

FLY

March

102



aviation

magazine

LAST FAREWELL

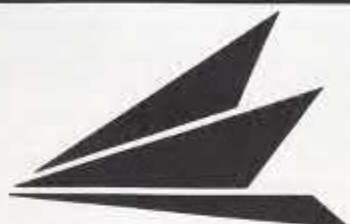


HMS ARK ROYAL

FLASH

AVIATION MAGAZINE

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SH AWARD 1978 FLASH AWARD 1978 FLASH AWARD 1978 FLASH A
WARD 1978 FLASH AWARD 1978 FLASH AWARD 1978 FLASH AWARD

With a spectacular low-level overshoot, Kaptain Hans v/d Werf flew himself in the picture. His aerobatic stunts were not left unnoticed by the aviation enthusiasts. The editorial staf of FLASH felt it could not ignore this and subsequently, a 'little present' was handed over in the form of a trophy and a drawing (see FLASH Nr.88 back page).

Every year many people devote a lot of time and money TO MAKE OTHER PEOPLE ENJOY AVIATION. However, it is not always, this effort is recognized and most important of all, often taken for granted. Therefore the editorial staff decided to issue the award on an annual base. To he/she, group/authority, who contributed in propagating aviation in a general.



This is what Commandore G.R.Bosch has done in his function as chairman of the 'Stuurgroep', responsible for the organization of the celebration of Klu's 65th anniversary at Deelen in June last year. On February 22, 'FLASH AWARD 1978' was handed over to Commandore Bosch on the occasion of the annual press-meeting of the Klu.

the editorial staff

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COVER:

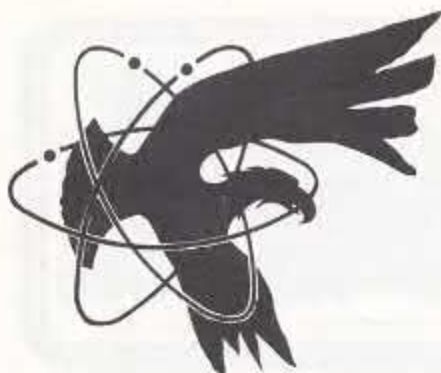
F-4E Phantom MY69-268 temporary based in Italy. Coming in at Aviano with in the background Piancavello, a famous mountain for skiers. (Aviaphoto)

BACK-PAGE:

SWISS MADE. Mirage IIIS J-2322 at Dübendorf in August 1977. Venom FB.50 J-1748 at Dübendorf in August 1977. Ju-52M A-701 at Emmen somewhere in 1976. (S.Kunz)

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

| | | |
|--|----------------|------------|
| A.Booy | S.Kunz | G.Weinmann |
| S.Countney-Warren | J.Lekkerkerker | 2nd TASW |
| P.v.Gemert | B.Ullings/API | |
| Credits: BAR, SEAR and Airnieuws Rotterdam | | |



MILITARY NEWS



Lockheed's artists impression how a Dutch P-3C Orion will look like.

Holland

• Mid April will see the first flight of a Dutch-built F-16. The aircraft in concern will be F-16B J-259. The aircraft has already received its cammy coat and will make four test flights before delivery to the Klu. Two serialblocks reportedly being F-16A J-212/258 and F-16B J-259/271.

Delivery has been planned for early June when J-259 will be flown to Leeuwarden. Every time a new F-16 is handed over, one Starfighter will leave service and stored at Gilze-Rijen with DVM. Here the one-O-fours will be kept in operational status in case an aircraft still in service breaks down.

As the Starfighters are unlikely to be sold to another air arm, most are to be scrapped. The fate of the 25 Fiat-built and paid by MDAP so still US property, is unknown.

In about two years, some Starfighters will replace the F-84F Thunderstreaks at various Dutch air bases.

• On March 1, F-104G D-8280 of 311Sqn from Volkel, crashed near Rothenburg, W.Germany. While on a low level flight in formation with another F-104, pilot 1Lt.W.Glaser suddenly saw a big bird disappear into the aircraft's air-intake. The engine subsequently stopped and several attempts to restart were unsuccessful. Having a speed of only 500km/h and at an altitude of 750m, 1Lt.Glaser decided for an ejection. Two minutes afterwards a helicopter of the German army was on the spot to pick him up.

• Detached at three locations, Alouettes and Bo.105s operated in the Northern part of Holland during the severe snow storms of Mid-February.

Four helicopters of the SAR flight and eight of GPLV were based at Leeuwarden. Four helicopters at Eelde airport and one at the heli-strip of Philips in the town of Groningen.

All kind of unusual missions were flown. The most queer one was undoubtedly the transport of poultry food. A farmer had requested for this Klu assistance as he had ran out of food and the chickens were on the point of eating each other.

Belgium

• In the afternoon of February 9th, F-104G FX-95 of 10Wing crashed near Diepenbeek. The aircraft was part of a formation of three aircraft when suddenly caught fire and exploded. Pilot Olt. F. Naets was killed.

Following its crash at Wiesbaden on 11 July 1975, X-3029 was brought back to Eindhoven and worked up to a presentable NP-5 again. Used as instructional airframe it received the registration TPG-29 after the initials of the aircraft's crew-members. (VlB.Eindhoven)



Yet another a/c for Luftwaffe Phantoms. Following the example of America and England, the Germans also started with an air defence colour scheme. Here seen is 37-84 of JG-74 while visiting Soesterberg on 8 February. (J.Lekkerkerker)



France

- Movements at Lann-Bihoué included:
 - Jan. 2: 314-VV/14230 & 314-VR/16768 T-33A GE.2/314
 - 26: 3-XR/51, -XJ/63 & -XG/68 Jaguar A EC.3/3
 - 29: 36/23936 and 11/77011 C-47Ds 56S
No.50 Br.1150 Atlantic ERC (on delivery to 23F)
 - 31: AGF Alouette II ALAT 3GALREG
No.101 and 163 Etendard IVP/M 16F
Arrival of two new a/c: No.25 Br.1150 for 24F and No.31 Br.1050 for 4F
- Febr. 1: C-10 and C-12 F.27M RNethAF 334Sqn
Two Br.1150 Atlantics of 24F, No.9/F-XCXB and No.67/F-XCXI departed this day for a visit to an unknown Portuguese ASW unit.
- 2: CS-03 HS.748 Andover BAF 15Wing
227 PA-31 Navajo SLD/Hq
- 14: No.4 Super Etendard 11F
- 15: 316-KP/287 MD.312 AC/86 N.262 GAEL
- 19: No.8 Super Etendard 11F No.42 N.262 55S
- 20: 62-W2/137 N2501 ET.62 119/NL MS.760 CEV
118-AM/487 Mirage IIIIE EC.24/118
- 21: 43-BT/180 MH.1521M Broussard E1A.43
61-20 Br.1150 Atlantic Bundesmarine MFG-3
- 22: No.8 and 9 Super Etendard 11F
- 23: CAR/151 N.2501 EC.57

- Noted at Landivisiau on February 22nd:
 - Super Etendards of 11F: Nos.3,4,5,6,7,8,9,10
 - F-8E Crusaders of 12F: Nos.2,7,10,12,14,16,20,23,32 and 41. All arriving from Cazaux
 - F-8E Crusaders of 14F: Nos.6,11,17,19,25,40 and 42
 - Etendard IVPs of 16F: Nos.103,107,108,109 and 163
 - MS.760s of SRL: Nos. 32,33,46,85 and 87
 - Falcon 10s of SRL: Nos.32 and 39

- The Armée de l'Air is now entering the evaluation process for an AWACS aircraft. On the French shopping list are: Grumman E-2C, Dassault-Breguet New Generation Atlantic, BAe Nimrod, Airbus A300 and Boeing E-3A. The latter two have considerable advantages over the others. The purchase of the A.300 and equipped with Westinghouse system of the E-3A, is most likely to be the French ideal solution. How to realize this is yet another thing. Two recent developments affecting this matter were the indication of Airbus Industries' interest for marketing a military version of the A.300 and the surplus of seven E-3As following the cancellation of Iran.

United Kingdom

- The most striking item of 1979's Defence White Papers was the discussion about the enormous flow of men and women leaving the service. Introduction of the possibility to sign contracts for shorter periods of service, didn't give the expected results. As a result the RAF will be keeping a serious shortage of pilots and navigators for at least the next coming years. The RAF can take a comfort on the thought that it's an international problem. Nearly all Western air arms suffer with a similar pilot shortage. The US Army for instance, is presently flying helicopters direct from the manufacturers to Davis Monthan for storage. The Klu was forced to start an additional training course in the States. (continue on page 8)

Stored at Rivolto since 1973 is F-86K Sabre 51-5/54812



THE LAST FAREWELL



In rough seas off Gibraltar on Monday, November 27th, 1978 the final launches of Fleet Air Arm fixed-wing squadrons took place from HMS Ark Royal, herself on her final voyage to Devonport where she arrived on December 4th. Most of the aircraft flew to RAF St. Athan in South Wales, as follows:

809 Squadron
Buccaneer S.2A & Bs
Land-based at RAF Honington
Activated at Lossiemouth in January 1966

XV869/R 020, XV865/R 022, XV866/R 024, XV867/R 025
XV332/R 026, XV344/R 027, XV333/R 030, XV353/R 031
XT287/R 033, XV359/R 034, XV863/R 036
The above listing leaves XV361/R 021, XV868/R 023 and XV358/R 035 unaccounted for. Presumably they left 'the Ark' earlier in the month.
The Buccaneers are to be modified for RAF use at St. Athan or Bitteswell and later in 1979 they are scheduled to form No.216Sqn at Lossiemouth.

892 Squadron
Phantom FG.1s
Land-based at RAF Leuchars
Activated at RNAS Yeovilton in March 1969

Arrivals at St. Athan were: XV590/R 001, XV568/R 002 (arrived 18.11.78), XV567/R 003, XT872/R 004, XV589/R 005, XT859/R 006, XT864/R 007, XV586/R 010, XT865/R 011 (arrived 18.11.78), XT870/R 012 (last fixed-wing a/c launched from 'the Ark'), XV591/R 013, XT863/R 014.

The Phantoms were originally destined to form a new squadron (No.74 Tiger) but it now appears that they will be spread between the existing Leuchars based (Nos. 43 & 111) squadrons as 'top-up'.

849 Squadron
Gannet AEW.3s
Land-based at RAF Lossiemouth
Activated at RNAS Culdrose in February 1960

During the 'Ark's' last commission, XL471/R043 suffered wing and flap damage and was replaced by XL494 of the H.Q.Flt., which in turn was also damaged and left on the fire dump at RAF North Front Gibraltar. XL471 was repaired and returned to the Ark Royal. Noted at St. Athan were:
XL497/R 041, XL450/R 042, XL471/R 043, XL472/R 044
The Gannets flew from St. Athan to Lossiemouth via Yeovilton on November 28th to be placed into storage. Eventually the Gannets are to be disposed of and it is hoped to give all details of their fates as soon as they become known.

All three squadrons were officially disbanded on December 15th, 1978.





After a three-months maintenance period in Devonport dockyard. HMS Ark Royal set course for her last trip in early April.

The course led Royal Navy's largest aircraft-carrier to the United States. Off the coast of Florida its air-crew engaged United States units in air defence and strike exercises. Three Sea Kings of 829Sqn were flown to Fort Grange for intensive hot weather trials.

Early July it docked at Mayport for a six-week's maintenance period. The Buccaneers and Phantoms of 809Sqn and 892Sqn were flown to NAS Cecil Fields while the Sea Kings of 824Sqn and Gannets of 849Sqn joined the SAR units at NAS Jacksonville. While in Mayport, the Ark was joined by USS Sarratoga and both carriers were opened to the public.

Once sailed out again, a series of exercises were conducted and course was set for the Mediterranean where it entered 'Display Determination' exercise. It left Gibraltar on October 2nd and calls followed at Naples, Athens and a last visit to an old favourite run at Malta where it loomed in Kalkara Creek.

After a last visit to Gibraltar, the Ark finally set for home and its Buccaneers and Phantoms departed shortly after leaving harbour. On December 4, at 7.15 a.m. it passed the breakwater at the entrance of Plymouth Sound and docked shortly after 9 a.m.

.oOo.

A souvenir hunt started towards the ending of Ark's last trip. Pieces of the ship, official gifts were asked for by old crew-members but all requests had to be turned down. Even a request has been received for the ship's bell but this one is likely to be kept for use on the new Ark Royal.

A souvenir that can be obtained is a record. BBC released a single record titled 'The Last Farewell'. It was recorded while at Gibraltar when an audience of 2,000 sang this song in Ark's upper hangar. The reverse side contains 'You'll Never Walk Alone Again' and 'Land Of Hope And Glory'.

.oOo.

HMS Ark Royal is to undergo the same fate as her sister ship HMS Eagle. The latter has been lying as a hulk at Plymouth for the past six years and was towed away for scrap in May of last year. The Eagle had been used to provide spares for the Ark Royal as both ships were nearly alike.

De-equipment of the Ark was already started on its home-voyage and is expected to continue for several months. Afterwards it will be sold for scrap. Plans put forwards for preservation, incl. turning it into a museum ship, were rejected. This because of the enormous costs involved for conversion and subsequently maintenance.

The Ark Royal completed 900,000 miles of duty all around the world since commissioning in 1955. Originally named HMS Irresistible, it was laid down at Birkenhead on 3rd May 1943 as one of four 'Audacious' class carriers, ordered under the 1942 war programme. The order was later reduced to two - Audacious (renamed Eagle) & Irresistible (renamed Ark Royal). HMS Ark Royal was launched on 3rd May 1950 and completed February 23rd, 1955 at a cost of £.21,428,000.

.oOo.

Despite the loss of Ark Royal, the Fleet Air Arm is very much alive and faces a much more promising future over the next decade. As if to disprove the pessimists over the FAA's capabilities, HMS Hermes held a series of trials in the Moray Firth from 7 - 17th November with the following Harriers:

XZ136/A Harrier GR.3 A&AEE
 ZA250/D 'G-VTOL' Harrier T.50 British Aerospace
 XZ450/M Sea Harrier FRS.1 British Aerospace
 XW175/T Harrier T.2/4 RAE Bedford
 XV281 Harrier GR.1/3 A&AEE

With special thanks to Brian P. Fiddler and MOD for the photos.



Again an ANG-unit disposing its F-100 Super Sabres at Davis Monthan for storage. Late last year Michigan ANG/127TFW changed to the A-7D Corsair. First two examples received were 69-217 and 70-991 both ex DM. Here seen is F-100D MI55-856 just after arrival at DM and awaiting 'cocoon treatment'. (A.Wilderdijk)

How the Ministry of Defence thinks to deal with the problem was not specified in the Defence White Papers. The only item in relation to the problem is the intention of the RAF, in co-operation with the USAF, will initiate a study for a possible NATO Joint Fighter pilot training facility in the US in the 1980s.

The remaining items concerning aviation didn't reveal anything new.

- o AST403 studies for a Harrier and Jaguar replacement continue and a discussion for a possible international co-operation is expected to be made this year.
- o Delivery of 24 additional Harriers to the RAF starting later this year.
- o First Nimrod MR.2 to re-enter service this year.
- o An order for seven additional Pumas has been placed.
- o Fifteen Westland Commando's (Sea King Mk.4 version) for Marine Commandos. Delivery starting late 1979.

One minor (however, for spotters of great importance) item is the fact that this year the construction will start of hardened aircraft shelters at certain RAF air bases. Although 'certain' means not all RAF air bases will be poisoned with these 'bloody' concrete things, but no doubt it will effect the most interesting ones.

RAF Leuchars will be the first victim. In April the air base will be closed for runway repairs and the construction of the hardened shelters. 111Sqn will move to RAF Coningsby while 43Sqn will operate from RAF Kinloss. The move is expected to last till late 1979.

- In the Tornado programme, all efforts were made to keep the aircraft the same for all nations. This means that if one country wants a certain modification, all other users have to agree and the new device is included in all production aircraft. This made it necessary for the UK to go on its own for developing an Air Defence Version (ADV). Designated Tornado Mk.2, the first prototype of this version is expected to make its first flight at the end of this year. Planning called for a first flight in August but a serious slippage has occurred. Subsequently the British government announced it wouldn't allow a gap between the end of the airframe life of the air defence Phantoms and Lightnings and delivery of the Tornado F.2. This in its turn led to the rumour an interim solution had to be created and F-15 Eagles were to be procured. Such a decision is highly unexpected but the facts are interesting enough for a closer look. Both the Tornado F.2 and F-15A Eagle are highly capable air defence fighters (interceptors) but are different in use. The Tornado is much more a weapon platform and with the Sky Flash medium-range missiles, it is a very good 'stand off' interceptor. But as a 'dog-fighter' it's unable to hold up against the Eagle. The choice between an Eagle and a Tornado F.2 thus is a choice in certain tactics.

United States of America

- A second European deployment this year, took 12 F-4E Phantoms of 70TFS/347TFW from Moody AFB to Aviano, Italy, at the end of February. Ten serials known are: MY69-268, 269, 271, 272, 286, 291, 294, 298, 556 and 561.

Information on coming deployments are still rare. RAF Wittering will again see a deployment with ANG A-7 Corsairs in July and of course the four B-52s entering RAF's Bomber Competition at Marham will also be present again.

Last year the United States started a series of improvements in its reinforcement plans especially relating Europe. The first annual USMC deployment to Denmark/Norway. Creation of a future reinforcement program that takes 5 US Army divisions and 60 TAC squadrons to Europe within ten days (additional to the already existing plans for one US Army division and 40 TAC squadrons).

- Movements at Ramstein included:

- Febr.14: SP66-738(r), 66-798(b) F-4D 52TFW
 128427 C-118B USMC Hq.Flight Washington
 64-KI/199 N.2501 Noratlas FAF ET.64
 10654 T-39A 58MAS (nose-wheel collapsed while landing)
 20-15 and 20-23 TP-104G ItAF 20Gruppo
 31-54/MM61954 PD.808 ItAF 31Stormo
 41-AO/65 Paris II PAF
 17: CR77-075, 77-082 and 77-089 F-15A 32TFS
 BD-03, BD-04, BD-08, BD-09 Mirage 5BD BAF
 FX-22, FX-24, FX-33, FX-93 F-104G BAF 10W
 FC-03 TF-104G BAF 1Wing
 01543, 01548 and 01551 F-5E 527TPTAS
 3-02 and 3-14 F-104G ItAF 3Stormo
 UH68-027 F-111E 20TFW HR68-412 F-4E

In a few weeks Ramstein will be closed for runway-repairs. Work will not be ended until the open day on August 5th.

- Movements at Frankfurt included:

- Jan. 1: 50235 C-141A 62MAW
 2: 10878 C-9A 375AAW (now based at Rhein-Main)
 4: 00449 C-5A 60MAW (90023 on 03.02)
 6: 50233 and 40637 C-141A both 60MAW
 130330 C-130H CAF
 7: 37807 C-130E 317TAW
 8: 86970 VC-137B 89MAW 5-8306 B.707 ITAF
 11: 50963 and 50968 WC-130H 53WRS (based here during ReForGer exercises)
 15906 U-21A US Army Hq.USAREUR
 16: 24200 VC-140B 58MAS
 20: 50247 (60MAW) & 60153 (63MAW) both C-141As
 60222 HC-130P New York ANG
 25: 40554 WC-130E 53WRS (based here during ReForGer exercises)
 26: 31-13/MM62013 DC-9 ItAF 31Stormo
 71-21 UH-1D Luftwaffe SAR Flt.Pferdsfeld
 28: 90019 (no badge) and 90023 (60MAW) C-5As
 37783 and 37815 coded PA C-130E (based here during ReForGer exercises)

- Feb. 2: 37773 C-130E 62MAW (no badge)
10-04 B.707 Luftwaffe FBSS
5: 50-57 Transall C-160D Luftwaffe LTG-61
149801 C-130F USNavy VR-24Sqn
6: 51-06 (LTG-61) and 50-42 (FFS) C-160D WGAF
8: XS641 Andover C.1 RAF
61-ZL/F.94 Transall C-160F FAF
9: K-684 C-47D Dakota RDanAF Esk.721
10: 37883 C-130E AFRES 459TAW
15: 160049/JV C-9B USNavy VR-58
16: 131592 C-118B USNavy NAF Keflavik
20: 160627 KC-130R USMC VMGR-252
26: 21806 C-130E APRES 459TAW (no badge)

• Movements at Mildenhall included:

- Febr. 1: 10961 C-130B Ohio ANG 80073 KC-135 96BW
6: 31-42 and 33-02 G-91R Luftwaffe LEKG-43
21818 EC-130E 7ACCS
8: 21803 C-130E AFRES
10: 21836 and 21852 EC-130E 7ACCS
12: 95833 HC-130N 55ARS
15: 70482 C-130B AFRES/442TAW
18: 38016 (22BW) and 80045 (380BW) KC-135A
19: 91506 KC-135 Utah ANG 24132 RC-135M 559thW
20: 68306 C-5A 60MAW

West Germany

• German military accidents:

- 10.10 F-104G of JABOG-31 crashed near Comery, France. BAR reports the a/c being 23-48.
07.12 F-104G of MFG-2 crashed on approach to Eggebeck
01.02 F-104G of JABOG-33 crashed near Niederempt, after a collision with another F-104. Pilot ok. The other F-104 made a successful landing at Nörvenich.
05.02 F-104G of MFG-1 crashed into the North Sea near List/Sylt. Pilot ok.
28.02 G-91 crashed between Nordstrand and Eiderstedt Islands. Pilot killed.

Open Days -- Open Days

- May 19: 'Open Day' at Sembach (W.Germany)^x
19: 'Open Day' at RAF Bentwaters (UK)
24: 'Open Deur' at Saffraanberg (Belgium)
25&26: 'Air Pete 79' at RAF Mildenhall (UK)
June 3: 'Open Day' at Spangdahlem (W.Germany)
June 9-16: 'Paris Air Show' at Le Bourget (France)
16: 'Open Day' at RAF Waddington (UK)^x
16: 'Open Dag' at Twenthe (Holland)
Jun.18-25: 'NATO Tiger Meet' at Cambrai (France)
22: 'Open Deur' at Kleine Brogel (Belgium)
22&23: 'Vliegmeeting' at Florennes (Belgium)
23&24: 'Int.Air Tattoo' at Greenham Common (UK)^x
July 1: 'Open Day' at Bitburg (W.Germany)^x
1: 'Open Day' at Aviano (Italy)^x
21: 'Open Day' at RAF Coningsby (UK)^x
21: 'Naval Air Day' at Lee-on-Solent (UK)
25: 'Naval Air Day' at Culdrose (UK)^x
27&28: 'Air Days' at Middle Wallop (UK)^x
28: 'Open Day' at RAF Binbrook (UK)^x
29: 'Open Day' at Hahn (W.Germany)
Aug. 3 & 4: 'Int. Air Days' at Yeovilton (UK)
5: 'Flugtag 79' at Ramstein (W.Germany)
8: 'Open Day' at RAF Finningly (UK)^x
15: 'Int. Air Day' at RAF St.Mawgan (UK)^x
31: 'Open Deur' at Goetsenhoven (Belgium)^x
Sept. 1: 'Open Day' at Zweibrücken (W.Germany)^x
12: 'Open Deur' at Florennes (Belgium)
Oct. 5: 'Open Deur' at Bierset (Belgium)
7: 'Open Day' at Torrejon (Spain)^x

- Note 1: All open days marked with an asterisk (x) have not yet officially been confirmed.
Note 2: From previous years, many cases are known of people wanting to attend an air show that had been postponed or cancelled. So, please keep in mind: ALWAYS CHECK BEFORE GOING.
Note 3: Ramstein has officially been confirmed on August 5. Last month's report on Upper Heyford being open on 18.08 seems to have been based on a false rumour.

In a hangar at Surabaya on 11 October 1978. Aero Commander 100, L-02 of 400Sqn and Nomad P-804 of 800 sqn. Both of TNI-Angkatan Laut or Indonesian Navy. (B.Ullings/Aviation Photos International)



BANTAM FIGHTER



LONGEST PRODUCTION RUN FOR US MILITARY A/C

With the handing over of the log books by Edward Heinemann, chief designer of the Skyhawk, to Capt. E.W.Melvin, Navy representative at Douglas, the last Skyhawk was delivered on February 27th.

This ceremony took place at McDonnell-Douglas' plant at Long Beach and ended the longest production run for any United States military aircraft. 2960 examples have been completed in 26 years. Several times it looked like the line to be closed but every time new orders kept coming.

Sometimes referred to as 'Heinemann's Hot-Red', this aircraft has never been an outstanding aircraft. When entering service in the late 1950s, it met the USNavy requirement for an improved attack a/c to replace ageing fighters as the F-9F Panther but it was the strong design that really made it.

In the past 26 years, 17 different Skyhawk versions have been produced including 2405 attack bombers and 555 trainers. The production started in 1953 at McDonnell-Douglas El Segundo in 1953. The first 342 a/c were manufactured there and the remaining were assembled at the company facility in Palmdale.

.oOo.

Forward retractable gear - one of the most obvious characteristics of a light weight aircraft. Such a gear eliminates the need for emergency systems as the air-flow will lock the gear in case of a free fall.

Light weight and low-cost are two things that often join each other. So in the case of the Douglas A-4 Skyhawk.

The light weight design, led the Skyhawk to a, for its time, very manoeuvrable bomber. The low cost allowed the aircraft to be used as a basic jet trainer and later on the cost aspect made the USMC prefer the Skyhawk above the A-7 Corsair.

.oOo.

The foundations of this 'success-formula' were led by Douglas' chief designer Ed Heinemann, following a contract from the USNavy for a light weight attack aircraft in June 1952. On June 22, 1954 test pilot Bob Rahn made the first flight from Edwards AFB.

A production period of 26 years followed which can be divided into three periods. Initially USNavy & USMC ordered large numbers of B, C & D models for service aboard their aircraft-carriers. In the

Vietnam war they flew 60% of all USN/USMC combat missions. Its manoeuvrability, extensive weapon load and the damage it could sustain, are the most heard reasons why the Skyhawk was that successful in Vietnam.

The second stage was the introduction of the Skyhawk as USNavy's basic jet trainer. In operational service the A-4C & Es were gradually replaced by its successor the A-7 Corsair but TA-4Ps and TA-4Js were newly delivered.

Production for the USN ended in 1968 and the production-line was expected to be closed down but in 1969 USMC decided not to go along with the USN and announced to replace the earlier Skyhawk models by the A-4M which had been especially developed for USMC service.

.oOo.

In two cases the Skyhawk was able to display the capabilities it had been designed for. In the first case, in the Vietnam war, the results were highly successful. The USNavy operated constantly with three aircraft-carriers, two off the coast of North Vietnam and one off the coast of South Vietnam. In 1968, 30 units operated the Skyhawk and it was the main aircraft type to be used. Later on the Corsair and especially the much heavier Phantom took over. Although designed as a bomber, it proved to be an excellent fighter as well. The aircraft has an very good 'Q'-factor. This factor is an indication of the resistance of the aircraft against high G-forces at low altitude. Many of today's Mach-2 fighters fail a good 'Q'-factor which limits their manoeuvrability at low altitude. This high 'Q'-factor, an optimum design and quick control response qualified the Skyhawk as a good fighter. Additionally as mentioned before, the Skyhawk can take a considerable amount of battle damage. Cases are known of Skyhawks returning 'safely' having lost their tail, big holes in the wing or without nose gear.

In the second case, the Skyhawk was less fortunate. However, this couldn't be blamed on the a/c itself. In the first days of the Yom Kippur war over 50 Israeli Skyhawks have reportedly been shot down. For the SAM-7 surface-to-air missiles, Western-built aircraft seemed to be a certain victim. Initially tinfoil & torches were thrown off, to confuse the heat-guided SAM-7 missiles. Later on more sophisticated ECM (Electronic Counter Measures) systems were built in.

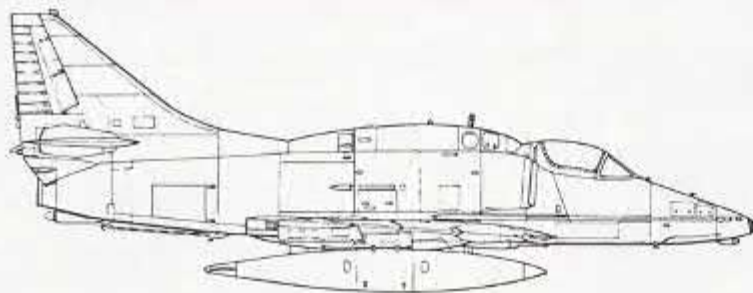


TOP PAGE to BOTTOM:

A-4C 149498 of VA-45 aboard USS Intrepid when moored in Gourock, Scotland in August 1971.
 A-4A 139941 of USN Reserves at NAS Alameda in the mid sixties.
 NA-4C 145063 of National Parachute Test Range at EL Centre in January 1976.
 A-4C 148484 of VMA-133 at NAS Alameda in 1974.
 TA-4F 154339 of H&MS-12 at MCAS Iwakuni in May 1971
TOP RIGHT:
 A-4L 149556 of VC-13 at NAS Miramar in August 1976
 (all photos from Aviation Photos Int.)

| | | | |
|---------|------|---|---------------------------------|
| XA-4D-1 | | Bu.No.137812 - later to A-4D-1 | |
| A-4D-1 | A-4A | 137813-137831 | 142142-142235 |
| | | 139919-139970 | total 166 a/c |
| A-4D-2 | A-4B | 142082-142141 | 142674-142953 |
| | | 142416-142423 | 144868-145061 |
| | | | total 542 a/c |
| A-4D-2N | A-4C | 145062-145416 | 147669-147849 |
| | | 148304-148317 | 148435-148612 |
| | | 149487-149646 | 150581-150600 |
| | | | total 638 a/c |
| A-4D-3 | - | New engine, all-weather capability, autopilot, updated avionics Project cancelled being too expensive. The version was the fore-runner of A-4C. Allocated Bu.No.145147-145156 | |
| A-4D-5 | A-4E | 148613-148614 | 151022-151201 |
| | | 149647-149666 | 151984-152101 |
| | | 149959-150138 | total 500 a/c |
| | | | Note: 152101 is A-4F prototype |
| TA-4E | | 152102-152103. Both prototypes and later redesignated TA-4F | |
| A-4F | | 154172-154217 | 154970-155069 |
| | | | total 146 a/c |
| TA-4F | | 152846-152878 | 154287-154343 |
| | | 153549-153531 | 154614-154657 |
| | | 153660-153690 | total 238 a/c |
| A-4G | | 154903-154910 to Australian Navy as N-13-903/910 | |
| TA-4G | | 154911-154912 to Australian Navy as N-13-911/912 | |
| A-4H | | 155242-155289 | 157418-157425 |
| | | 157395-157428 | total 90 a/c |
| | | | All to Israeli AF |
| TA-4H | | 157429-157434 | 157926-157929 |
| | | | Total 10 a/c. All to Israeli AF |
| TA-4J | | 155070-155119 | 158712-158723 |
| | | 156891-156950 | 159099-159104 |
| | | 158073-158117 | 159546-159556 |
| | | 158453-158527 | 159795-159798 |
| | | | total 243 a/c |
| A-4K | | 157904-157913. To New ZealandAF as NZ6201/6210 | |
| TA-4K | | 157914-157917. To New ZealandAF as NZ6251-6254 | |
| A-4KU | | 160180-160209. To Kuwait AF as 801/830 | |
| TA-4KU | | 160210-160215. To Kuwait AF as 881-886 | |
| A-4M | | 158148-158196 | 159778-159794 |
| | | 158412-158435 | 160022-160045 |
| | | 158726-158743 | 160241-160264 |
| | | 159470-159493 | total 180 a/c |
| A-4N | | 158726-158728 | 159515-159545 |
| | | 159035-159052 | 159799-159824 |
| | | 159075-159098 | total 102 a/c |

Note: Adding all serials together accounts for 2967 aircraft though only 2960 have been produced. Probably the serial-blocks of the A-4M and A-4N contain some cancelled aircraft.



- XA-4D-1 prototype P/f June 22nd, 1954. Later converted to A-4A standard
- A-4A USN/USMC First production aircraft delivered to USMC & USN. In October 1956, VA72 first unit to operate this type. VMA-224 first USMC unit in January 1957
- A-4B USN/USMC Improved weapon system, improved navigation system, inflight refueling system
- A-4C USN/USMC All-weather capabilities, an angle of attack indicator, autopilot, terrain clearance radar system, lengthened nose
- A-4E USN/USMC New Pratt & Whitney J.52 engine, subsequently revised air-intake, increase up to five external store hard-points
- A-4F USN/USMC A 'hump' aft of cockpit with updated electronics, better protections against bullets & flaks, nosewheel steering new lift-spoilers (shortening landing run)
- A-4G R.Aust;Navy Based on A-4F
- A-4H IDF/AF Based on A-4F but equipped with dragchute and Israelian weapon system
- TA-4J USN/USMC Simplified version of TA-4F
- A-4K RNZAF Based on A-4F with dragchute
- A-4KU KuwaitAF Based on A-4M
- A-4L USN Based on A-4F with uprated engine
- A-4M USMC J52-P-048 turbo-engine, dragchute, larger windscreen & cockpit, 'hump' aft of cockpit, short refueling probe
- A-4N IDF/AF Based on A-4M with uprated engine
- A-4P Argen.AF Refurbished ex-USNavy A-4B
- A-4Q Arg.Navy Refurbished ex-USNavy A-4B
- A-4S Sing.AF Refurbished ex-USNavy A-4B
- A-4Y USMC Based on A-4M. Updated HUD, redesigned cockpit. All A-4Ms might be converted to these standards



ROW 1: TF-4J 158101 of VT-7
 ROW 2: A-4E 150048 of VMAT-102 at MCAS Yuma in April 1972
 A-4B C-209 of Argentine Navy
 A-4G 154907 of RAN aboard HMAS Melbourne in Rotterdam in July 1977
 A-4F 155029 Blue Angel's No.5
 ROW 3: TA-4J 159507 of VT-22
 A-4N 158186 of VMA-214 'Blacksheep' at MCAS El Toro in September 1977
 (all photos from Aviation Photos Int.)





Part 1

ABOUT THE 'ELLINIKI AEROPORIA'

An exploratory article on the weal and woe of the Hellenic Air Force, compiled by Frank Klaassen.

INTRODUCTION

The Greek air force is, as usual in most southern countries, wrapped in a veil of secrecy; 'plenty of sun, sea and ancient monuments to advertise with', the authorities seem to reason, and my plies for relevant information were thus systematically ignored.

Due to this lack of official cooperation the information presented in this article does not give the complete picture I'm afraid, but based upon personal observations, reliable sources and some guesswork a coherent article could nevertheless be compiled.

In view of the length of this article it will be published in more episodes; this one deals with organization and history. Needless to say that critical remarks will be welcomed.

An autonomous Hellenic Air Force came into existence in 1931, when the air corps of both the army and navy were joined; with the restoration of the monarchy in 1935 the prefix 'Royal' was gained as well. The inventory of this new air force then consisted of numerous types, among which were Bristol Blenheims, Avro Ansons, Fairey Battles and Potez 63 bombers.

The very strategic position held by Greece made it an interesting prey for the Nazis; Italy tried it first in 1940, but this attack could be beat off. A shortage of suitable aircraft and experienced pilots left Greece unable to withstand the German invasion in 1941 though. As usual some personnel managed to escape and eventually these got their own squadrons in the Royal Air Force (Nos. 335 and 336, equipped with Hawker Hurricanes initially).

Greece was liberated in 1944, but soon a very bloody civil war broke out. In a cruel massacre between communists and conservative elements over 57,000 Greeks were killed on both sides. In 1949 the armed forces under Marshal Papagos eventually prevailed but the 'Aeroporion', which had been employed on police and counter-insurgency had suffered heavy losses. It was left with a shabby collection of Curtis Helldivers, Spitfires, Ansons, Oxfords, Dakotas and Harvards.

Yet, in 1952 when Greece joined the North Atlantic Treaty Organization it became eligible for American assistance under the MDAP and the usual arms package consisting of some twohundred F-84G Thunderjets was received. Somewhat later large numbers of T-33 jet trainers, Thunderstreaks, Thunderflashes and Sabres were delivered.

Some two decades later, in 1972 the following squadrons, wings and commands were on strength:

Tactical Air Command

- 110th Combat Wing at Larissa, flying strike/recce duties with Nos.
 - 345 squadron, F-84F Thunderstreaks
 - 348 squadron, RF-84F Thunderflashes
 - 349 squadron, Northrop RF-5As
- 111th Combat Wing at Nea Anchialos on day interceptor duties with Nos.
 - 337 squadron Northrop F-5As
 - 341 squadron Northrop F-5As
 - 343 squadron Northrop F-5As
- 114th Combat Wing at Tanagra for interceptor missions with Nos.
 - 335 squadron, F-104G Starfighters
 - 342 squadron, F-102A Delta Daggers
- 115th Combat Wing at Chania-Soudha Bay flying strike missions with Nos.
 - 338 squadron, F-84F Thunderstreaks
 - 340 squadron, F-84F Thunderstreaks



1. Thessaloniki
2. Larissa
3. Nea Anchialos
4. Tanagra
5. Elefsis
6. Dhekelia
7. Athina
8. Araxos
9. Andravida
10. Kalamata
11. Chania

- 116th Combat Wing at Araxos, air-defence with No. 336 squadron, F-104G Starfighters
- 117th Combat Wing at Andravida, composed by the 339th squadron, F-84F Thunderstreak
- also part of Tactical Air Command was 363 Mira at Elefsis, which was equipped with the Grumman HU-16 Albatross for maritime control and ASW work.

Air Material Command comprised five squadrons which were all based at Elefsis:

355 and 356 squadrons operated a number of C-47 Dakotas and Nord Noratlas; 357 squadron flew with a number of aging Bell 47 helicopters, 359 Mira had equally aged Sikorsky H-19D Chickasaws and the 362nd squadron operated the AB.205.

Air Training Command the National Air Academy at Tatoi-Dhekelia had twenty Cessna T-41As for initial work; at Kalamata the 360th squadron operated the Lockheed T-33A in the advanced training rôle, whilst 361 Mira flew Cessna T-37s for basic jet training there.

HISTORIC SIGHT-SEEING TRIP

It is with a special reason that I chose 1972 as a hang-up for the order of battle. Most of what happened between 1955 - 1972 is known and can be presented as reliable information, but things get mistier the more we reach 1979. Giving the correct picture of the organization of the Hellenic Air Force as of now is quite difficult therefore. I managed to do so anyhow, but before we come to that 1979 order of battle, I'll deal with the histories of the various units.

The sight-seeing trip starts at the airport of Athens, Athini-Ellinikon; depending on whether you were carried by Olympic Airways or a 'foreign' company you land on the western or the eastern part. For our purpose East Airport is best, as from here we have a good sighting on the military part of the field, called Sourmena. Here at Sourmena the maintenance facilities of the air force are situated and parked outside the hangars various types of aircraft may be observed in various states of overhaul.

From Athens we go to the north, to Larissa. Larissa is a rather important airbase, since it houses both the staff of the 28th Tactical Air Command (in good Greek 'Taktiki Aeroporiki Dynamis') & an operational combat wing.

This 110th Combat Wing (or 'Pterighe') was formed in 1952 to accommodate a number of Thunderjet that had been received under Mutual Defence Aid Program; a survivor is placed here as a monument.



The wing originally consisted of three Miras (squadrons), namely 342, 348 and 349. All three were equipped with F-84Gs until 1956, when the F-84F Thunderstreak took over. The 342nd Mira was the first to re-equip, one year later followed by the

Ex-Norwegian HU-16B Albatross 15300 at Wiesbaden while on delivery to Greece. (J.v/d.Oever/Take Off-APCCS)



349th. The third unit received RF-84F Thunderflashes in 1956 thus becoming the first Greek jet fighter-reconnaissance squadron.

In 1969 the 342nd squadron was called to Tanagra, to fly Delta Daggers in the interceptor rôle. Its place was taken in by a newly formed unit, which was designated No. 345 squadron and that took over the Thunderstreaks left behind by the 342nd.

A new wave of modern equipment reached 110th Wing in 1970, when the first Northrop RF-5As arrived for the 349th Mira. The other two units had to soldier on with their Streaks and Flashes for a while, but in 1977 the Thunderstreaks of the 345th squadron were supplanted by A-7H Corsairs. The RF-84Fs of the 348th squadron are still in service and are expected to remain so till 1980.

Remarkable enough it seems that the RF-5s have lost their reconnaissance rôle; an official document states the equipment of No. 349 squadron as F-5A, and that of the three squadrons of the 111th Combat Wing as R/F-5A! Very plausible, since no RF-5s have been reported at Larissa the last few years.

Remarks:

An often quoted composition of the 110th Wing was that of 345 Mira with Corsairs and 348 and 349 with RF-5s. This is obviously not correct: in all Greece received eighty R/F-5As, just enough to equip four squadrons; the 1972 order of battle confirms these four. Furthermore only seventeen serials are known to me and it is a fact that whenever an RF-5A was reported somewhere it always was one of these seventeen. Finally the presence of only one RF-5 unit is confirmed by recent sightings of operational Thunderflashes.

While on the subject of Thunderflashes, the latest acquisition of the Greeks were eight reconnaissance Phantoms, delivery of which should have been completed by now. It seems more than likely that these RF-4Es are destined for the 348th squadron, which is after all the unit with the oldest equipment. So far all recon Phantoms have gone to Andravida, by the way.

A final remark concerns the Headquarters of the 28 Tactical Air Command at Larissa; on behalf of this staff some twenty Lockheed T-33As are based here, which are mainly used for liaison duties. Further missions involving T-Birds are towing targets over the nearby Ambalon range.



Nea Anhialos, a few miles south of Larissa houses the 111th Combat Wing with its composing Miras 337, 341 and 343.

No. 337 squadron is the oldest unit of the wing; it was formed with Spitfires in 1946 and received F-84G Thunderjets in 1952. Together with the newly formed 341 and 343 squadrons the 337th converted to the F-86E Sabre in 1955, to add an interceptor component to the air force strength; these three units joined to form the 111th Wing. During subsequent years Sabre strength was gradually reduced due to normal attrition, and by 1966 the 341st and 343rd Mira had re-equipped with the Northrop F-5. The third Mira used the Sabre for a few more years because delivery of further F-5s by the United States was embargoed due to political reason; in 1969 it had also changed its Sabres for F-5s.

Already mentioned in the Larissa chapter is the fact that the equipment of this 111th Wing now officially consists of R/F-5As. It is not known whether this means that a recon component has been added to the Wing, or that the RF-5s are no longer operated in the reconnaissance rôle.





At Tanagra the 114th Combat Wing is based with its two Mirage F.1GC equipped 336 and 342 squadrons. The latter was formed as a P-84G Thunderjet unit at Larissa, but transferred to the 114th Wing in April 1969 when the Thunderstreaks then in service were supplanted by F-102A Delta Daggers. The Deuces were on their turn phased out in 1977, in favour of the Mirage.

No. 336 Mira is a former Starfighter unit that became part of the 114th Wing in 1977. It was established in Egypt in 1943 as one of the Greek units in the Royal Air Force, receiving Hawker Hurricane aircraft and later Spitfires. In 1949 Curtiss Heldivers were received that remained in service for four years; then the Thunderjet took over. In 1958 delivery of the North American F-86D Sabre started and the unit changed to air defence duties. Then in 1964 the Starfighter was introduced. The squadron had until then been part of the 116th Wing based at Araxos, but in 1977 it was decided that 335 and 336 squadrons had to change places: the former went from Tanagra to Araxos, the latter the other way around.

The 115th Combat Wing at Chania/Soudha Bay on the Isle of Crete consists of 2 A-7H Corsair equipped Miras; both units, Nos 338 and 340, were formed to fly the Republic F-84G Thunderjet in 1953 and converted to the Thunderstreak four years later. Delivery of the Corsair started in 1975 and the two squadrons subsequently passed their Thunderstreaks on to Larissa where the type was still operated then, or to the dump. Also at Chania are a number of T-Birds that are used for towing targets over the NAMFI range.

We come to the 116th Combat Wing at Araxos, presently consisting of just one squadron: the 335th, which is flying the F-104G Starfighter in large quantities. This Mira formed in the RAF during the second world war and got some Hurricanes assigned. Its history is more or less the same as that of no 336 Mira: Spitfires in 1947, Thunderjets in 1953, F-86D Sabres in 1960 and Starfighters in 1964. It moved from Tanagra to Araxos in 1977.

The last Combat Wing, the 117th, may be found at Andravida. This wing originally consisted of one unit, the 339th which formed in 1953 with F-84G Thunderjets. It changed to Thunderstreaks in 1957 but in April 1974 the first F-4E Phantoms were received to replace them. Since the original batch consisted of 38 Phantoms it seems likely that another unit was formed within the 117th Wing as well. And very recently another twenty were delivered to Andravida and thus this wing should presently be consisting of three squadrons. The designations of these two newcomers are not known, but they might be nos 344 and 346; which is of course pure guess-work.

Credits: SEAR, Aviation News, Air Force Journal and Pieter van Gemert. Except for the HU-16B, all photos by or via Frank Klaassen.

The units of Air Material Command and Air Training Command did not undergo changes that might justify extensive discussion here. In a coming issue, when the aircraft of the Greek Air force will be dealt with, more information on these commands will be supplied, but for the time being you will have to do with the information presented in the below frame.

The order of battle presented here has been extracted from an official document and may therefore be classified as reliable information. Please note that this organization represents the situation as it was in 1978. The numbers in brackets give the number of aircraft in service in 1977.

28th Tactical Air Command

- 110th Combat Wing - Larissa
 - 345 squadron, 19 A-7H (20)
 - 348 squadron, 20 RF-84F (20)
 - 349 squadron, 19 F-5A (18 F-5A plus 2 F-5B)
- 111th Combat Wing - Nea Anhialos
 - 337 squadron
 - 341 squadron } 43 R/F-5A (45+6 F-5B)
 - 343 squadron }
- 114th Combat Wing - Tanagra
 - 336 squadron } 39 Mirage(40+15 F-104)
 - 342 squadron }
- 115th Combat Wing - Chania
 - 338 squadron } 40 A-7H (40)
 - 340 squadron }
- 116th Combat Wing - Araxos
 - 335 squadron, 28 F-104G + 3 TF-104G (19 F/TF)
- 117th Combat Wing - Andravida
 - 339 squadron } 37 F-4E (38)
 - squadron }
- 363 squadron - Elefsis: 8 HU-16B (8)
- Operational Conversion Unit, with 8 F-5B and 4 TF-104G (since '78)

To each wing 4-6 Lockheed T-Birds are attached. In 1978 in all 50 aircraft were in service, in 1977 60.

30th Air Material Command

- 355 and 356 sqn. - Elefsis: 25 C-47 (28)
 - 50 Noratlas (50)
 - 12 C-130H (12)
 - 8 CL.215 (5)
 - 357 squadron - Elefsis: 10 Bell 47G (10)
 - 358 squadron - Elefsis: 35 AB.204/205 (-)
 - 359 squadron - Elefsis: 10 H-19D (12)
 - 362 squadron - Dhekelia: 14 AB.205 and 2 AB.206 (14 + 2)
- Both nos.357 and 358 Miras regularly use Kalamata for training purposes

31st Training Command

- Nat. Air Academy - Dhekelia: 20 T-41D (20)
 - 360 squadron - Kalamata: 39 T-2E (40)
 - 361 squadron - Kalamata: 18 T-37 (18)
- 360 squadron has a training detachment at Tessaloniki/Megalo Mikra.

BELGIAN CONGO AGAIN

by Frank Klaassen

In a recent issue we discussed the circumstances under which the Belgian Congo became the independent nation now known as Zaire. In that article mention was made of 3 Alouettes that were transferred to the Force Publique (the official government air force). These three were given as construction-numbers 1341, 1365 and 1366; I also stated that one of them fell into the hands of the Katangese rebels becoming KAT-53.

Now take a look at this (rather poor, unfortunately) photograph:



The story should read as follows:

The three Alouettes that were brought over to Congo were, according to official sources 'some of the first that had been delivered'; in fact they hadn't even been assembled in Belgium. In Congo these three were serialised A51, A52 & A53 (so without the OL-prefix). On 18 July 1960 one of these three was shot down by the Katangese; this particular helicopter was escorted by a Harvard, H-210, which was in fact shot down as well (refer FLASH 88 page 16). In contrast with the unfortunate Harvard the Alouette was able to make an emergency-landing and subsequently dragged inside a cement-factory by the rebels. It was repaired and included in the inventory as KAT-52.

Of the remaining two Alouettes A51 later became the civil F-BSGX, while the fate of A53 is unknown.

With reference to the Alouette II list in the second episode of the 'Belgian Light Aviation' article (FLASH 98 page 19), this list should be amended as follows:

OL-A01 c/n 1293 written off 13.09.60

OL-A02 c/n 1304 written off 22.09.60

OL-A03 c/n 1305 current

A-51 c/n 1341 to Belgian Army Congo, then transferred to Force Publique; became F-BSGX after withdrawal

A-52 c/n 1365 to Belgian Army Congo, then transferred to Force Publique; emergency landing 18.07.70 and captured by the AVIKAT; re-serialised KAT-52

A-53 c/n 1366 to Belgian Army Congo, then transferred to Force Publique

OL-A04 c/n etc. etc.

So far the Alouettes

Then to the Piper Cubs. Four of them were sent to Africa (Ruanda-Burundi and Congo), namely OL-L49, 50 53 and 61. OL-L61 was donated to the Force Publique in 1960 and subsequently taken in by the Katangese air force as P-61. The three Pipers that had not been given to the Africans were sent back to Belgium; OL-L50 was withdrawn from use after its return home and the other two went to the air-club of the Belgian Army in Germany.

Then back to the 'historic novel' of FLASH 98, the story of the civil war in Congo. A recent article in 'Aviation News' provided additional information on the United Nations intervention in 1961.

It appears that the first UN aircraft, five Swedish Saab J-29B Tunnans from F.8 Wing at Angelholm arrived at Leopoldville on October 4 1961. These aircraft got the status of an operational wing and re-designated F.22 Wing they were sent to Luluabourg, near the Katangese border. It was intended to base the wing here, together with the Ethiopian Sabres that had arrived around the same time. The Ethiopians, however, refused to leave Leopoldville as they considered the runway at Luluabourg to be too short for their Sabres.

In order to cut down transit time F22 Wing moved to Kamina, nearer to the front line, in December 1961. As a result of the fighting in December it turned out that the original five J-29s were not sufficient. It was suggested that the Ethiopians and the Indian Canberras should be sent home and that the Swedes should be left in sole charge. An indirect request for four J-29Fs as a complement to the four J-29Bs available (one aircraft had been written off in a crash in March 1962) was made to Sweden, but the Swedish government refused to accept.

In November the Congo situation had deteriorated politically and at the same time the Katangese air force had been reinforced. The Ethiopians had left the scene without notice and only one Indian Canberra was available. After long discussions with the Swedish government agreement was finally reached in November and an additional four Saab J-29Bs left Sweden in December. Almost at the same time Italy, the Philippines and Iran promised fighter





OPERATION SIMBA

Aircraft noted at BA126 Solenzara, Corsica during operation SIMBA included:

- May 18: CH-04,06,08 C-130H BAF
 61-ZO/F97, -ZR/F100, -ZT/F154 C-160F FAF
- 19: CH-01,02,03,05,10 C-130H BAF
 CF/38475 C-135F FAF FA/45820 DC-8F
 CB-01 Boeing 727 BAF
- 20: CH-07 C-130H BAF
- 21: TJX-AC C-130 & TJX-AH YS-11A Cameroon AF
 61-ZF/F88 and 61-ZW/F157 Transall C-160F
- 23: 61-ZK/F93 Transall C-160F FAF
- 29: FD/46043 and FZ/45820 DC-8F FAF GLAM
 64-IA/136 N.2501 Noratlas FAF
- June 4: 60160 C-141A USAF
 5: 38082, 50241, 50255, 50218, 60168, 70011
 70013 all C-141As USAF
- 6: 40627, 70165 C-141As USAF
- 7: 40609, 50242, 60136, 70021 C-141As USAF
 80212, 90005, 90015 C-5A Galaxy USAF
- 8: 40639, 60159, 60176, 60188 C-141A USAF

All aircraft flew direct to Libreville, Gabon except for the Belgian Herks which made also a stop at Bamako, Mali

aircraft support but these offers came too late to be of any help. The Swedes were therefore the only force available and they took a full part in the final overthrow of the Katangese air force in the new year.

In April 1963 four of the F.22 Wing aircraft returned to Sweden. The remaining five which were still in a battle-worthy condition were blown up in August when UN fighter operations were completed.

After the civil war the remainders of the official and the rebel air arms merged to form the Force Aérienne Congolaise, backed by Belgian instructors and advisers,

In view of their economic interests Belgian influence has always remained considerable and on several occasions Belgian paras intervened when crises emerged. The first time was in 1964 when thousands of whites had to be evacuated again. Another big airlift, known as 'Operation Simba' took place in 1978; motive for this operation was the renewed rebellion of the Katangese 'gendarmes'. The entire Hercules and Boeing fleet of the 15th Wing was mobilized and shuttled on the Kamina - Brussels line with troops and evacuees.

President Mobutu of Zaire appeared to be extremely upset by this military action and kicked a diplomatic row. Yet, the love-hate relationship seems to have been normalized again for very recently it was announced that Belgian soldiers had been sent to Africa again. Official spokesmen talked about manoeuvres with Zairian army, but foreign correspondents don't exclude that new interior troubles are a more likely motive. It should be noted that the Mobutu regime, though not comparable with Amin's Uganda, is not exactly based upon democratic principles.

The Force Aérienne Zairoise is better prepared than in 1960 and consists of a combat, a transport and a training force. The combat element is formed by one squadron of seventeen Mirage Vs (of which three are trainers) and a ground-attack squadron equipped with Macchi MB.326GBs. The two transport squadrons operate seven C-130H Hercules and small numbers of Dakotas, C-54s, Caribous and Buffalos. The training force consists of 23 Siai Marchetti SF-260MCs and fifteen Cessna 310Rs. Furthermore fifteen Alouettes IIIs, nine Pumas and some obsolete Bell 47s are operated, while for VIP duties two Mitsubishi MU-2Js and a BN Islander are in service.



PHOTO COMMENT. On of the regular visitors at Heath row is Delta airlines, with its Lockheed Tristars. This one is N31028, taken by T. Brown

Seen at Teuge airfield during October last year was this Tiger Moth. G-APJP was on a delivery flight to Sweden, but needed some fuel.

Early in the morning, this P2L-101 was seen on a private strip east of Vienne. Four of these are based there for agriculture flying.

Movements at SCHIPHOL in January included:

- 2: G-BATA HS.125
 - 3: XS794 Andover CC.2,RAF I-BOGI HS.125
 - G-AXGX B.707,British Aws D-CCCD Learjet 24
 - N178T L.382 Hercules,TIA D-IFAL Merlin
 - 4: G-AXUL Cl.44, TAC N101BG Learjet 35
 - 5: XW905 , XX372 & XX379 all Gazelle AH.1s, AAC
 - PH-EXU F.28-4000, NLM c/s HZ-MAM Bac.1/11
 - G-BFZF B.707, Scimitar G-BFV2 Beech 200
 - OH-KDA DC-6A, Kardair N720G G.159, ITT
 - 6: TC-JBU B.707, THY D-CLUB Sabreliner
 - 7: N108RD DC-8, Airlift DM-STE IL-18
 - 7T-WAT & 7T-WAU both F.27-400Ms, Algerian AF
 - 8: HB-VEZ Mystere 20
 - 9: XX370 , XX375 & XX378 all Gazelle AH.1s, AAC
 - N524C Bac.1/11 D-COCO Learjet
 - HB-VBK Learjet
 - 10: OY-ARW Cessna 500 N112AK Douglas DC9
 - EI-BAA Britannia,Air Turas G-ASDC ATL.98, BAF
 - 11: PH-EXF F.27, Air Ivoire OO-MRD TS.601
 - N4002M Boeing 727 SE-DEA Learjet
 - 12: SP-LHF Tu.134, LOT (new) G-BFIH DC-9, BMA
 - SE-DBD DC-9-21, SAS
 - 13: G-AMJY DC-3, Eastern Avn G-BSAL Grumman1159
 - XW788 HS.125 CC.1 RAF N16P Cessna 310R
 - D-IOET Rockwell 690 N4002M Boeing 727
 - 14: 5Y-AYR Brit.,African Cargo N23W Grumman1159
 - G-ANAF DC-3, Air Atlantique
 - 15: N809FT Boeing 747, Flying Tigers, still in basic Imperial Iranian Air Force c/s
 - N106AK L.382 Hercules, Alaska International
 - 171 Nord 2501, Fr.AF N7000C Grumman 1159
 - 16: D-CHER Rockwell Sabreliner
 - 18: F-YDOY /70 Nord 262 French Navy
 - G-BFYZ Viscount, Guernsey Airlines
 - G-NESS Rockwell 690 YU-BIA Cessna 500
 - SE-GSU Beech King Air 200 OY-CBP King Air 200
 - 19: PH-EXG /TC-79 F.27 Arg.AF D-IAAK Rockwell690
 - ET-ACQ B.707 Ethiopian Al SP-LAA IL-62, LOT
 - N902PA Boeing 747, PanAm
 - 20: D-AMAM Bac.1/11, Bavaria Germanair
 - PH-FTI Fokker F.27, Uganda Airlines
 - 21: 9C-CLI DC-10, Air Zaire OO-SGA B747,Sabena
 - I-DIBK DC-9F, Alitalia OO-SJO B707,Sabena
 - OH-LFT DC-8, IAS (leased from Finnair)
 - 24: 148 Nord 2501, FrenchAF D-CCAT Learjet
 - G-BDHA Douglas DC-8, IAS
 - 26: 61-2P /F98 Transall C-160F, French Air Force
 - 27: G-SAIL B.707, Tradewinds SP-LHF Tu.134, LOT
 - PH-TVI Boeing 737, British Airways
 - 29: 61-ML /F17 Transall C-160F, French Air Force
 - 50-71 C-160D Luftwaffe D-IMML King Air 200
 - D-CFCF HS.125, Condor
 - 30: OO-MMT Bell 47 (overshoot) HB-VEX Cessna 500
 - G-ANAF DC-3 Dakota, Air Atlantique
 - 31: N323EA L.1011, British Aws N14CP Beech 58
- February
- 2: OY-ARU and D-ILEX both TS.601 Aerostars
 - 3: 5X-UAL Boeing 707, Uganda Airlines
 - 5: TU-VAB F.28 Fellowship, Ivory Coast Air Force
 - SP-LHG Tu.134, LOT (new) OE-FRW Cessna 414
 - 6: 61-ZL /F94 Transall C-160F, French Air Force
 - G-BFLJ PA-31, Air Anglia G-RBBE RC.114
 - 7: F-GALL Beech 58 G-BCXF HS.125
 - 8: 61-2E /F57 Transall C-160F, French Air Force
 - 5N-ANR DC-10, Nigeria Aws OE-FMW King Air 200
 - 9: PH-TVH B.737, British Aws D-COCO Learjet
 - N64 Sabreliner, FAA D-IBVV
 - 10: G-WIND B.707, Tradewinds PH-PLX C.210 based
 - 12: N809FT Boeing 747 Jumbo Jet, Flying Tiger L.
 - 15: G-SAIL B.707, Tradewinds N7XB Piper PA31
 - 16: LN-KLK Convair CV.440, Norfly
 - F-BPNU Nord 262, Etat SFA
 - 17: PH-EXD F.27-200 Maritime, Span.AF/SAR (D2-02)
 - 18: N711UT Boeing 707, United Trade International
 - 19: N515KA Beech King Air EC-CKR Learjet
 - D-CMMM Learjet

- 20: F-GBMB Learjet 36
- 21: I-ATIC F.27, Navairds Flight Inspection
- 23: OH-LFT DC-8, IAS (leased from Finnair)
- PK-MFP F.27, MNA; repaired & redelivery 25/22
- 24: PH-MBP DC-10-30, Philippine Airlines
- LZ-BTR Tu.154B2, Balkan N36905 Piper FA34
- D-ALFA Bac.1/11, Bavaria Germanair
- N803FT Boeing 747, Flying Tiger Line
- 26: OO-SJH Boeing 707, T.A.G. OO-TEJ B.737, TEA
- 27: 106/MH Nord 262, FrenchAF F-BNRG MS760 Paris
- 28: TU-TIA F.27, Air Ivoire. Delivery to Fokker, March 2nd to Ypenburg
- 62-KB /101 Nord 2501 Noratlas, French AF
- 64-BK /148 Nord 2501 Noratlas, French AF

FOKKER-VFW



- The lease of the F.28-4000 PH-BBV to NLM/City - Hopper ended on 13 December last year, and lately the aircraft was seen at Woensdrecht carrying Air Anglia titles, but still in the NLM color scheme.
- Rumours are going strong once more. Unconfirmed reports include the possible sale of five F.27-400Ms for the Bolivian Air Force (TAM-90, seen at Woensdrecht) & 6 F.27-500s for Air New Zealand although it is more likely to be less than six.
- Confirmed, however, is the delivery of the first Maritime for Spain. On February 28, c/n 10585 left Schiphol to start its career as a 'Search and Rescue' aircraft.
- In response of the sale of Transair's F.28s to Air Niugini, the first F.28 arrived for conversion at Woensdrecht recently. The second should follow early June, before delivery to Niugini.
- 11127 4000 PH-BBV/NLM seen at Woensdrecht 31-1-79 with NLM/Air Anglia colour scheme
- 11133 4000 PH-EXO/Air Anglia to become G-WWJC
- 11135 4000 PH-EXR/Air Anglia to become G-JCWW
- 11136 4000 PH-CHS/NLM CityHopper named Birmingham
- 11139 4000 PH-CHD/NLM CityHopper named Maastricht
- 11140 4000 PH-CHF/NLM CityHopper named Island of Guernsey
- 11141 4000 PH-CHI/NLM CityHopper named Eindhoven
- 11142 PH-EXY 11143 PH-EXE 11145 regd PH-EXG

DUTCH REGISTER

- NEW REGISTRATIONS ---- FEBRUARY 1979 ----
- PH-BNR Beech F.33C Bonanza (CJ-148) Staat der Nederlanden, Ministerie van Verkeer & Waterstaat, Directie Rijksluchtvaartschool
 - PH-DPL F.172N (F.1775; ex PH-AXY) Air Ser. Holland
 - PH-ECG PA-31-325 (7912022) N.E.A.S.BV, dd 22-2-79
 - PH-IET PA-44-180 (7995098) N.E.A.S.BV, dd 08-2-79
 - PH-JLO F.172N (F.1784) Air Service Holland BV
 - PH-KAF PA-38-112 (78A0805) N.E.A.S.BV, dd 08-2-79
 - PH-KNG L.21B (18-3816; ex 54-2416, R-126) of Klu Zweefvliegclub Leeuwarden
 - PH-KNU L.21B (18-3876; ex 54-2476, R-186) KNVvL
 - PH-PCN C.182P (64429; ex N1733M, G-BDVE & D-EBYP) Air Service Holland BV
 - PH-SSA SA.330J Puma (1585; ex F-WXFS) Schreiner Airways BV, dd 23-2-79, left 27-2 for ??
- CHANGES ---- FEBRUARY 1979 ----
- PH-BNV F.172G (F.0240) to W.Daams, to U.K. 2-2-79
 - PH-JBE F.172M (F.1417) to M.Oele
- CANCELLED ---- FEBRUARY 1979 ----
- PH-GAV PA-18-135 (18-559) left 31-01-79 for U.K. to be registered as G-CUBI
 - PH-VIT F.172H (F.0620) o.o.r. reason unknown



- The SAAB S.91D Safirs of the R.L.S. will remain in service for at least fourteen weeks, originally it was planned that the group pupils which lately came off the Safir should be the last.
- Almost for certain, two Sikorsky S-76s will be delivered during July this year to KLM Helicopters BV. These two are due to replace the old S-58s currently flown by KLM for their own use and for the American Placid Company.
- Early February two L.21B Super Cubs, formerly stored at Budel, were delivered by road to ASH at Rotterdam/Zestienhoven airfield. The third (and the last one there) should have left its storage too, and all are currently being rebuilt. R-173 will go back to Budel as PH-DKD, while the R-107 has been registered PH-PVV lately.
- The N.L.M. is likely to take over some routes in the summer from its 'mother' the KLM. DC-9s flying at Stavanger, Glasgow, Munchen and Geneva seems to have overcapacity. So K.L.M. decided to 'replace' them by the new F.28-4000s recently delivered to the N.L.M., giving an international character instead of a national one!
- Already five Thomahawks are now flying in Holland. Recently the KLM Aeroclub received the PH-KAF while another one will be based at Belde for FAST.
- Two new Twin Otters are to pay a visit to Rotterdam within short time. These (c/n 612 and 626) are for Schreiner Airways which will pass them on to Africa.
- On 7 March a new aircraft was delivered for the Aviadome at Schiphol. The aircraft is PH-NLA, one of the last Piper Cubs flying in the Netherlands. It began service in the USAAF as 44-80436, when it was sold in Belgium after WW II had ended, as



OO-GEI and later OO-AVL. During 1965 it was bought by the N.L.S. as PH-NLA and after eleven years of service she had a short stay with Aviation Francaise, Inst. Blankesteyn, H. Brink and its latest owner Holland Balloon Service BV.

- Early March next year, the Falcon 50 for the Philips Vliegdiens will be delivered. Although they could have received number 17 from the production line during October, they decided to take an a/c of the thirty-series, thus trying to avoid the theething problems early production aircraft usually have.

A few years back they had such problems with a Mystere 20, and now the Falcon 10 showed some too. However, this first production '10 will stay with Philips, which can't be said of their first Mystere they had; PH-LPS is due to go back to Dassault.

- Mastenbroek currently trading Cessna aircraft. Early January they offered some aircraft from Vergunst Aviation for sale, including the PH-OTD/ VRL and WAA. Also for sale is PH-WEC of Vriens BV, the Cessna T.210L should bring up \$ 61,000.



- Following the Jumbo Jets & DC-9s, all KLM's early-delivered S-61Ns have now also been subject to a change in weight. Though these helicopters have always been registered for a maximum weight of 8620 kg, it seems that all those years, they could have carried approx. 670 kg more load. Both latest two delivered, PH-NZK & NZL have always been registered with this max. weight of 9298 kg.

Left. Fokker S.11.1 PH-ACG of the Dutch Historical Flight seen at Schiphol. ACG stands for A.C. Groeneveld, which has recently become the owner of the Harvard PH-KLU, seen below still in the color scheme for the film 'A bridge too Far'.



Fokker
F.27

FRIENDSHIP

LAST PART

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

PART 22



| | | |
|-------|--------|--|
| 10554 | 6238 | f/f 12-04-77 as PH-EXK, rereg PH-PRZ, 10-05-77 as EP-ANA to Iran Coppermines, current |
| 10555 | 4234M | f/f 29-04-77 as PH-EXT, rereg PH-PRX, 09-06-77 to 7T-WAU of Algerian AF, current |
| 10556 | 4234M | f/f 17-05-77 as PH-EXS, rereg PH-FRY, 05-07-77 to 7T-WAV of Algerian AF, current |
| 10557 | 6263 | f/f 27-05-77 as PH-EXC, rereg PH-PTA, 16-06-77 to 60-SAY of Somali Al, current |
| 10558 | 5243F | f/f 17-06-77 as PH-EXH, 29-06-77 to VH-PCE of Ansett Al of New South Wales, current |
| 10559 | 6263 | f/f 21-07-77 as PH-EXG, 02-08-77 as 60-SAZ to Somali Airlines, current |
| 10560 | 5243F | f/f 09-08-77 as PH-EXL, 30-08-77 to VH-PCF of Ansett Al of New South Wales, current |
| 10561 | 400M | f/f unknown as PH-EXI (31-05-77/current) Algerian AF cancelled, stored Woensdrecht. |
| 10562 | 600 | f/f unknown as PH-EXK (06-07-77/05-04-78) Air Algeria cancelled, stored at Woensdrecht, rereg PH-YEM (04-04-78/current) for demonstrations to a.o. Yemen. |
| 10563 | 600 | f/f 23-09-77 as PH-EXM (06-07-77/05-12-77) Air Algeria cancelled, stored at Woensdrecht, roll-out 16-02-78 in Air Niger c/s at Schiphol. Registered PH-EXM (19-01-78/03-03-78), 07-03-78 as PH-FTH leased to Air Niger, bought and rereg 5U-BHH. |
| 10564 | 4242M | f/f unknown as PH-EXA (6-7-77/25-11-77), 27-11-77 as 6W-STA to Senegal AF 'Asfa' current |
| 10565 | 4242M | f/f 14-10-77 as PH-EXB, 06-01-78 as 6W-STB to Senegal AF 'Bargny', current |
| 10566 | 6249RF | f/f 31-10-77 as PH-EXC, rereg PH-FTD, 22-11-77 as 5H-MPT to Air Tanzania, current |
| 10567 | 6244IP | f/f 25-11-77 as PH-EXF, rereg PH-FTF, 06-01-78 as 5-4041 to the Iran Army, current |
| 10568 | 4245M | f/f 05-12-77 as PH-EXG, 09-01-78 as 5-4042 to the Iran Army (target towing), current |
| 10569 | 6249 | f/f unknown as PH-EXH (15-8-77/28-12-77), rereg PH-FTE (27-12-77/2-1-78), 29-12-77 as 5H-MPU to Air Tanzania, current |
| 10570 | 5241F | f/f 03-01-78 as PH-EXA, 01-02-78 as F-BYAH (2) to Uni Air Rouergue, crashed near Rodez, France on 28-01-79 |
| 10571 | 6251 | f/f unknown as PH-EXB (16-1-78/mid 78). 'Bought' by Egypt Air Charters as SU-AZN (ntu) and leased to Uganda Airlines, current |
| 10572 | 6254 | f/f unknown as PH-EXC (22-3-78/20-05-78), 20-05-78 as XY-ADY to Burma Airways Corporation. Crashed Mandalay, Burma on 03-10-78 after engine troubles |
| 10573 | 6253 | f/f 05-09-78 as PH-EXE, stored Woensdrecht, 16-02-79 TU-TIF of Air Ivoire, current |
| 10574 | 6254 | f/f 20-04-78 as PH-EXF, stored Woensdrecht, 20-10-78 XY-ADZ of Burma Aws, current |
| 10575 | 400M | f/f 26-05-78 as PH-EXG, TNI-AU cancelled, 07-02-79 as TC-79 (2) to F.A.A., current |
| 10576 | 600 | f/f 19-06-78 as PH-EXH, 'bought' by Egypt Air Charters as SU-AZZ (ntu), delivered as PH-FTI (25-9-78/current!). Leased to Uganda Als as 5Y-UAP, current |
| 10577 | 400M | f/f unknown as PH-EXK, stored Woensdrecht and recently seen in Ivory Coast colour scheme as TU-VAD, current |
| 10578 | 400M | f/f 01-08-78 as PH-EXL, TNI-AU and Ivory Coast cancelled, stored at Woensdrecht with the possibility for sale to the Bolivian Air Force, current. |
| 10579 | 600 | planned for Ivory Coast |
| 10580 | 400M | PH-EXM, TNI-AU (Indonesian Air Force) cancelled, seen stored Woensdrecht 12/78. |
| 10581 | 200 | MARITIME, f/f as PH-EXA, rereg PH-FTK. For Spanish Government/S.A.R., current |
| 10582 | 400M | PH-EXB, 10-11-78 as 6W-STC to Senegal Air Force 'Casamance', current |
| 10583 | 400M | PH-EXC, 10-11-78 as 6W-STD to Senegal Air Force 'Djolaf', current |
| 10584 | 400M | PH-EXF, all white at Schiphol |
| 10585 | 200 | MARITIME PH-EXD, 28-02-79 to Spanish Gov't/S.A.R. to become D2-02 (?), current |
| 10586 | 400M | PH-EXA, all white at Schiphol |
| 10588 | 600 | PH-EXC |
| | | 10587 200 MARITIME, Spanish Gov't |
| | | 10589 600RF 5H-MRM, Air Tanzania |



