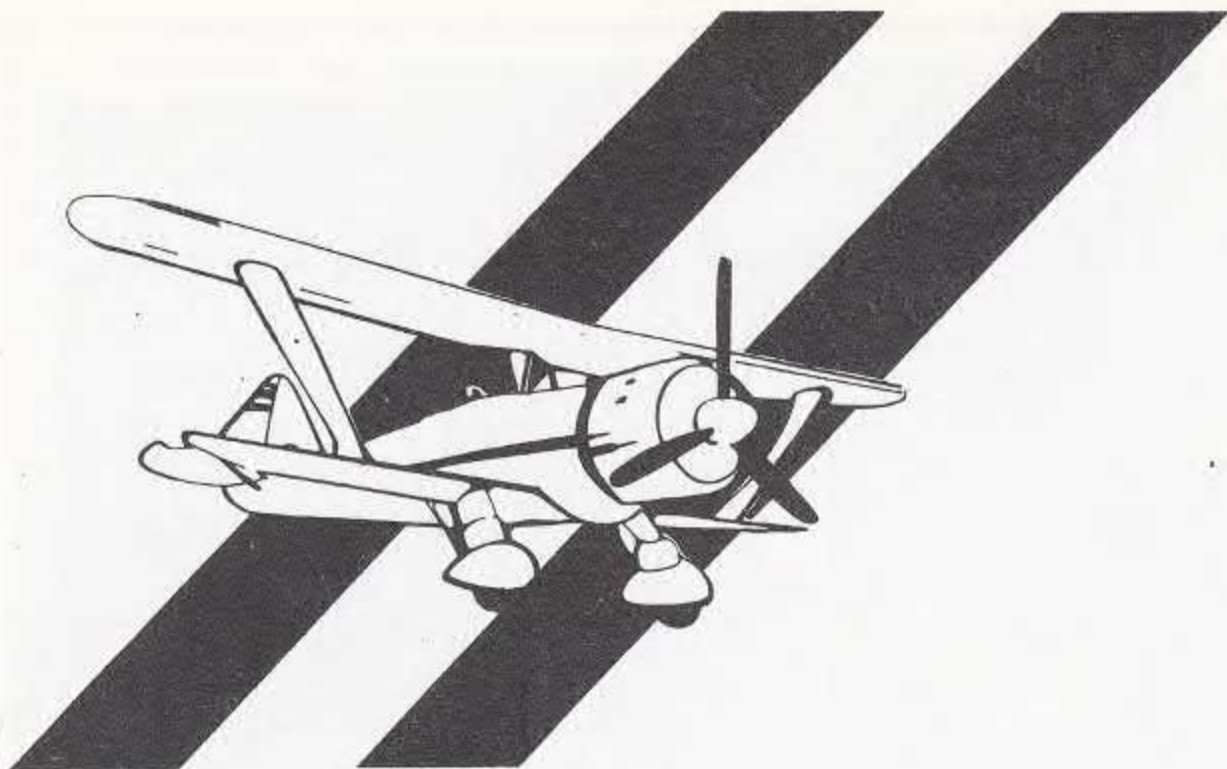
#### BRITTEN-NORMAN BN.2A.21 ISLANDER

Delivery of the twelve ordered Islanders took place between May 1976 and January 1977. Although the aircraft came from England, they had been built by Fairey in Belgium. Fairey is one of the three companies having a production-line of Islanders. Completely flight-ready, the Belgian Army a/c were flown to the UK where Britten-Norman put in the necessary electronics.

The Islanders replaced the DO-27s at Brasschaat and Butzweilerhof.

B-01	c/s OTA-LA	c/n 466	ex G-BDJA
B-02	c/s OTA-LB	c/n 468	ex G-BDHG
B-03	c/s OTA-LC	c/n 476	ex G-BDJV
B-04	c/s OTA-LD	c/n 498	ex G-BDPN
B-05	c/s OTA-LE	c/n 504	ex G-BDPP
B-06	c/s OTA-LF	c/n 510	ex G-BDPU
B-07	c/s OTA-LG	c/n 523	ex G-BDVX
B-08	c/s OTA-LH	c/n 531	ex G-BDZI
B-09	c/s OTA-LI	c/n 533	ex G-BDZK
B-10	c/s OTA-LJ	c/n 541	ex G-BEDW
B-11	c/s OTA-LK	c/n 549	ex G-BEED
B-12	c/s OTA-LL	c/n 553	ex G-BEFI





# SBOV

VLEIGVELD HILVERSUM

When I first heard of SBOV and VHV, my thoughts were: 'too late, too late. Although we ought to be glad that at last the Netherlands has its own foundation interested in old aircraft.

I think you will agree on my 'too late', after all what happened with Sokol M-1D PH-NFK, Beech D-18S PH-UDH and lots of Tiger Moths once in Holland!

The Stichting Behoud Oude Vliegtuigen was formed on 6 June last year and is managed by five pilots: Wil Holthuis (NLM), Bert Kuijper (KLM Helicopters) Jan Pothoven (private pilot), Willem Daams (manager Skylight) and Hanno Wesdorp (KLM). Especially the latter two helped me very much preparing this article.

Not stated with these five names, is J. Daams, a well-known man in aviation. And very active restoring aircraft. Thus coming to the purpose of SBOV. With might and main the group tries to save old or uncommon aircraft, which are kept flyable or will be made airworthy again. Not only the aircraft which once were in Holland but others as well. From Austria for instance, five have been imported.

The main problem faced by SBOV is money; they aren't financially strong enough to purchase aeroplanes under the foundation's name. Hence they try to stimulate the idea of people having their own old aircraft, restored under SBOV-flag and their knowledge.

I cannot say which aircraft of SBOV is the oldest one as both Tiger Moth D-EDEM and Harvard PH-NKD were built late 1942. The Tiger Moth was bought by J. Daams from Mr. Steinberger, president of the 'Rote Baron Fliegerclub' at Egelsbach, Germany. It was built by Morris for the RAF as NL971 and there is a small chance the plane will be Dutch regd without Fokker-tail, or as we call it: Beddeplank.

The above could be realized because of a new arrangement made by RLD and VHV regarding home-builts. At the moment the Tiger Moth is completely being rebuilt (the wings are ready) and due to the new arrangements, the aircraft might be considered a home-built. If not it will receive an English registration as without the Fokker-tail, RLD doesn't accept it as a Tiger Moth.

SBOV is trying to get it into the air next summer.

As interesting is Harvard PH-NKD. It was delivered to the USAAF as 41-16544 and went under MDAP to the Swedish Air Force as '16291', afterwards it went to Denmark as OY-DYE, and to Germany as D-IGAL. Due to a new category of single-aircraft between 2 and 5.7 metric tons, its reg changed into D-FGAL.

In June 1961, the AT-6A-NT Harvard IIB with c/n 78-6922 arrived at Hilversum for J. Daams (or if you wish Skylight) and during the sixties it was often used for skywriting. During the last years it only made a few of such flights.

Another Harvard is .. sorry .. was PH-KMA (14A-1216) which started its carrier as 43-12917 and later FT176 (RAF), B-56 (RNethAF). Having served in an Army and an Air Force, it joined a Navy (MLD) as 043. C. Honcoop bought the aircraft in November 1971 and registered it after the military academy in Breda. W. Daams bought the craft in February 1974, and the wreck now lies at Loosdrecht.

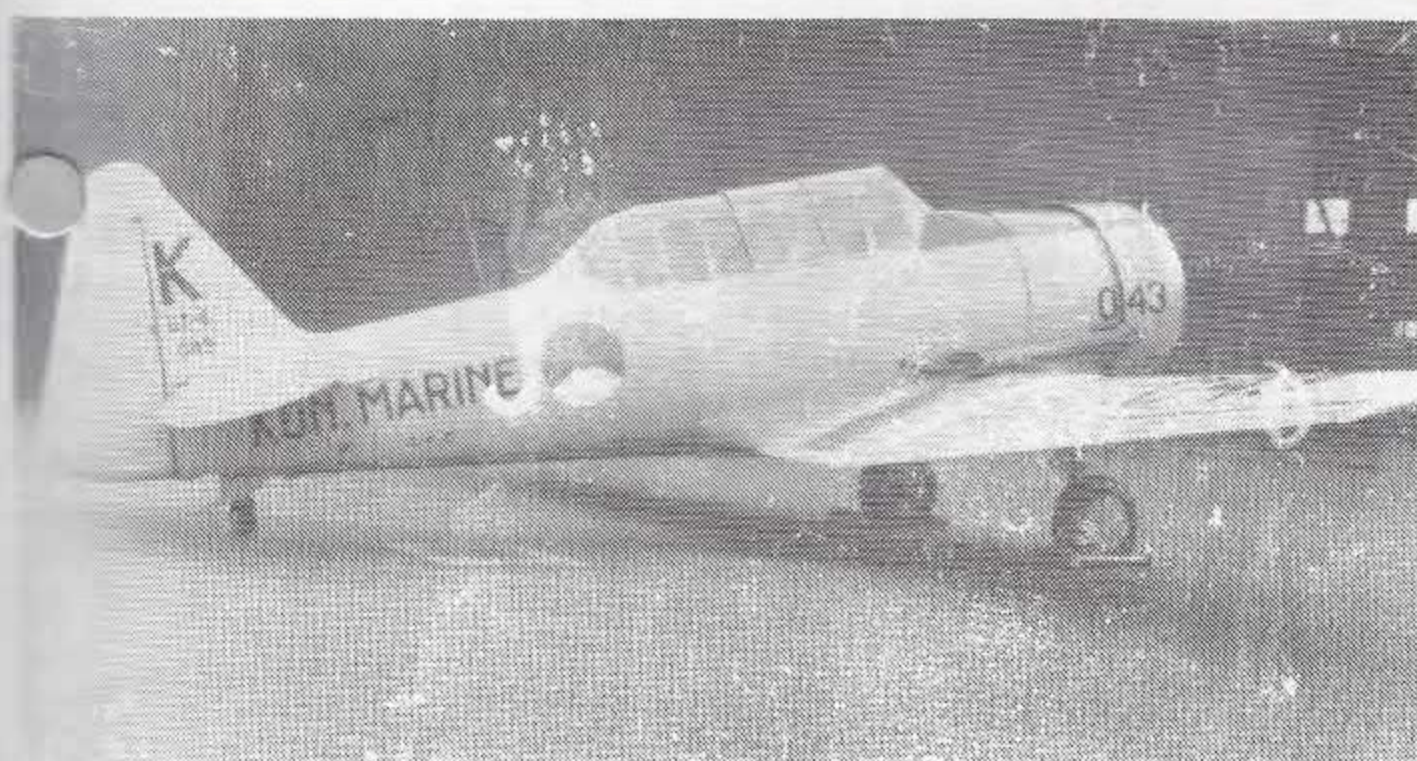
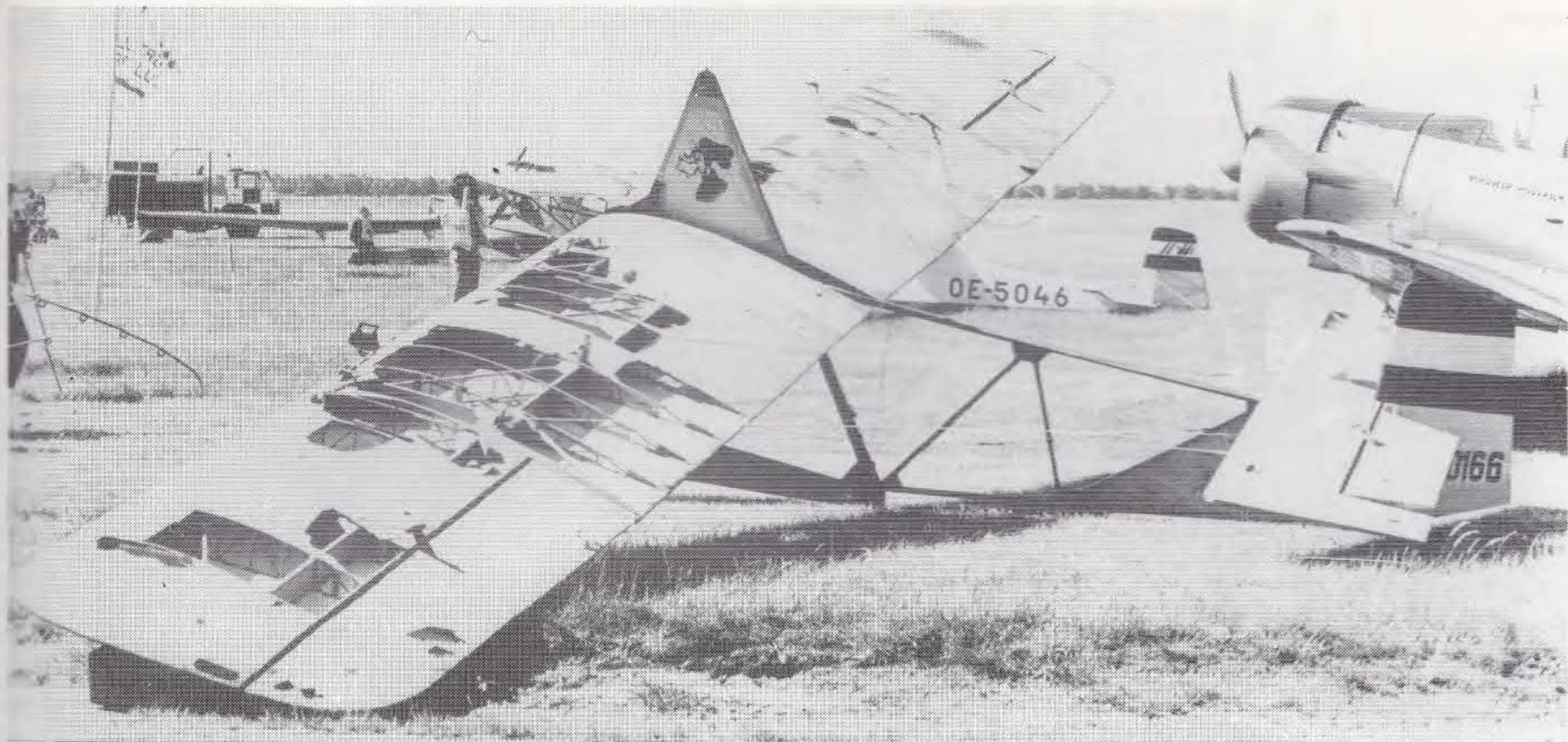
Together with Safir PH-UEG, PH-KMA went to the meeting at Bex, Switzerland. While taxiing along some parked aircraft, another aircraft (AB910) took off and ran into the Harvard (see FLASH Nr. 97-22). Fortunately no one was seriously injured but the 'KMA was brought back to Hilversum on 31 August as a total loss.

PH-UEG also crashed there that day and if a new centersection can be found, the Safir could be repaired. I was told that one has been found last week. 'UEG is one of the S.91As of the R.L.S. delivered in 1950 and is the only one still flying in Holland.

To replace the crashed Harvard a 'new' one has been bought in France. 5114367 (a T-6G c/n 182-54) served in the French Air Force, and was stored in a poor condition. The intention is to get it airworthy again but a problem is the engine: the a/c hasn't got one! Reading this it will have arrived at Hilversum.

Delivered a few weeks ago was OE-0372, a so-called Z-03 IFJUSAG, which was built in 1954. The all metal glider has been used by the Austrian Air Force as primary trainer. Coming from the same country are two Grunau Babys, OE-0095 and OE-5046. The first one, rebuilt in 1943, has been restored, but the other has to wait a little longer.





Much effort is currently put into the restoration of the OE-0166, a SG-38 Schulgleiter. Some parts were thought to be useful but after close inspection it was decided to overhaul every bit of the glider. It was the first SG-38 that I saw and it was told that the glider is a very rare item. However, coming in France and Austria three others appeared to me.

On the occasion I spoke with someone who learned flying with the SG-38. As he said, one could fly some three minutes with it and had to spend the rest of the day towing it into the air! But let's return to propellor aircraft.

At the end of WW II some Piper Cubs of the US were based at Eelde. N.L.S. managed to buy twenty of them, and two are now with SBOV. PH-UCH (c/n 13348, ex 45-4608) flew all those 33 years whereas PH-UCS was withdrawn from use and put on a grass-field in Weesp for a while until 1972. After storage somewhere in Weesp it suddenly turned up at Hilversum where its restoration will be completed in three months time.

The United Kingdom is the home-land for Auster PH-UFM and Chipmunk G-BBMX. The Auster once flew with 6th AOP as NJ957. This squadron was set up during WW II under RAF Command, but with Dutch personnel. After the war the Austers came under Dutch control and this one became U-31, A-31 & R-4 resp. It became civil late 1955 owned by the NLS. Late 1961 it was bought by Daams and after seven years service it was and still is stored at his home.

Problem of the Chipmunk is its design. Not that it is a bad aircraft but the design is more than 25 years old and there hasn't flown a single Chipmunk in Holland all those years. Thus resulting in the refusal of a Dutch C.of A. by the R.L.D. Currently four DHC.1s are flying in Holland under UK registration and one is G-BBMX c/n C1/0800.

Much wing and if you take a good look, a small fuselage. That's the description of the Fauvel, a flying wing built in 1953 by someone with a bad eye where gliders are concerned. There's not much more to say about it. This also goes for SBOV's Gövier PH-209.

We haven't, like the U.K., much pre-war aircraft (in May 1940 most Dutch aircraft were simply destroyed) but it is regrettable that of the aircraft after the war only a few have remained. Willem Daams of the SBOV is even going a bit farther. He can't understand why e.g. an airworthy Tiger Moth and Auster can be put into a private museum in Oisterwijk along old cars, tanks and an S.11 and Bu.181.

The important thing, however, is that the aircraft are saved from the scrap-yard.

# DUTCH REGISTER



## NEW REGISTRATIONS -- SEPTEMBER 1978

PH-AAI DC-10-30 (46971) Citicorp Leasing Nederland BV; immediately o.o.r.; to YV-135C/MASA  
 PH-EIJ Ralley 150ST (3141) Aviation Francaise BV  
 PH-FOM F.27-600 (10413; ex PH-FOM, PK-GFG, TY-ATM) Fokker-VFW  
 PH-FTI F.27-600 (10576; PH-EXH) Fokker-VFW  
 PH-IBU Ralley 253GT (13125) Aviation Francaise BV  
 PH-IJS Thunder AX-6/56 srs.SP-1 (139) IJsfabriek de Valk BV  
 PH-JTG Ralley 180GT (13182) Aviation Francaise BV  
 PH-KNL L.21B (18-3849; ex 54-2449, R-159) Amsterdam Club voor Zweefvliegen  
 PH-LEC PA-28-181 (7990036) NEAS BV  
 PH-LTN FR.182RG (F.0008) ASH BV  
 PH-SBV PA.28-161 (7916003; ex N39735) Schreiner Aw  
 PH-SBW PA-28-161 (7916004; ex N39736) Schreiner Aw  
 PH-SBX PA-28-161 (7916005; ex N39745) Schreiner Aw  
 PH-SBY PA-28-161 (7916006; ex N39746) Schreiner Aw  
 PH-SBZ PA-28-161 (7916007; ex N39768) Schreiner Aw  
 PH-SKC F.172N (F.1673; ex PH-AXH-II) ASH BV  
 PH-SYA PA-32RT-300 Lance II (7885212) del. 06-09 to Netherlands European Air Services BV  
 PH-ZBP F.28-3000 (11125; ex PH-EXP, G530) Fokker-VFW; immediately o.o.r.; to C530 Ghana Gov't

## CANCELLED -- SEPTEMBER 1978

PH-ATO C.T210L (60901) on 02-08 to Lille(France)  
 PH-HBG FA200-160 (224) crashed 23-08 in Flevopolder  
 PH-MVA PA-28-181 (7790437) crashed 30-08 nr. Zutphen  
 PH-SAW Cessna 500 (0225) to Belgium  
 PH-SLG Beech 200 (BB-397) to Nigeria  
 PH-TER SF.28A (5772) to glider-registration block as PH-635  
 PH-TGI F.150L (F.1058) to G-BCBY

## NEW OWNERS -- SEPTEMBER 1978

PH-ADP PA-32RT-300 (7885061) Advanced Semiconductor Materials (A.del Prado, del. 27-04-78)  
 PH-ALW F.172M (F.1226) to J.Chr.Göttgens  
 PH-BRO PA-32RT-300 (7887053) Ir.W.C.A.van Heeswijk, Bureau voor Ruimtelijke Ordening BV  
 PH-GER L.21B (18-3841) to Gert Kiers  
 PH-JAL Cessna 404 (0218) L.E.F. B.V. i.o. (??!)  
 PH-KAE Bo.208C (636) J.P.M.de Mooij & Hendrickx  
 PH-KAM PA-34-200T (7870272) H.A.Kapteijns BV  
 PH-LUY F.172N (F.1354) Air Service Holland BV  
 PH-MDW PA-32RT-300 (7885186) P.M.C. de Wit  
 PH-MIC PA-23-250 (7405239) BV Recreatie. Zwartven  
 PH-MIP F.172M (F.1382) W.de Mulder & H.G.Deen  
 PH-PCB PA-28R-200 (7635226) 'The Flying Arrows'  
 PH-PLZ PA-34-200 (7450116) Vergunst Aviation BV  
 PH-SRR PA-38-112 (78A0399) St.Vliegmat.Rotterdam  
 PH-SRU PA-28-161 (7816485) St.Vliegmat.Rotterdam  
 PH-SRV PA-28R201 (7837250) St.Vliegmat.Rotterdam

● At the moment Inverpak BV is trying to sell their Piper Seneca II PH-IVP. The aircraft which is two years old should cost some DFL.225,000 including a new rightwing engine.

● Twelve days after the Piper Tomahawk was grounded some 60% was cleared again. (see last month) It was decided by the F.A.A. that all 400 PA-38s which have more than 75 hours operation are 'free to go' while the others have to return to Piper for installation of a new Magneto and capacitors.

● On 23 October, the last flight of Martinair's owned Douglas DC-8 was made. After a small overhaul the aircraft, PH-MAU, will return to McDonnell Douglas. In its place a fourth DC-10 will be received somewhere around Christmas.

● England - the place for crashed aircraft to go to. That seems to be the slogan in the Netherlands this year. Until now some six aircraft were sold to England after a crash this year. Latest aircraft to join the group is PH-NSK (G-BFXK)

● Aviation Francaise BV at Hilversum is trying to stimulate the Ralley in Holland. A.F. is a part of Airborne Air Service and ordered three Ralleys which now have been delivered. Early 1962 the same thing was tried by Handelsmij 'Het Oosten'. Indeed they did sell five but that was all. Strange is the many changes of Ralley's owners.

In all thirteen Ralleys came to Holland (including these last three). Thus indicating that the aircraft ain't so succesfull here as it is in France. Culprits: Cessna and Piper.

● 'Commissie ten Behoeve van Overleg en Voorlichting omtrent de Milieuhygiene'. A newly formed group of people which have been appointed by the authorities which will be spreath over all airfields in the Netherlands.

Teuge was the first where such a group was installed. It will give advise & information about sound annoyance. Furthermore it will set up a office for noise complaints. Reason is the introduction of a new law called 'zoneringswet'. The law provides each airfield with a belt in which only a limited noise activity is permitted.

● Currently the daily service Eindhoven-London/Gatwick is flown by a Fairchild F.27 of Delta Air Transport. Reason is that one of the NLM/Cityhopper's Friendship is undergoing a complete overhaul (till January).

It is possible that the NLM/Cityhopper will start a service between Eindhoven and Paris with the new Fellowships. R.L.D. gave permission for the F.28 to land and take off from the base.

● On 19 September a demonstration was given of the GAF Nomad. It was given for Schreiner and the Ministry by VH-BLY at Rotterdam/Zestienhoven.

● Said to have been cancelled from the UK register is G-BCIW, a Chipmunk which is based at Schiphol.

● Louis Bleriot was delivered to Schiphol on 4 November. With this Jumbo Jet a total of ten are currently in service with the KLM. Now that PH-BUL is delivered KLM waits for the 'M & 'N.

● Leasing of a Corvette by Jetstar Holland is likely to stop sometime (during the last three months F-BVPA/C and /L were leased for a while) as they bought one; PH-JSD (33) ex F-BTTU. Thus giving the Netherlands a nice fleet of business jets: BAS (1), Jetstar (3), Heerema (1), R.L.S. (7) and Philips (5).



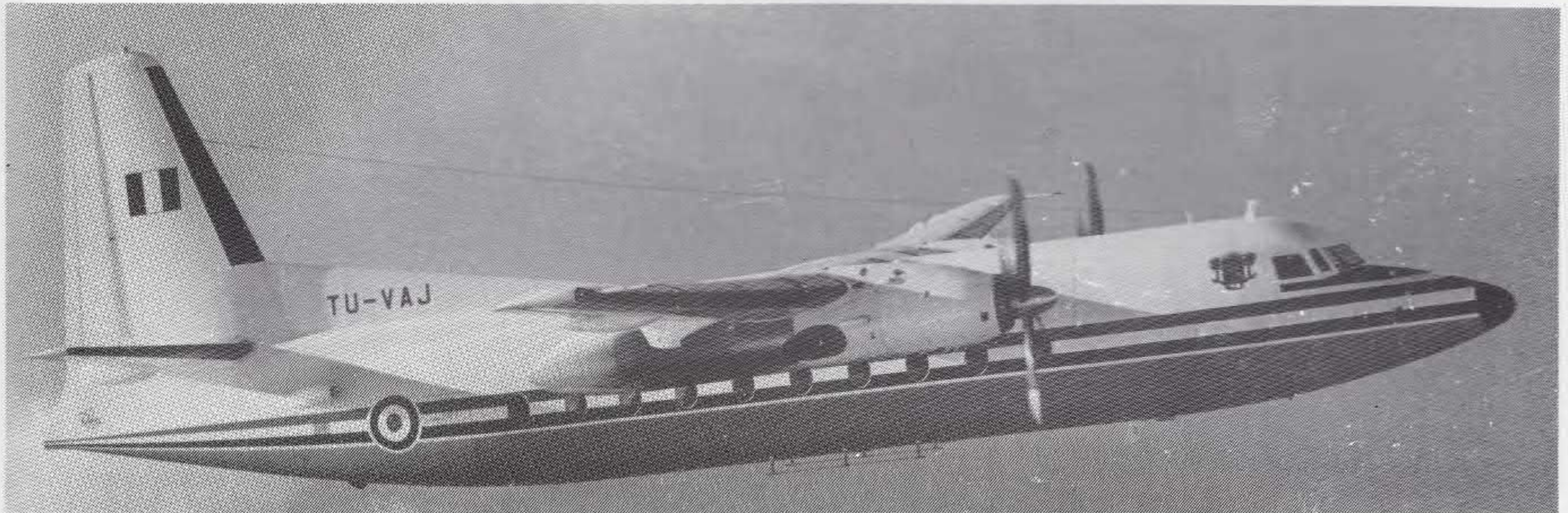
# Fokker

# FRIENDSHIP

## F.27

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

PART 18



10444	2172	f/f 30-10-70 as PH-EXE, 22-03-71 to ZK-DCA NZ Directorate of Civil Aviation, current
10445	2172	f/f 07-12-70, 22-03-71 to ZK-DCB of NZ Directorate of Civil Aviation, current.
10446	6176	f/f 10-12-70, 29-12-70 to TN-ABZ of Lina Congo, current.
10447	5171	f/f 19-11-70, 27-11-70 to F-BSUM of Air France/CEP, 11-08-72 crashed at Strassbourg, rebuilt under c/n 10506, f/f 12-11-74, 19-11-74 back to Air France/CEP, current.
10448	5171	f/f 22-12-70, 14-01-71 to F-BSUN of Air France/Ministre des Postes (CEP), current.
10449	5171	f/f 29-01-71, 11-02-71 to F-BSUO of Air France/Ministre des Postes (CEP), current.
10450	6177	f/f 16-12-70, 06-01-71 to TU-VAJ of the Ivory Coast AF, to TU-TIA of Air Ivoire, curr
10451	6201	f/f 18-11-70 as PH-EXA, Air Banqui cancelled, 28-12-71 to T-43 of FA Argentina, curr
10452	6179	f/f 15-02-71, 27-02-72 to XY-ADQ of Union of Burma Airways, 01-05-72 transferred to Burma Airways Corporation, current.
10453	6181	f/f 17-02-71 as PH-EXD, AP-AWM of P.I.A. cancelled, stored Woensdrecht, reregistrated PH-FPU 16-09-72 to S2-ABJ of gladesh Biman 'City of Amsterdam', current.
10454	6201	f/f 29-11-71 as PH-EXB, 28-12-71 to T-44 of Fuerza Aerea Argentina, current.
10455	5183	f/f 22-03-71, 31-03-71 to 9V-BCS of Malaysian Singapore Airlines, 01-10-72 to 9M-ARI of Malaysian Airline System Berhard, 01-01-76 reregistrated 9M-MCA, current.
10456	5183	f/f 30-03-71 as PH-FPS, 16-04-71 to 9M-APU of M.S.A., 01-10-72 transferred to M.A.S. 01-04-76 reregistrated 9M-MCB, 03-07-77 to ZK-NFC of NZ National Airways, current
10457	6184	f/f 27-04-71 as PH-FPP, 12-05-71 to CR-LMB of D.T.A., 01-11-73 transferred to TAAG Angola, 11-11-75 reregistrated D2-LMB, current.
10458	6187	f/f 21-04-71 as PH-EXB, 29-04-71 to VH-TQT of T.A.A. 'Thomas Mitchell', current
10459	5188	f/f 14-05-71 as PH-EXD, 01-11-71 to OY-APF of Maersk Air, 21-02-77 to F-BYAH of Air Rouergue, 11-07-77 to VH-EWR of East West Airlines, current.
10460	5183	f/f 03-06-71, 12-06-71 to 9V-BCT of Malaysian Singapore Airlines, 01-10-72 to 9M-ARJ of Malaysian Airline System Berhard, 01-06-76 reregistrated 9M-MCC, current.
10461	5183	f/f 16-06-71, 27-07-71 to 9M-APV of Malaysian Singapore Airlines, 01-10-72 transferred to Malaysian Airline System Berhard, 01-05-76 reregistrated 9M-MCD, current.
10462	6189	f/f 24-06-71, 14-07-71 to PK-GFP of Garuda 'Sibajak', crashed Kemajoran Apt. 26-09-72
10463	5183	f/f 15-07-71, 29-07-71 to 9V-BCU of M.S.A., crashed Kota Kinabulu Airport 23-11-71
10464	5183	f/f 30-07-71, 20-08-71 to 9M-APW of Malaysian Singapore Airlines, 01-10-72 transferred to Malaysian Airline System Berhard, 01-01-76 reregistrated 9M-MCE, current.
10465	6189	'not used', intended for Garuda PK-GFQ, but order was changed into F.28 Fellowships, after f/f 16-08-71 the fuselage received c/n 10484, f/f 12-06-72, 28-08-72 to 5-209 of the Iranian Imperial Air Force, crashed 25-08-73 Chalus (10484 was mk.6195IP).
10466	6189	'not used', see c/n 10465. f/f 07-09-71 PK-GFR 'Mermabu' to c/n 10486 mark 400M, f/f 28-08-72, 02-09-72 to 5-211 of IIAF, 20-09-73 rereg 5-210, 01-09-76 rereg 5-8810, curr.
10467	5183	f/f 09-09-71, 23-09-71 to 9V-BCV of Malaysian Singapore Airlines, 01-10-72 transferred to 9M-ARK of Malaysian Airline System Berhard, 01-04-76 reregistrated 9M-MCF, current.
10468	5183	f/f 24-09-71, 07-10-71 to 9M-APX of Malaysian Singapore Airlines, 01-10-72 transferred to M.A.S.B. 25-09-75 damaged Ko Ta Kinabalu, 01-03-76 reregistrated 9M-MCG, current.
10469	4192M	f/f 20-10-71, 01-11-71 to TU-VAK of Ivory Coast Air Force (GATL), current.



