

# FLIGHT



**aviation**

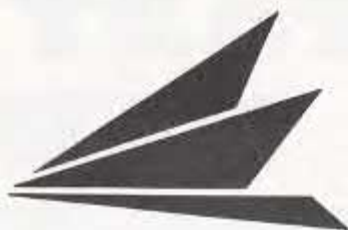


**magazine**









# FLASH

AVIATION MAGAZINE

P.O. BOX 855  
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HOLLAND

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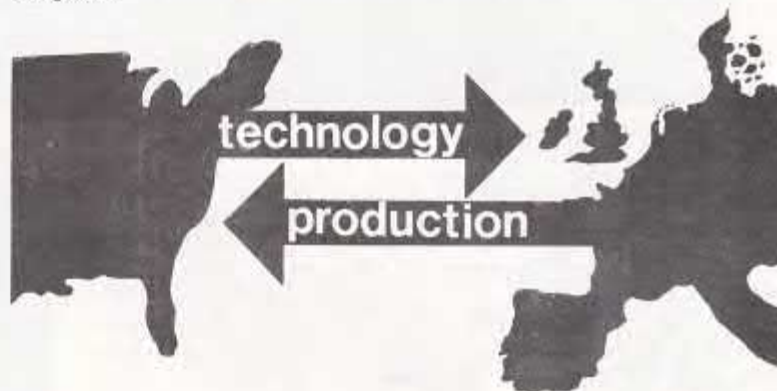
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## EDITORIAL

Decisions to purchase a sophisticated type of aircraft, more and more depends on the 'TWO-WAY-STREET'. Every now and then FLASH news-section mentions such a purchase. Now, you might not be interested in the exact background of every such event but some purchases are highly remarkable and deserve an explanation. In this case surely the expression 'two-way-street' will show up. In order to give you an idea what is meant by this expression, I thought it worth spending an editorial on this subject.



Every new product needs Research & Development programmes (R&D). Because of the sophisticated technology within the aviation scene, the costs for R&D have become too high to be financed by the company manufacturing the product. For military aviation products the government normally pays these costs and for civil aviation products, money can be lent from the government against strongly favourable conditions.

But governments are running out of money too these days, to finance such expensive products. International cooperation is regarded as THE solution to solve this problem and subsequently negotiations on governmental levels occur daily.

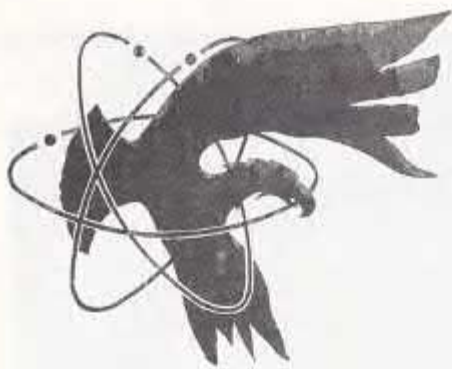
Whereas military aviation products are concerned, the standardization within NATO is also an important factor. To reduce defence expenses, American and European officials started programmes to realize this standardization within NATO.

These two purely financial reasons, led to the expression 'two-way-street'. As the aviation industry is mainly concentrated in the US and Europe, these two parties soon found themselves around the table. US trying to maintain its leading position, Europe to guarantee production. The F-16 programme is a classical example of the results of these negotiations. An US company develops a sophisticated aircraft, continuing the R&D work, inevitable to maintain the leading position whereas technology is concerned. To supply national aviation companies with orders, the European countries got the production.

Presently the 'two-way-street' is in its second stage as European companies get a chance to do their own R&D in the lightweight fighter/trainer aircraft programme. Europe realized that production only would make it heavily dependable on the US. The latter sensed this unwillingness and took this opportunity to have foreign companies develop the less sophisticated aircraft as jet trainers and observation helicopters. The third stage is presently being discussed and is undoubtedly the most interesting one. Will the USAF choose the Tornado as successor for their F-111s? Mainly on initiative of the German aircraft industry, Europe managed to produce a real sophisticated aircraft on their own. This first European fighter very well matches the USAF requirements for a deep penetration aircraft. However, in the US the 'buy-American' act is still very popular.

Will the USAF choose the Tornado? The answer to this question will indicate the American policy towards the expression 'two-way-street'.  
Jac van Tuyn





# MILITARY NEWS

## HOLLAND

• On June 14, F-104G D-8297 from Leeuwarden was reported missing. Immediately a rescue operation was set up including MLD and RAF aircraft as well as ships in the area where the Starfighter had last been reported. On June 18, the search was continued by mine-sweepers of the Dutch Navy. It was not until early July, the wreck was found in the North Sea, north west of Den Helder. Another fatal accident occurred on August 13, when F-104G D-6683 from Volkel crashed. Returning from a navigation flight in Germany, the aircraft crashed near Kleve (Germany) in the late afternoon.

- Movements at Ypenburg included:
- May 30: CM-01 Mystere XX and CS-03 HS.748 BAF 15W  
XX507 HS.125 CC.2 RAF 32Sqn  
10685 CT-39A USAF 7005ABS  
31-13/MM62013 DC-9-32 AMI 31Stormo
- 31: 10876 C-9A 435TAW  
CM-02 Mystere XX BAF 15Wing
- Jun. 5: D-8259 F-104G (arrived for overhaul)  
7: 23126 C-12C USArmy Hq.USAREUR  
15: NAF905 F.27-400M NigerianAF (for overhaul)  
27: D-8259 F-104G (delivered to Klu)
- Jul. 6: 10679 CT-39A USAF 58MAS/435TAW  
13: 60166 C-12A USAF 58MAS/435TAW  
17: D-5805 TF-104G (delivered to Klu)
- Aug. 2: 17-01 VFW-614 Luftwaffe FBSS  
3: D-8063 F-104G (arrived for overhaul)  
14: D-8053 F-104G (arrived for overhaul)  
15: XL954 Pembroke C.1 RAFG 60Sqn  
17: PH-FTS/6W-3TF F.27-400M Senegal AF  
20: D-8133 F-104G (arrived for overhaul)  
D-8338 F-104G (testflight)  
21: 030 Transall C-160D Turkish AF

KC-135 5-8313 of the Iranian Air Force at Schiphol on June 27th showing how aircraft markings have been adapted to the new regime. Delisting 'Imperial' aircraft are now marked I.A.F. instead of I.I.A.F. (B. Ullings/Aviation Photos International)



## LOST OVER HOLLAND



FLASH has a very strict policy not to publish historical facts from the 'good old days'. But exceptions confirm the rule! Enjoy this story which was recently received and be aware that a part of Lincolnshire is called Holland.

A British heavy bomber was got into difficulties during a night raid on Germany. All costly direction-finding equipment, including radio wireless and their main compass, was shot away and their altimeter damaged. They ran into thick clouds. Their engines and petrol tanks were silent, appearing by guess and by God, they waited for daylight. In the state of doom, as petrol ran low, they caught sight of some level pasture, and landed a peasant walked by. Remembering that escape lecturer's advice to make friends with 'knowing people' in occupied countries, they used the most professional member of the area across to talk to him. 'Where are we, mate? Or your name?' 'Holland', the peasant guessed, and walked on. The crew ran back to their aircraft, but it was slow, broke out their Dutch escape papers, and were trying to plot a course on one of their escape maps when a man in dark uniform bicycled up and asked them, in perfect English, if they needed an ambulance? They turned out to have landed in north-east Lincolnshire, in fact in parts of Lincs. The Air Ministry was furious; MIS was vastly entertained.







Three Portuguese AF T-38A Talons were on exchange at Twente from August 21 till 28. A/c involved were 10888, 10890 and 10915 of Esc. 301/Monte Real. (B.Berkem&er/Military Aviation Photo News)

• Two 'Red Skin' squadrons recently exchanged at Eindhoven. From August 21 till 30, 314Sqn hosted eight Canadian CF-104G Starfighters of 421Sqn. Although the squadron badge of 314Sqn represents a centaur, the unit adopted itself the name 'Red Skins' and 421Sqn has a head of an indian as squadron badge.  
On August 21, eight CF-104G arrived at Eindhoven: 104716, 747, 807, 810, 827, 837, 866 & 883. During the exchange some were replaced by 104843, 845, 848, 891 and CF-104D 104653. Visiting over this period were C-130H 130329 (support), CP-33 133393 (with real Canadian beefburgers) & 133345, CF-104G 104788 and CC-109 109159.

• Movements at Soesterberg included:  
Jul.16: XV291 C-130K Hercules RAF Lyneham Tac.Wing XT866/O, XV569/S, XV579/R, XV581/E and XV585/P all Phantom FG.1s of 43Sqn on sqn-exchange with 32TFS till July 25.  
25: XV220 C-130K Hercules RAF LTW UH68-077 F-111E 20TFW  
27: 14650 and 14666 OV-10A Bronco 601TCW  
30: 37-99 and 37-83 F-4F Luftwaffe JG-71 01534, 01544, 01545, 01550, 01550, 01560 and 01563 all F-5E Tigers 527TFTAS  
31: AR68-571 RF-4C 10TRW 130331 C-130H CAF (and 130332 on Aug.6)  
Aug. 6: D-8109 and 8089 F-104G 322/323Sqn K-3032, 3056, 3059 and 4025 NF-5A/B 315Sqn

## BELGIUM

• Making a fuel stop at Kleine Brogel on August 10, were six Portuguese air force aircraft: two Fiat G-91Rs (5446, 5448), two G-91Ts (1803, 1805) and two CASA C.212s (6506, 6508). The Fiat G-91s returned from a squadron exchange with LKG-41 at Husum, Germany. From Kleine Brogel the aircraft flew to Bordeaux for another fuel stop.

• Between Antwerpen and Turnhout, the old Belgian air force air base Oostmalle is situated. The air base is still being maintained by the air force and can become operational at any time. Every week several Starfighters and Mirages can be seen here, making approaches.

In the summer season, Oostmalle is also used for training purposes of air cadets. From Eastern till October, five Belgian AF Piper Cubs detached from St.Truiden to this airfield for glider towing. This year following Piper Cubs were noted: LB01, 02, 03, 05 and 06. Except for LB03 all others have now been camouflaged.

On September 1st, all aircraft as well as five gliders left for St.Truiden. The air cadet training ended a month earlier as had been planned, but due to extensive flying activities, the Piper Cubs had reached the maximum amount of flying hours and needed overhaul.

## FROM A FACILE PEN.....

### F-16 'CONDOR'

Remember last month's column, stating that the F-16 had been named Condor? This statement seems to have been a bit premature according to the editorial in Flight's Sept.1 issue. Defence editor Graham Warwick wrote a very entertaining editorial in that issue concerning names of aircraft. Accordingly the name Condor was only under consideration and Mr.Warwick made a suggestion to name the F-16 after WWII's greatest fighter's: the Mustang. IL FLASH fully supports this campaign as anything is better than Condor.

### F-16 CRASH

At Hill AFB, the first F-16 has been written off on August 9, due to a crash on the runway. A Belgian air force pilot flying the a/c ejected safely.

### OPEN DEUREN DAGEN

In the April-issue it was reported that two open deuren dagen would take place on September 12 at Florennes and October 5 at Bierset. Unfortunately it couldn't be included in the previous issue but Florennes had been cancelled. Fortunately it can be included in this issue that Bierset is a family day and not accessible to the public.

### SPANGDAHLEM

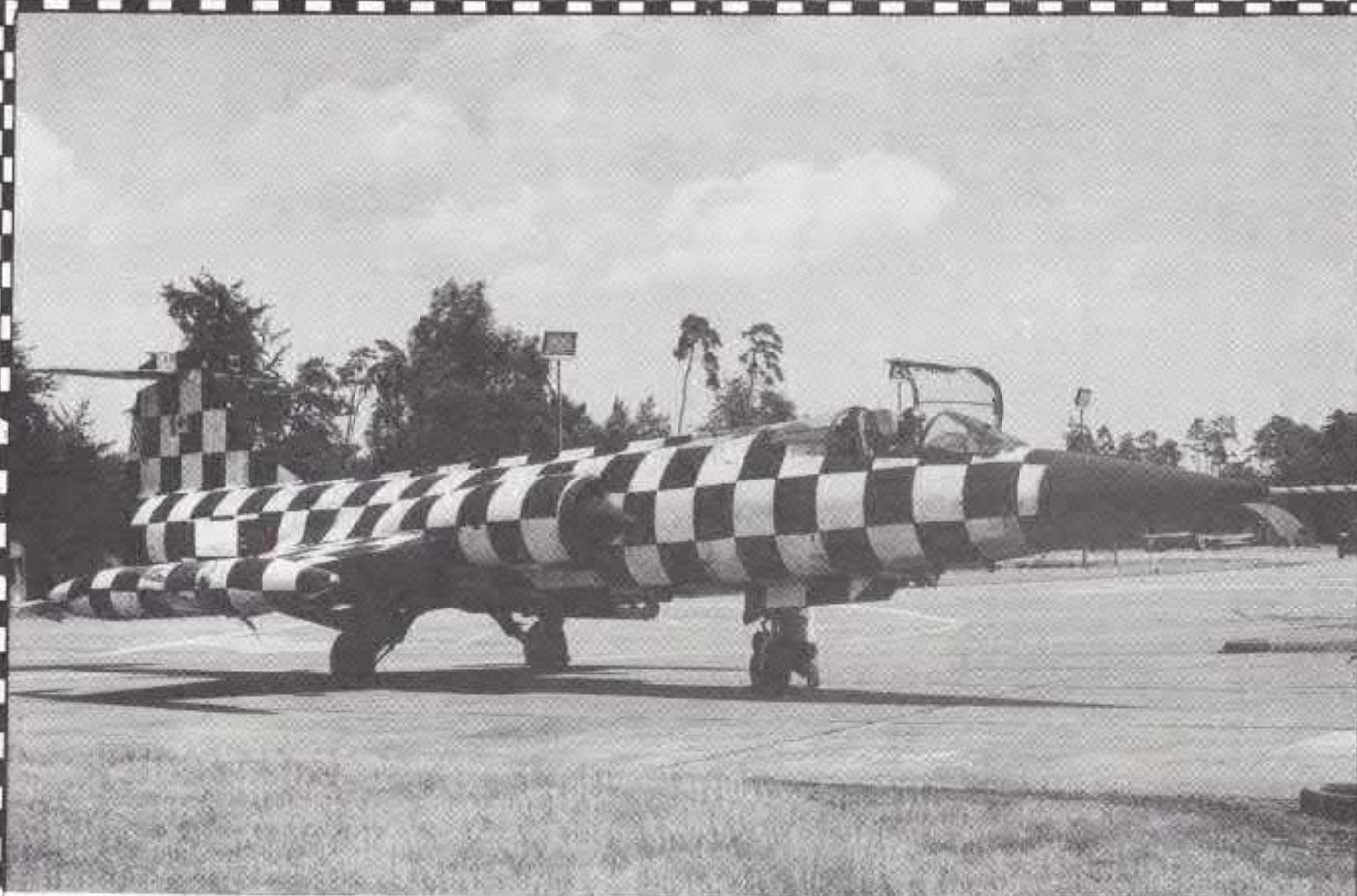
On August 31, an afternoon for spotters had been organised at Spangdahlem. The following was noted:

20-15	and 20-21	TF-104G	AMI 20Gruppo
SD69-219	and 69-236	A-7D	S.Dakota ANG
IA72-253	and 75-400	A-7D	Iowa ANG
SP66-511,	527, 552, 567, 712, 712,	715, 727, 734	
66-736,	745, 758	all F-4Ds	of 52TFW
SP72-122,	73-195, 74-047, 74-660	F-4E	52TFW

Photos: B.v.DokRum







## CHECKERS BOARD CF-104G 4d-4h-1m SQUADRON

To log 1,000 flying hours on a Starfighter is indeed a milestone but for Lt.Col.Crabb, 441 squadron, this milestone was reached in a special painted Starfighter: CHECKER BOARD CF-104G.

Late July, Lt.Col.Crabb was to log his 1,000th flying hour on a Starfighter. He became squadron leader of 441sqn recently after his return from a UN Detachment in Egypt. The major part of the Starfighter hours were made during his stay at Söllingen from 1972 till 1975.

To give the event extra attention, the entire crew of 441sqn spent an afternoon playing around with black and white water soluble paint. Victim was CF-104G 104785. Result was the most showily Starfighter ever, in its overall checker board colour scheme. This checker board pattern is the sqn-marking of 441sqn applied on their aircraft ever since World War II.

On the actual day, CF-104G 104785 was flown by Lt.Col.Crabb to several air bases in the area of Söllingen where he made approaches in tactical formation with other CF-104s of 441sqn.

When NATO-assigned 1Wing, of 1 Air Division, moved from North Luffenham to Marville, France, in January 1955, 441 flew to 3 Wing/Zweibrücken Germany. Re-equipment with the Sabre Mk.6 was carried out there and the squadron moved to Marville in March 1955, after construction was completed at that base. The Silver Fox squadron remained at Marville with Sabre Jets employed in the NATO air defence rôle until de-activation in September 1963.

The Silver Fox squadron was re-activated in January 1964 with CF-104 Starfighters and assigned a NATO photo reconnaissance rôle at Marville. In March 1967, the squadron moved to Lahr, Germany, where the Silver Fox continued in the reconnaissance rôle until May 1970.

The squadron at that time accepted a fighter-bomber rôle and then was re-located in July 1970 to Detachment Baden of CFB Europe. □

Photos: CAF

### HISTORY OF 441SQN

The 441 'Silver Fox' Squadron, equipped with Hurricanes and Spitfires, saw service over Britain and Europe in 1944 and 1945. Re-formed for peacetime service in March 1951 at St.Hubert, Quebec, the Silver Fox pilots began flying in Harvard and Vampire aircraft. After a short familiarization programme, 441 proceeded to Chatham, New Brunswick, for flying training as a fighter squadron on Sabre Mk.2s. In February 1952, 441 squadron was transferred overseas. Squadron personnel sailed to Britain on the 'Empress of France' while the aircraft were ferried across the Atlantic on the Aircraft carrier 'HMCS Magnificent' and became operational at North Luffenham.







The very last C-45 flying with A.M.I., RM-57/MM61743 of 503rd Squadriglia Collegamenti. (P.Smith)

## DENMARK

• From August 13th till 31st, exercise OSKBOEL '79 took place in Denmark and Northern Germany. Sponsored by the Tactical Air Command Denmark, this exercise simulates an enemy invasion of Denmark.

One of the major participants in this annual exercise was USAFE with F-5E of 10TRW, F-4Ds of 52TFW, RF-4Cs of 26TRW, F-15s of 36TFW, all operating from Danish air bases.

In addition, 601TCW from Sembach provided a troposcatter radio unit, controllers and a reporting unit. The latter is to direct dissimilar air combat tactics and air refueling.

## FRANCE

• Of the 71 Super Etendards, already 24 have been delivered to the Aeronavale. Two squadrons operate the S.Etandard from Landivisiau: 11F and 14F.

11F is on full strength with 12 a/c while 14F withdrew its F-8E(FN) Crusaders to accept the new type of aircraft and should become operational this month. A third unit to receive the S.Etandard is 17F at Hyeres which is scheduled to be operational in July 1980.

Noted at Landivisiau on August 3rd:

11F: 3,4,5,6,8,11,13,15,16,18,22,23,24, S.Etandard  
14F: 7,9,12,14,17,19,20,21 all S.Etandard

• Movements at Lann-Bihoué included:

Jul.19: 315-XK/230 and 315-XX/316 CM-170R GE.315  
23: XV246/46 Nimrod Mr.1 RAF Kinloss Wing  
24: 11-EG/A95 and 11-EL/E27 Jaguar A/E EC.1/11  
25: 221-23/150507 P-3A Orion Spanish AF  
Nos.22 & 23 Super Etandard ERC (on delivery to 11F/Landivisiau)  
26: 156603 P-3B Orion RNCAF 333Skv.  
BDD & BDH SA.341 Gazelle PLAT Tr.School/Dax

## ITALY

• An aircraft museum is in process of being set up at the Castle of San Pelagio near Padua. The museum is named "Il Nido Delle Aquile" (The Eagle's nest) and will be situated in the eighty rooms of the castle and in the large fields outside. It will be a permanent exhibition showing the progress in aviation from Wright's days till ours.

Presently there is a Macchi MB.308, a Fairchild UC-61, a FL.3, a RF-84F (52-7339). But many more aircraft are coming via the AMI. For instance HU-16A 15-14/MM51-7253, one of the last Albatrosses with 84Gruppo/15Stormo which made its last flight from Ciampino to Padua at the end of June. From here it will be transported to the museum.



**IL NIDO DELLE AQUILE**  
museo dell'aria

35020, S.Pelagio PD Italia ☎ 049 525873



Coming in at Pisa-San Giusto on July 16, G-222 46-84 of 98 Gruppo. Note the registration has been repainted in white. (C.Carretta)

• Presently 46 Aerobrigata operates the following aircraft:

2 Gruppo:  
46-20/MM62102      46-21/MM62109      46-22/MM62115  
46-23/MM62122      46-24/MM??      46-25/MM??  
all G.222s  
50 Gruppo:  
46-02/MM61988      46-03/MM61989      46-04/MM61990  
46-05/MM61991      46-06/MM61992      46-07/MM61993  
46-08/MM61994      46-09/MM61995      46-11/MM61997  
46-12/MM61998      46-13/MM61999      46-15/MM62001  
all C-130H Hercules  
98 Gruppo:  
46-80/MM62114      46-81/MM62110      46-82/MM62105  
46-83/MM62111      46-84/MM62106      46-85/MM62112  
46-86/MM??      46-87/MM62125      all G.222s  
646 Squadriglie Collegamenti:  
303-33/MM61885 P.166M

• Noted during the open day at Vergiate (Siai-Marchetti's production of SF-260s) on April 29: Static:

S-001/MM54401 MB.339  
I-RAID SF.260W Warrior Lybian AF  
EI-477/MM57270 SM.1019 Esercito  
LC-015 (c/n R-015) CH-47C Chinook Lybian AF  
15-14/MM80985 HH-3F Pelican 85Gruppo/15Stormo  
PS-18/MM80735 and PS-24/MM80741 AB.206A.1 Polizia  
ST-07, ST-11 and ST-35 SF.260MB BAF 'The Swallows'  
W41-505/TS-TBR CF.260W & W41-602/TS-TBX S.208M TAF Hangar  
5-4002 CH-47C Chinook Iranian Air Army  
15-12 and 15-13 HH-3F Pelican 85 Gruppo  
EI-472 and EI-475 SM.1019 Esercito  
W41-504/TS-TBQ SF.260W Tunisian AF  
Other aircraft on the field included approx.20 SF.260s (packed in tin foil) including c/ns 471, 498,521,522,534,535,550,561,563,566 and 569.  
Furthermore SM.1019 (ex L.21B) EI-1/MM61-2975





## IOWA ANG IN EUROPE AGAIN

For a second time, 132TFW/Iowa ANG deployed to Europe. From 16 August till September, fifteen A-7D Corsairs (and 3 add. of South Dakota ANG) were based at RAF Waddington:

124TFS/132TFW Iowa ANG :  
 IA69-208, 70-010, 70-026, 70-043, 71-317  
 IA71-318, 72-253, 72-254, 75-397, 75-399  
 IA75-400, 75-401, 75-402, 75-403

174TFS/185TFG Iowa ANG :  
 HA70-932

175TFS/114TFG South Dakota ANG :  
 SD69-219, 69-236 and 70-933 (the latter in low visibility camouflage)

There is a little story connected to this deployment of A-7s. The trans-Atlantic flight started with 22 a/c (18 + 4 spares). 'As usual' on the way, one went broke with radio failure so was escorted home. Another one developed engine problems. Someone noticed flames pouring out of the jet pipe of this aircraft.

This one was escorted home too. The pilot involved was a part-time guardsman, his civilian occupation being a police officer. On discovering the fire and turning for home, he calmly announced that he would get to England even if he had to walk.....

And he did get to England. Hitching a ride on a KC-135 to Mildenhall and then by C-141A to Waddington. He did had no aircraft but he made sure that he wasn't going to miss the deployment!!!!

While in the U.K., the A-7s used the weapons ranges in the U.K. and in Germany. They also performed cross-flights to bases in Germany such as Hahn and Spangdahlem. This gave ground crews the opportunity to service different kind of aircraft. All planning in the event of a major deployment in time of war.

In this regard personnel of Iowa ANG mentioned the discussions to deploy A-7D Corsair units to the U.K. about every 18 months!

The first deployment of Iowa ANG to Europe was in 1976, but proved to have been planned at a very inconvenient date. On May 4, 18 F-100s of Iowa ANG flew to Aviano, Italy. Only a few days after arrival, 132nd found themselves involved in Italy's worst earthquake in history. The deployment was cancelled and on May 13, the F-100s left for home via Ramstein. □

All photos: S. Bailey-Hickman







A British Jaguar with a German military registration: XZ371/17+32. This strange registration denotes the squadron-exchange between 17Sqn (RAF) and JABOG-32 (Luftwaffe). This photo was made at Brüggen on August 8th. (P.v.Oers)

## UNITED STATES OF AMERICA

• Recently delivery commenced of 16 C-130H Hercules to the Air National Guard. The first three machines were delivered to 137TAW, Oklahoma ANG (80807, 80808, 80809).

Noted with the Pennsylvania ANG were two EC-130E PA63-869 and PA-63-817. The EC-130E is a new Herk version which are being converted by Lockheed from the standard E-version. The EC-130E will be used for electronic surveillance and replace the Lockheed EC-121 Constellation.

• Movements at Frankfurt/Rhein-Main included:

- Aug. 4: 80228 C-5A Galaxy 60MAW  
XW789 Dominie C.1 RAF 32Sqn
- 6: XX442 Gazelle AH.1 Army Air Corps
- 8: 31-12/MM62012 DC-9-32 AMI 31Stormo  
64-KA/87 N.2501 Noratlas FAF ET.64
- 9: 35/F-BPNT Nord 262 FAF XZ309 Gazelle AAC  
CS-01 HS.748 BAF 751 C-130H GreekAF  
72/84002 C-130E RSWAF XV176 C-130K RAP  
4X-JYA/006 B707 ID/FAF 11-02 C-140B WGAF  
301-05/TK.10-5 KC-130H Spanish AF
- 10: 91525 C-130B Hercules Ohio ANG
- 11: 90002 C-5A Galaxy 60MAW
- 12: 50-68 Transall C-160D Luftwaffe LTG-61
- 13: 12373 C-130E Hercules Mississippi ANG
- 14: 152721 P-3B Orion USNavy VP-8
- 20: 141001 C-131F USNavy NAF Sigonella  
16-05 HFB-320 Hansajet Luftwaffe FBSS  
XS641 Andover E.3 RAF 115Sqn

- 22: 12359 C-130E Hercules Mississippi ANG  
51-09 Transall C-160D Luftwaffe LTG-63  
955 C-130E Hercules RNOAF (in UN c/s)
- 23: 71-62 UH-1D Luftwaffe FBSS
- 24: 00457 C-5A Galaxy 60MAW  
59-02 DO-28D & 17-02 VFW-614 Luftwaffe FBSS  
50-77 Transall C-160D Luftwaffe LTG-63  
1105 C-130H Hercules Sudan AF
- 27: 70470 C-130A Hercules APRES
- 29: 70170 C-5A Galaxy 436MAW (emergency landing due to a nose wheel landing gear failure)

• Two main air force exercises within Autumn Forge are Cold Fire and Crested Cap. The latter started on August 28th with the arrival at Ramstein of 27 F-4E Phantoms of 4TFW/Seymour Johnson:

- SJ67-298, 67-328, 80-313, 69-561, 71-243, 71-397  
SJ72-128, 72-144, 72-166, 72-476, 72-477, 72-479  
SJ72-482, 72-485, 72-486, 72-489, 73-173, 73-181  
SJ73-183, 73-1184, 73-187, 73-189, 74-643, 74-649  
SJ74-039, 74-625, 74-631

Three days later these were supplemented with 20 more F-4Es:

- SJ60-359, 66-293, 69-302, 71-092, 72-135, 72-160  
SJ72-407, 72-484, 72-490, 73-1167, 73-1168, 73-171  
SJ73-1172, 73-175, 73-176, 73-1182, 74-042, 74-043  
SJ74-645. This deployment will last till Oct. 4th. Cold Fire exercise lasted from September 12th till 21st. Deployments included RAF Jaguars of 6 and 54Sqn to Laarbruch & Wildenrath and A-10s of 81TFW to Ahlhorn.

Next month FLASH will give you a detailed report on Cold Fire and Crested Cap.

F-4E Phantom SJ72-1476 arriving at Ramstein on August 31, for a deployment till Oct. 4. (G.K.Mast)





• A series of 26 NATO military exercises was officially started at Wunstorf on September 7. At this air base a ceremony was held to inaugurate AUTUMN FORGE 79, the cover name of this series of exercises.

SACEUR General B. Roger attended this ceremony, which included parades by American, German, British, Canadian and Dutch soldiers. Representing the air force elements in the exercises were four A-10As of 81TFW (WR78-589,594,595,605). During Autumn Forge, the A-10 will operate from two Forward Operation Locations for the first time in a joined army-air force exercise.

Some of the major exercises in Autumn Force 1979 are:

**BILLY GOAT:** One of two NATO sponsored amphibious exercises in the Danish Straits involving Danish and German forces.

**CONSTANT ENFORCER:** A NATO sponsored, multi-national field training exercise which will take place south of Kassel.

**HARTE FAUST:** A German sponsored field training exercise which will include American units to take place in Northern Germany.

**CENTURION ENTERPRISE:** A Belgian sponsored, multi-national field training exercise to be held in the Paderborn plain.

**STEEL TRAP:** A British sponsored field training exercise which will take place in the Hannover area.

**COLD FIRE:** A NATO sponsored, multi-national, combined land/air exercise which will be held in conjunction with, and will supply the air support for the Central Region land exercises listed above. (See elsewhere in this issue)

**DISPLAY DETERMINATION:** A NATO sponsored, multi-national exercise combining amphibious, land, sea and air air operations in the Mediterranean area

**ABLE ARCHER:** A NATO sponsored command post exercise to be held in late Autumn, which will involve NATO and national headquarters and formations throughout Allied Command Europe.

**BAR FROST:** A Norwegian, multi-national exercise to take place in the Tromsø area, Norway, involving Norwegian army, Dutch and British air force and American and British marine elements.

**BRISKY PRAY:** A NATO-sponsored exercise in the Bergen-Hohne area, Germany, involving German and Danish army elements.

**CRESTED CAP:** An annual deployment of USAF aircraft to Germany. (See elsewhere in this issue)

**DETERRENT FORCE:** A NATO sponsored, semi-annual activation of the multi-national Naval On-Call Force Mediterranean (NAVFORMED). Ships from the Southern Region navies, the United Kingdom and the United States are scheduled to take part.

## WEST GERMANY

• The 20th Bull's Eye meeting will be held at Husum. Eight teams from four nationalities will participate in the tactical aircraft competition for units of NATO Northern Europe.

From October 5 till 13, LKG-41 will host the following units:

Esk.730	F-100 Super Sabres	RDanAF	Skrydstrup
Esk.725	F-35 Draken	RDanAF	Karup
338Skv.	F-5A	RNOAF	Ørland
54Sqn	Jaguar GR.1	RAF	Coltishall
MFG-1	F-104G	Marine	Jägel
MFG-2	F-104G	Marine	Eggebeck
LKG-41/1	Fiat G-91R	Luftwaffe	Husum
LKG-41/2	Fiat G-91R	Luftwaffe	Husum

Missions will be flown against ground and naval targets. These will be evaluated by an international jury. But also outside their aircraft, pilots compete when dealing with operational problems. The first Bull's Eye meet was held in 1959 at Sola air base, Norway. The name denotes to the black centre spot on a targetboard. □



Finnish MiG-23UT & MiG-23UT at Rissala on August 17th. (S. Rutten)





## BRITISH MILITARY AIRCRAFT SERIALS

Yet more material has come to hand which corrects or adds to that already printed in FLASH Nrs.89, 90,91,92 and 101. This listing was put together with the aid of Jim Oliver, to whom, many thanks.

XS209 - 231 J.Provost T.4 Batch is not 206-231 as originally printed.

XV719 - 733 Wessex HC.2 Batch stops at 733 not 734 as originally printed

*TOP: Tornado F.2 prototype ZA254 just after roll out at BAe Warton on August 9th. (BAe)  
 BELOW: Dakota C.3 KG661 at Mildenhall open day on May 26th. (B.Bailey-Hickman)  
 BOTTOM: Lynx HAS.2FN XZ263 of the Aeronavale at St.Mandier open day on June 18th.*



XZ170 - 209+	Lynx AH.1	It is unknown yet where this batch ends but it is thought it might be XZ219
XZ227 - 257	Lynx HAS.2	Note: XZ253 <u>not</u> used
XZ260 - 267	Lynx HAS.2FN	For Aeronavale
XZ269 - 278	Lynx HAS.2FN	For Aeronavale
XZ535 - 539	Shelduck D.1	(drones) this batch is probably larger and should consist of 20 a/c - can anyone put us right on this????
XZ620 - 627	Lynx HAS.2FN	For Aeronavale
XZ689 - 692+	Lynx HAS.2	End of batch not yet confirmed.
XZ915 - 922	Sea King HAS.2	Royal Navy
XZ950 - 959	MQM74C Chukar	Drones
XZ963 - 973	Harrier GR.3	
XZ987 - 999	Harrier GR.3	
ZA101	Hawk T.1	British Aerospace G-HAWK demonstrator
ZA105	SeaKing HAS.2	for ETPS
ZA110 - 111	Jetstream T.2	for Royal Navy
ZA140 - 144	VC-10 K.2	Tanker version
ZA147 - 150	VC-10 K.2	Tanker version
ZA250	Harrier T.52	British Aerospace G-VTOL demonstrator
ZA254	Tornado F.2	Air Defence Version - prototype
ZA267	Tornado F.2	Air Defence Version - prototype
ZA283	Tornado F.2	Air Defence Version - prototype
ZA290 - 295+	SeaKing HU.4	End of batch not yet confirmed
ZA319 - 330	Tornado GR.1	
352 - 362		
365 - 376		
392 - 412		
446 - 475		
490 - 494		
540 - 564		
585 - 614		
ZA726 - 737	Gazelle AH.1	Army Air Corps
765 - 777		
ZA801 - 804	Gazelle HT.3	Royal Navy
ZA934 - 940	Puma HC.1	
ZA947	Dakota C.3	Ex KG661-reserialled D



# PORTES OUVERTES DE L'ECOLE DE CHASSE

Every two years, a French air base opens the gates to the public. On September 9, Base Aeriennne 705 TOURS-St.SYMPHORIEN did so and displayed their brandnew equipment: the  $\alpha$ -Jet.



Based at Tours-St.Symphorien is Ecole de Chasse GE.314 operating the T-33 'T-Bird' for training of future fighter pilots. The fighter school had 60 T-33s on strength which by late 1981/early 1982 will all have been replaced by Alpha Jets. On May 4, the first six Alpha Jets have been delivered and during the open day GE.314 had 14 a/c (314-IA/LH c/n E6/E13 and 314-LJ/LN c/n E15/E19) on strength.

The aircraft are being operated by two squadrons of the school. GE.1/314 which started the first training course on the Alpha Jet in June, and GE.6/314 which uses the Alpha Jet for qualification tests of pupil pilots throughout their course.

GE.1/314 presently trains 'Promotion 79D'. A promotion is a class of 18 pupil pilots which arrives from Cognac. During their stay at Tours the pupils have to log 90 hours with an average of 2-3 hours a week. Training on the Alpha Jet takes about 7 months depending on the weather. On the T-Bird this used to last about 9 months. Due to extensive use of a linktrainer, the amount of hours required could be reduced to 90 hours.

Promotion 79D will complete their course in December and the pupil pilots will go to Cazaux for completion of their training course. With EC.8 at Cazaux, the tactical aspects of military aviation are dealt with.

Following the withdrawal of the French air force from Morocco, Ecole de Chasse moved from Meknes to Tours in 1961. The school operated the T-33 T-Bird and Ouragan. The latter was soon replaced by the Mystere IVA. In 1965 the school accepted its designation Groupement Ecole 314 and in 1973 the remaining Mystere IVAs moved to Cazaux. This left GE.314 to operate T-33s solely. With this aircraft the school prepares fighter pilots for operational use with Armee de l'Air & Aeronavale. For this purpose the Groupement exists of four Escadron d'Instruction a Vol (GE.1/314, 2/314, 3/314, 4/314), one Escadron d'Contrôle et de Standardization (GE.6/314).

Conversion to the Alpha Jet is at full swing now. Instead of the usual five flights of T-33s at the ramp of Tours, this had been reduced to four during the open day. One flight was already taken by a row brandnew Alpha Jets.

Every time a new promotion arrives at Tours, another Escadron will convert. The next change will be in February when GE.3/314 starts a new course.

Responsible for maintenance of GE.314's aircraft is GERMAS.15/314. Like in many other air forces, aircraft are under responsibility of the maintenance units and not of the operating squadrons. Therefore the codes of the T-33s do not necessarily refer to the Escadron but to the maintenance Escadron. Operated by GE.4/314 during the open day were e.g. 314-VY, 314-YE, 314-UL. GERMAS.15/314 also owns 314-YP/21009, a camouflaged T-33A. The aircraft is used as test-bed for the Rolls Royce Nene 106 engine. However, during the open day, the tail of 21009 was noted in one hangar while the fuselage of 314-YP was noted in another wearing s/n 21463 on its nose!!!!

## 'Christian Martell' - Ecole de Chasse

GE.1/314 'Jean Lenglet'	Alpha Jet	since June 79 operational on this aircraft
GE.2/314 'Henri Jeandet'	T-33A	to Alpha Jet in 1981
GE.3/314 'Henri Arnaud'	T-33A	to Alpha Jet in Febr. 80
GE.4/314 'Marin La Maslee'	T-33A	
GE.5/314 'Marcel Lefebvre'	Mystere IVA	disbanded after withdrawal in 1973
GE.6/314 'Jean Manidor'	Alpha Jet/T-33A	
CERMAS.15/314	Alpha Jet/T-33A	maintenance







**STATIC:**

3-IF/496 Mirage IIIE EC.1/3  
 3-XN/A67 Jaguar A EC.3/3  
 12-ZF/84 Mirage F.1C EC.2/12  
 No.6 S.Etandard 11F  
 314-LF/E11 Alpha Jet GE.314  
 314-LM/E18 Alpha Jet GE.314  
 314-UN/16761 T-33A GE.314  
 314-YV/21132 T-33A GE.314  
 8-MF/290 Mystere IVA EC.1/8  
 01542 F-5E USAF 10TRW  
 01547 F-5E USAF 10TRW  
 37-98 F-4F Luftwaffe JB35

**HANGARS:**

315-QR/352 CM-170R GE.315  
 DE/71,DD/? MS.760 SLVSV.314  
 314-DA/175 MH.1521M SLVSV.314  
 314-DB/015 MH.1521M SLVSV.314  
 314-DC/237 MD.312 SLVSV.314  
 ?/278 MD.311 SLVSV.314  
 314-UA/21267 314-UE/16868  
 314-UI/21088 314-UM/21330  
 314-YK/21081 314-YL/21033  
 314-YU/21400 314-YX/21107

314-VZ/21211 314-UW/21182  
 all T-33A GE.314  
 314-YP/21463 T-33A (camouflage  
 with badge of GERMAS.15/314)  
 Tail of T-33A 21009 (camoufl.)  
 314-LA/E6, -LC/E8, -LD/E9 all  
 Alpha Jets

**FLIGHT-LINE:**

314-LB/E7, -LE/E10, -LG/E12  
 314-LH/E13, -LJ/E15, -LK/E16  
 314-LL/E17, -LN/E19 all Alpha  
 Jets of GE.314  
 -/E14 Alpha Jet (in colours  
 of Partouille de France)  
 314-UC/21477 314-UF/21489  
 314-UG/17472 314-UJ/16718  
 314-UK/21002 314-UL/21155  
 314-UO/14420 314-UQ/14349  
 314-UT/21307 314-UX/21127  
 314-VB/21439 314-VC/21049  
 314-VF/21015 314-VN/21255  
 314-VI/16762 314-VM/17438  
 314-VO/21247 314-VQ/14045

314-VR/16768 314-VS/16870  
 314-VT/21042 314-VV/14230  
 314-VX/53104 314-VY/19255  
 314-YA/16763 314-YC/19147  
 314-YD/16866 314-YE/21195  
 314-YF/21177 314-YH/16872  
 314-YJ/14283 314-YM/14115  
 314-YN/21152 314-YO/21105  
 314-YQ/21050 314-YR/21485  
 314-YT/21027 all T-33A GE.314

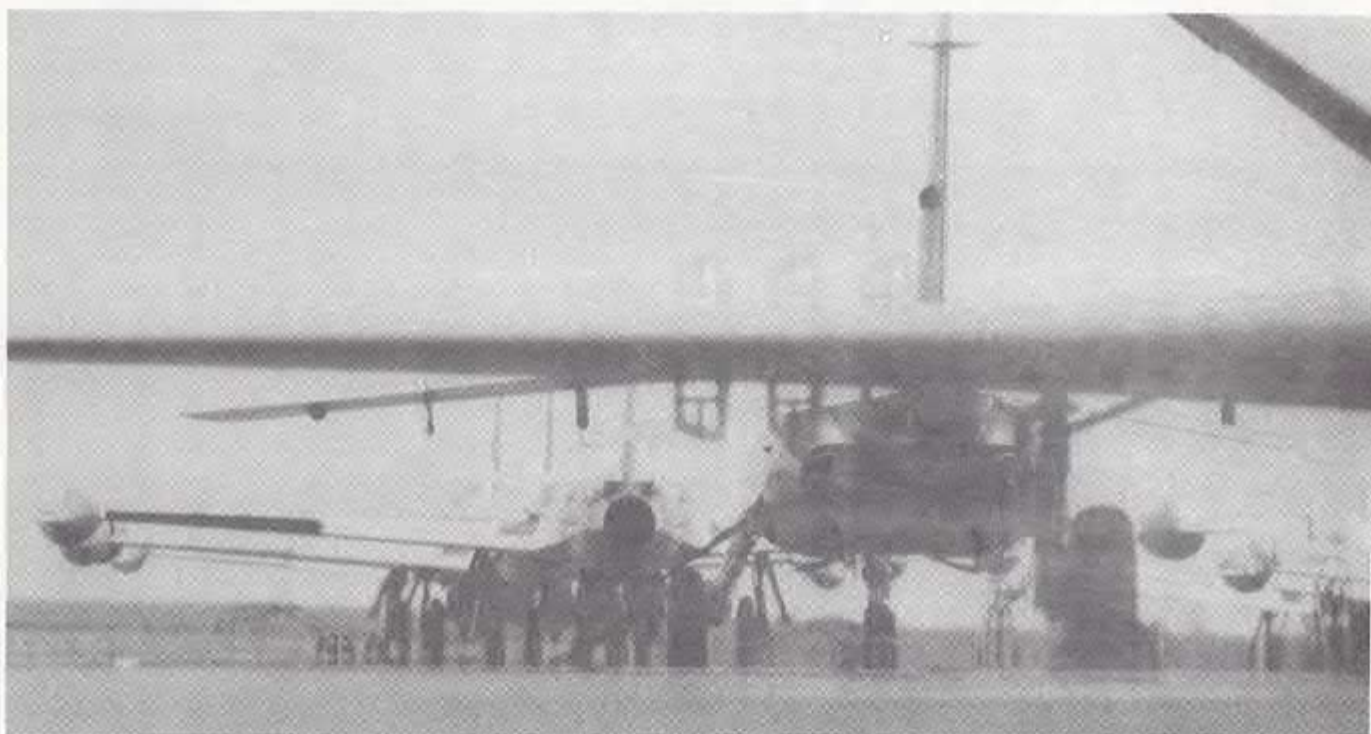
10-KW/17546 T-33A SLVSV.10  
 315-BK/343 CM-170R GE.315  
 312-BG/159 N.2501 GI.312  
 312-BJ/24 N.2501 GI.312  
 64-BA/206 N.2501 ET.3/64  
 (in desert camouflage)  
 67-ID/2097 Al.III EH.3/67

**FIRE DUMP:**

314-VG/21052 T-33A GE.314

**GATE GUARDS:**

UI/187 Ouragan GE.314  
 UN/227 Ouragan GE.314  
 314-TG/22 Mystere IVA GE.314





Remaining from last month's issue is a report on the career of C-130A Hercules 55-0023 which was present at IAF 79 at Greenham Common. The career is considered to be worth spending half a page for this report.



First Lady of USAF's Lockheed C-130 Fleet  
C-130A 50023 c/n 3050

In the 12,300 hours on her airframe, 50023 made quite some history. Two weeks after her first flight, 'Lady of Ardmore' emblazoned on her nose and Lockheed's No.3050 on her fuselage, she was delivered to the 463rd Troop Carrier Wing at Ardmore Air Base, Oklahoma. Bearing US serial 55-023 she was the first production model C-130 to enter the USAF inventory. Two years later, '023' was transferred to the Pacific Air Force and in August 1966, she became part of 374th TAW, Naha Air Base, Okinawa. Returning from Lockheed Aircraft at Ontario, Calif., for modifications '023' was delivered to Ubon AB, Thailand where a detachment of

374TAW was based. Here active support missions were flown against Vietnamese enemy forces when on February 13, 1968, her luck ran out. She received a 37mm hit in the right wheel well area. The aircraft, commanded by Capt. Elvin J. Foresman, 35th Tactical Airlift Squadron, was on a night reconnaissance and target illuminating mission over Cambodia. Sharpnel ruptured both right main tires and severed a fuel line in the area of the refuelling panel. One crew member, the loadmaster, was struck in his leg by sharpnel. Fuel from the damaged aircraft ignited and burned numerous holes in the cargo ramp. The flare launcher was also hit and a flare ignited. The launcher was jettisoned and the wounded man given first aid. The fire eventually burned itself out on return to the base. Capt. Foresman returned to Ubon and made an excellent landing using differential power and braking to compensate for the blown tires. It wasn't until March 1969, after being temporarily repaired for some-time flight to the US, that she returned to the 374th at Naha.

Another 'first' could be written down in her logbook, when USAF decided to convert all 'A' models to the four-bladed propellers following difficulties with the three bladed ones on a number of C-130As. On February 18, 1977 '023' returned at Chicago-O'Hare.

Other historical data in 023's logbook:

November	1956	First Flight
December	1956	Delivery to 463rd TCW
June	1958	Assigned to 774TCS/463TCW. Flew support missions to Incirlik, Turkey during the Lebanese crisis
August	1958	Lost designation 'City of Ardmore' on transfer to 483TCS
August	1958	To 815TCS, PACAF
June	1960	To 315Air Div. HQ at Tachikawa, Japan
August	1966	To 374TAW, Naha AB, Okinawa
January	1971	To 133TAW, Minnesota ANG
June	1972	Loaned to West Virginia ANG to support their transition training programme
August	1972	Back to 133TAW
June	1973	to 828TAG, AFRES

F-4D Phantom 64-0049N was delivered new to the USAF in April 1966. Since that time '049' has served with the 4520CCTWg at Nellis AFB; 4525FWg at Nellis; 4531TFWg at Homestead AFB; 38TFWg at George AFB; and the 49TFWg at Holloman AFB. The a/c was delivered to the 178th FIS 'The Happy Hooligans' to be maintained by the 119th CAMRON in June 1977.

The top photograph with the aircraft in 'SEA' style camouflage was taken on February 12, 1978. The all grey scheme was photographed on July 17, 1978.

Note the serial presentation of 49 referring to the a/c's service with 49TFWg. (Photos: D.E.Slowiak)





# SHOW REPORTS

**Air Display at RAF Mildenhall (UK) on May 26 & 27, 1979** (B.Bailey-Hickman)



<b>STATIC:</b>			
37990	KC-135A	305ARW	
59412	C-141A	438MAW	
90010	C-5A Galaxy	60MAW	
41662	C-130H	463TAW	
CR77-0092	F-15A Eagle	32TFS	
HR74-1056	F-4E Phantom	50TFW	
AR67-0469	RF-4C Phantom	10TRW	
LN72-1448	F-111F	48TFW	
WR77-0241	A-10A	81TFW	
WF890/M	Canberra T.17	360Sqn	
	XV760/P	Harrier GR.3	2330CU
	XX265/140	Hawk T.1	1TWU
	KG661	Dakota C.3	RAE(F)
	133345	CT-33AN CAF(olc c/s)	
	133450	CT-33AN CAF(new c/s)	
	D-6668	F-104G RNethAF	312Sqn
	K-3072	NF-5A RNethAF	316Sqn
	K-4001	NF-5B RNethAF	313Sqn
	577	F-5A RNoAF	718Skv
	243	F-5B RNoAF	718Skv
	01534	F-5E Tiger	S27TFTAS

14630	OV-10A Bronco	601TCW
10285	EC-135H	10ACCS
96608	UH-1N	Det.2/67ARRS
22462	UH-1H	Hq.SHAPE
BR-24	Mirage 5BR BAP	2Wing
GT-961	F-100F RDAF	Esk.730
AT-153	TF-35 RDAF	Esk.729
35-39	RF-4E Luft.	AKG-52
24-21	F-104G Luftw.	WS-10
151389/LHL	P-3A Orion	USN VP39
141023	C-131P	NAF M'hall

**FLIGHT-LINE:**

XP749/A	Lightning F.3	LTF
XP764/B	Lightning F.3	LTF
XT760/VS-B	Wessex HU.5	846Sqn
XX406/P	Gazelle HT.3	CFS(H)
RR299/HT-E	Mosquito	BAe
XV488/M	Phantom FR.7	2280CU
XX766/14	Jaguar GR.1	2260CU
XX754/23	Jaguar GR.1	2260CU
4-BP/555	Mirage 3E PAF	EC.4
4-BB/556	Mirage 3E PAF	EC.4
XV303	Hercules C.1	LTW
PT229	Harvard T.6	
XM574	Vulcan B.2	617Sqn
WB271/204	Firefly RN Hist.Flt	
D1554	F-5E Tiger	S27TFTAS
HR74-1055	F-4E Phantom	50TFW
XX230/129	Hawk T.1	TWU
XX261/139	Hawk T.1	TWU
50-77	C-160D	LTG-63
CR77-0157	F-15B Eagle	32TFS
WR77-0263	A-10A	81TFW
13556	OV-10A Bronco	61TCW
XV748/B	Harrier GR.3	2330CU
K-3020	NF-5A RNethAF	313Sqn
WV908/188A	Sea Hawk FGA.6	RN
WT806/838, WV654/833, WV267/836		
XB682/835, WV256/862	all Hunter	
	GA.11s 'Blue Herons'	
(76-)22678	CH-47C USAr	295AVCo
XS101/1,	XR955/2,	XR977/3
XR540/4,	XR991/5,	XR572/6
XP535/7,	XR993/8,	XP514/9
XS107/-	Gnat T.1 'Red Arrows'	
1/MM6243,	4/MM6265,	6/MM6242
8/MM6314,	10/MM6244,	11/MM6253
13/MM6251,	-/MM6310,	-/MM6264
-/MM6254	all G-91R/PAN	ItAF
	'Precce Tricolori'	
XV163 & XV354	Bucc.S.2B	2370CU
WF791	Meteor T.7 and	XH304
	Vampire 'Vintage Pair'	
	104762, 795, 810, 827, 866 and	
	104873	all CF-104G ICAP

**Portes Ouvertes at RAN St. Mandier (France) on June 16, 1979** (editorial)

**STATIC:**  
XZ267 & XZ263 Lynx HAS.2 31F  
1001 SA.360A Dauphin Marine

**HANGAR:**  
F-ZBBB/1828 Alouette II  
No.28, 037, 163, 488(instr. airframe/22S), 759(instr. airframe) and 787 all Alouette II  
No.124, 135, 138 (tail 961), 141(33F), 143, 150(33F), 182, 944, 994(33F) all HSS.1  
XZ264 (31F), 266(31F), 269(31F)  
XZ270, 272, 276(35F?), 278(35F?) all Lynx HAS.2

**SHOW:**  
No.1 Super Frelon Marine  
XZ265 Lynx HAS.2 31F Marine  
148 HSS.1 33F Marine  
245 Alouette II 22S Marine





Portes Ouvertes at Istres (France) on June 17, 1979 (editorial)



STATIC:  
 4-WA/125 and 125-HG/136 CM-170R  
 20-68 F-104G Luftw. JB-32  
 32-95 G-91R Luftw. JB-49  
 BR/45 Mirage IVA  
 312735 C-135F ERV.93  
 -/231 Mirage IIIB1 EPNER  
 F-ZBBW/47 Cl.215 Prot.Civile  
 GC/35055 T-33A EPNER  
 OG/156 MD.312 Flamant  
 3-XJ/A121 Jaguar A EC.3/3  
 ON/116 Paris MS.760 CEV  
 AU/185 Cessna 310N CEV

SHOW:  
 02/F-TFVV CAP.20 GI.312  
 67-JC/1326 SA.330 Puma EH.5/67  
 67-JE/2008 Alouette III EH.5/67  
 F-RAJM/149 Alouette II EH.5/67  
 BD/31 Mirage IVA  
 312-BO/555 CM-170R GI.312  
 No.28 Br.1050 Alize Marine  
 No.57 Etendard IVM Marine  
 No.11 Crusader Marine  
 AX/107 Nord 262D  
 F-ZBBD/29 and -ZBBV/46 Cl.215  
 2-EF/471, -EH Mirage III E.2

Portes Ouvertes at BAN Frejus (France) on June 24, 1979 (editorial)

701 C-47 Dakota SES/CEPA	23 CM-175	4F
26 Br.1050 Alize SES/CEPA	53 Nord 262	
01 N.2504 Noratlas SES/CEPA	41 Alouette III	20S
82 MS.880 Rallye SIV/CEPA		
83 MS.880 Rallye SIV/CEPA		
84 MS.880 Rallye SIV/CEPA		
85 MS.880 Rallye SIV/CEPA		
149/D HSS.1	20S	
04 SA.321(O) S.Frelon	20S	
162 Alouette II	20S	
XZ260 Lynx HAS.2FN	20S	
129 Falcon 10		
26 Br.1050 Alize	4F	

HANGAR:  
 86 MS.880 Rallye SIV/CEPA  
 50 SA.321G S.Frelon 20S  
 04 Lynx HAS.2FN 20S  
 (obviously crashed, prob. w/o)  
 RG15 Lynx (not yet assembled)  
 06 SA.321 S.Frelon 20S  
 03 Lynx 20S

SHOW:  
 XZ261 Lynx HAS.2FN 20S  
 XZ273 Lynx HAS.2FN 20S  
 XZ262 Lynx HAS.2FN 20S  
 65/S SA.321G S.Frelon 20S  
 30 P.8E(FN) Crusader 12F  
 46/F-ZBBV Canadair Cl.215 PC  
 ? Etendard  
 59 Etendard  
 15 Super Etendard 14F

GATE-GUARD:  
 QY/113 Dassault 315R

Air Show at Aviano (Italy) on July 1, 1979 (F.Smith)

51-32/MM6837 F-104S 155Gr.	AT-152 TF-35 Draken Esk.729
8-25/MM6469 G-91Y 101Gr.	AR-108 RF-35 Draken Esk.729
EI-335/MM80706 AB.205 55GrSq	RT-654 TF-104G RDAF Esk.723
EI-577/MM80638 AB.206A 25GrSq	GT-927 TF-100F RDAF Esk.730
TJ65-692 F-4D Phantom 401TFW	37-06 F-4F Luftwaffe JG-71
ZR69-366 RF-4C Phantom 26TRW	5-NM/223 Mirage F.1C FAF EC.5
LN70-379 F-111F 48TFW	BA-10 Mirage 5BA BAF 3Wing
WR77-272 A-10A 81TFW	K-4006 NF-5B RNethAF 313Sqn
CR77-158 F-15B Eagle 32TFS	C-12 F.27M RNethAF 334Sqn
01534 F-5E Tiger 527TFTAS	XZ366/H Jaguar GR.1 RAF 2Sqn
0-10653 CT-39A 58MAS	'P' Saab 1050E Aust.AF
10879 C-9A 435TAW	
60169 C-141A 438MAW	

SHOW:  
 EI-435 SM.1019 Esercito

EI-341 AB.205 Esercito  
 S-001/MM54401 MB.339  
 5-NA Mirage F.1C FAF  
 WR77-267 A-10A 81TFW  
 CR77-185 F-15A Eagle 32TFS  
 15-07/MM80980 HH-3F 85Grp  
 BA-02,03,13,16 Mirage 5BA 2Wing  
 OTHER A/C ON THE FIELD  
 BA-57 Mirage 5BA BAF 3Wing  
 RT-664 CF-104D RDAF Esk.723  
 5-MB T-33A FAF SLVSV.5  
 LN70-389 F-111F 48TFW  
 31-12/MM62012 & -13/MM62013 DC-9  
 RM-57/MM61743 C-45

Portes Ouvertes at Luxeuil (France) on July 1, 1979 (F.Willemsen)

67-MC/113 Al.II EH.2/67	12-ZF/84 Mirage F.1C EC.2/12	339-WM/463 Mystere XX CPIR.339
67-PJ/2101 Al.III EH.2/67	SP66-727 F-4D USAF 52TFW	No.41 F-8E(FN)
312-BJ/24 N.2501 GI.312	CR77-086 F-15A USAF 32TFS	11-RN/A50 Jaguar A EC.3/11
63-VP/80 N.2501 ET.63	AW/24 Mirage IVA FAS	4-BA/554, 4-BD/567, 4-BE/590
03/F-TFVR CAP.10B GI.312	2-ZC/275 Mirage IIIB EC.2/2	4-BG/621, 4-BH/550, 4-BM/573
4/F-TFVX CAP.20 GI.312	33-CB/333 Mirage IIIR ER.1/33	4-BN/586, 4-BO/619, 4-BP/611
4-WB/51 CM-170R SLVSV.4	13-PH/21 Mirage 5F EC.2/13	all Mirage III E EC.2/4
4-WA/125 CM-170R SLVSV.4	43-BC/45 MS.760 Ela.43	4-AB/588, 4-AJ/620, 4-AM/625
4-WZ/164 MH.1521M SLVSV.4	8-OF/16525 T-33A SLVSV.8	4-AO/575, 4-AS/566 all Mirage
	339-WL/115 Mystere XX CPIR.339	IIIE EC.1/4

Portes Ouvertes at Mont-de-Marsan (France) on July 21, 1979 (F.Willemsen)

8-MF/290 Mystere IVA EC.1/8	118-AR/A103 Jaguar A CEAM	BDE/1193 SA.341 Gazelle ALAT
8-MB/278 Mystere IVA EC.1/8	118-AO/A110 Jaguar A CEAM	338-HE/16909 T-33A CEVSV.338
118-IS/176 MH-1521M CEAM	118-AK/2 Mirage F.1C CEAM	CF/38475 C-135F FAS
118-IV/159 MH-1521M CEAM	118-AZ/201 Mirage F.1C CEAM	BQ/44, AK/12, BL/39 and BV/49
118-DB/1 MS.760 Paris CEAM	118-AO/225 Mirage F.1C CEAM	all Mirage IVA FAS
118-BR/E3 Jaguar E CEAM	IT/91 Nord 262D CEAM	ST-07, ST-11 and ST-35 all
118-BS/E4 Jaguar E CEAM	118-DK/242 CM-170R CEAM	SF.260MB BAF 'The Swallows'
118-BT/E5 Jaguar E CEAM	118-DF/135 CM-170R CEAM	118-IF/104, -ID/154, -IE/23
118-AP/A2 Jaguar A CEAM	118-DL/151 CM-170R CEAM	all N.2501s of CEAM
	BHM/1060 Alouette II ALAT	63-VA/115 and 328-EM/163 N.2501



Naval Air Day at Yeovilton (UK) on August 3 & 4, 1979 (B.Bailey-Hickman)



STATIC:

XX483/CU562 Jetstream T.2 750Sqn  
 WJ574/844 Canberra TT.18 PRADU  
 XL598/870 Hunter T.8 PRADU  
 XT439/ZU415 Wasp HAS.1 702Sqn  
 XZ254/GW344 Lynx HAS.2 702Sqn  
 WG655/GN910 Sea Fury T.20 Hist.  
 XZ588 Sea King HAR.3 RAF  
 XW890/CU53 Gazelle HT.2 705Sqn  
 XW211/CH Puma HC.1 33Sqn  
 XX228/228 Hawk T.1 1TWU  
 WL793 Shackleton 88Sqn  
 XV759/12 Harrier GR.3 1Sqn  
 XW927/Y Harrier T.4 2330CU  
 WR77-233 A-10A USAFE 81TFW

CR77-093 F-15A USAFE 32TFW  
 No.29 Etendard IVM FN 17F  
 No.101 Falcon 10 FN 3S  
 AT-158 TF-35 RDaNAF Esk725  
 32-63 G-91R Luftw. LKG-43  
 263/K UH-14A MLD 78Sqn  
 160134/NH710 S-3A USN VS-33  
 159859/NH200 F-14A USN VF-213  
 152621/NH503 A-6E USN VA-95  
 158570/LN-42 P-3C USN VP-45

FLIGHT-LINE:

22-30 F-104G WGNavy MFG-1  
 No.59 Etendard IVM FN 17F  
 BR-08 Mirage 5BR BAF

XX766/14 Jaguar GR.1 2260CU  
 XX261/139 Hawk T.1 TWU  
 XX230/230 Hawk T.1 TWU  
 XM612 Vulcan B.2 101Sqn  
 XZ451/100 SeaHarrier 700'A5qn  
 28-15 TF-104G Marine MFG-1  
 27-93 TF-104G Marine MFG-1  
 50-88 C-160D WGAF LTG-61  
 31-30 G-91R WGAF LRG-43  
 XZ314/O Gazelle AAC ARWS  
 XV357 Bucca, S.2 2370CU  
 XW856/47, XX397/43, XW895/51  
 XW863/42, XW884/41 all Gazelle  
 HT.2s 705Sqn/CU  
 XZ689/744, XZ234/743, XZ231/745  
 XZ251/746, XZ240/742, XZ230/741  
 all Lynx HAS.2 702Sqn/VL  
 XV650/588, XV670/590, XV676/587  
 XV652/586 all Sea King HAS.2A  
 706Sqn/CU  
 XS512/WP, XT475/WN, XS509/WP  
 XS517/WV, XT483/WU, XT479/WX  
 XS489/WY, XT771/WR, XS486/WW  
 XT476/WS, XS498/WQ all Wessex  
 HU.5a 707Sqn  
 XS480/VT, XT464/VC, XS513/VP  
 XT456/VA, XT451/VL, XT468/VF  
 XS483/VH, XT760/VS all Wessex  
 HU.5s 846Sqn  
 XT459/D, XT458/P Wessex 845 Sqn

HANGAR:

XT484/VU, XS570/VO, XT461/VR  
 all Wessex HU.5 846Sqn  
 1656 Harvard Portuguese AF  
 XZ255/CF355 Lynx HAS.2 702Sqn  
 XS888 Wessex  
 XT472/M, XT453/G, XS516/Q  
 XT449/C all Wessex HU.5 845Sqn

For the second time, this year, a pilot was lost at an U.K. air show. On August 3, 22-15 F-104G of MFG-1, stalled on approach to land, and crashed. Both aircraft and pilot were lost.

Open Day at Valley (UK) at August 18, 1979 (B.Bailey-Hickman)

STATIC:

XX221 Hawk T.1  
 XX171 Hawk T.1  
 WF791 Meteor T.7 'Vin.Pair'  
 XH304 Vampire T.11 'V.Pair'  
 XW352/R J.Provost T.5B 6FTS  
 XX657/U Bulldog T.1 Cam.UAS  
 WP920/10 Chipmunk T.10 2AEF  
 XX496/D Jetstream T.1 6FTS  
 XW304/X J.Provost T.5B 6FTS  
 XS738/U Dominie T.1 6FTS  
 XZ933/T Gazelle HT.3 AAC  
 XL566/86 Hunter T.7 4FTS  
 XF526/78 Hunter F.6 4FTS  
 XX234/234 Hawk T.1 4FTS  
 XX220/220 Hawk T.1 TWU/638Sqn  
 XV591/L Phantom FGR.2 111Sqn  
 WK800/Z Meteor D.16 RAE  
 XV778/16 Harrier GR.3 1Sqn  
 UH68-057 F-111E USAFE 20TFW  
 XP771 Beaver AL.1 AAC  
 XP331/T Whirlwind HAR.10 2FTS  
 XR534/65 Gnat T.1 4FTS  
 (preserved)

XF383/72, XF386/75, XF527/70  
 all Hunter F.6 4FTS  
 XL601/88, XL567/87, XL560/84  
 all Hunter T.7 4FTS  
 XX763/24 Jaguar GR.1 2260CU  
 XX761/14 Jaguar GR.1 2260CU

XR501 Wessex HC.2 225qn  
 XR497 Wessex HC.2 225qn  
 XV293 C-130K LTW  
 VP955 Devon C.2/2 207Sqn  
 VP958 Devon C.2/2 207Sqn  
 XR632 Scout AH.1 AAC

HANGAR:

XX162,180,233,232,223, 238,243  
 XX240,235,179,245,166, 172 all  
 Hawk T.1 4FTS  
 XL573 Hunter T.7 4FTS  
 XE874 Vampire T.11

FLIGHT-LINE:

XX163,174,161,225,236,173, 226  
 XX185,242,244,239,170,182, 164  
 XX237,177,178,184,183,250, 249  
 XX168,241,169,181 all Hawk T.1  
 CPS/4FTS







## HIMAT'S FIRST FLIGHT

Hundreds of pages have been filled with everybody's view on the DC-10 affair. The major part of this could rightaway be disposed of in the waste-paper basket and classified as sensation press. What could do with some more publicity was the first flight of NASA's HiMAT.

What all such fuzz about only a half-scale aircraft? Well, that's just the point. Few reports saw to it that the HiMAT is regarded as just another experimental aircraft, being flown by NASA. But in fact, HiMAT commenced a new generation fighter aircraft. A generation that is expected to enter service in the 1990s and will replace the P-14, P-15, F-16 generation.

For this purpose, NASA and USAF contracted Rockwell Int. Corp. to build two HiMATs (Highly Manoeuvrable Aircraft Technology). NASA ordered half-scale models in the concept of flying remotely piloted research vehicles. In this way the costs of the programme could be reduced and eliminated high risks to test pilots. The HiMAT is a test-bed to evaluate advanced aerodynamic structures, propulsion and flight control design technologies.

About 25% of the weight is a composite of graphite. Use of these materials for aircraft is not new but so far these were only used because of the low costs and light weight of the materials. HiMAT will test the tailorable stiffness of the material. Wings and canards have been constructed that they can bend somewhat under high manoeuvre load forces. By bending, a more favourable airfoil shape can be attained. The canards on HiMAT are used to enable high manoeuvres throughout the subsonic/supersonic flight envelope. So far canards were only used to provide lift of the front-fuselage of the aircraft during take-off and landing. Coupled to the wing, the canards on HiMAT give the vehicle the possibility to maintain its manoeuvrability in supersonic flight.

With the design of HiMAT it should be possible to go up to 12G turns. For this purpose the seat of the pilot can be positioned under 65°. However, as the HiMAT is remotely controlled the problems caused by the high G loads, have not been included in this test programme.

NASA's aim with this vehicle is to close the gap between the wind tunnel model and the increasingly expensive full-scale prototype aircraft. This implies the vehicle must be accessible for new systems. The HiMAT, therefore, has a high modularity. The fuselage which houses the engine and all subsystems, is the basic design. Items which can easily be interchanged include exhaust module, inlet module, outboard wing, wing and canard leading edges, canard, tip fin and vertical tail. Replaceable items are the ailerons, elevons, rudder and landing gear.

HiMAT is equipped with the latest technology but can also be used for future research.

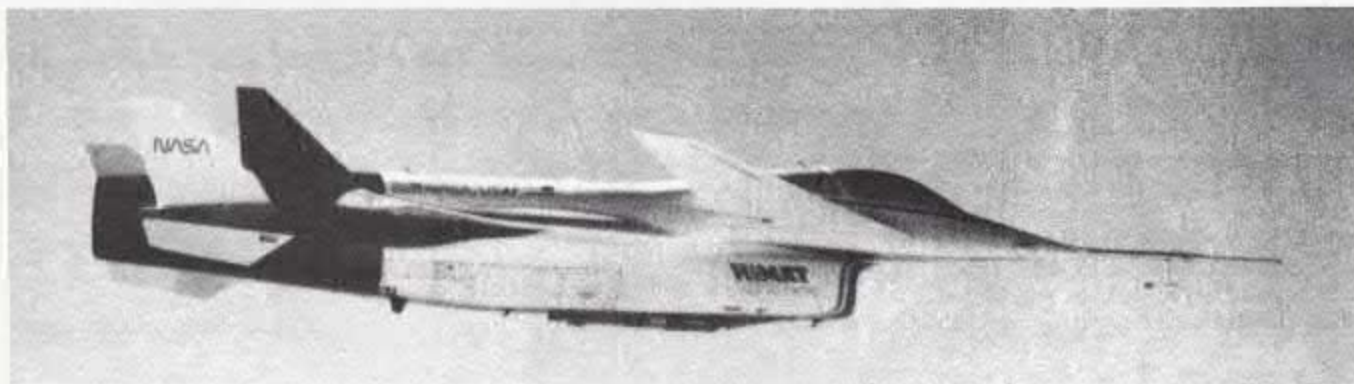
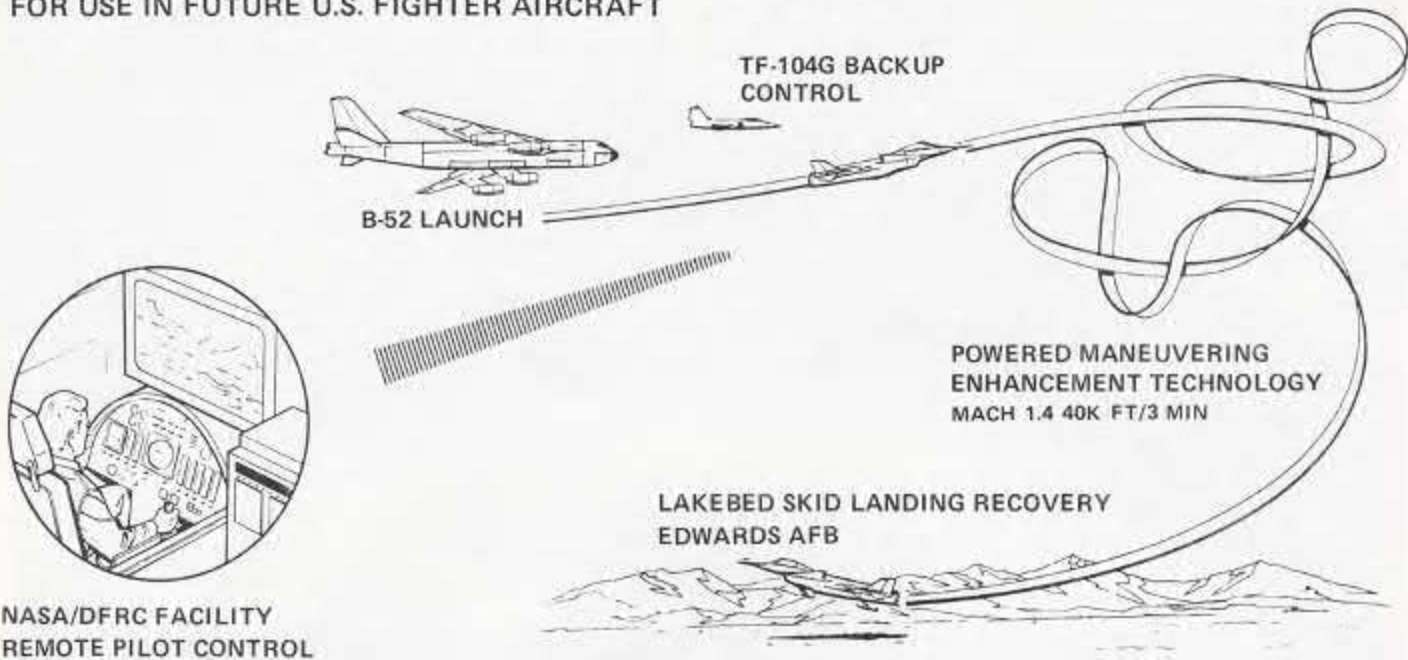
On Friday, July 27, the HiMAT was launched from the first time. Mounted under the inner pylon of a B-52 at an altitude of 45,000ft, the vehicle was released over NASA's Dryden Flight Centre at Edwards AFB, California. At this facility test pilot William H. Dana flew the HiMAT, using the remote pilot control. A TV-camera in the vehicle gave the pilot a forward view from the cockpit. A control stick and all functional cockpit instruments were also provided.

The first envelope was to see if it could sustain 8G turns at Mach 0.9 at 25,000ft and 6G turns at Mach 1.2 at 30,000ft. At cruise speed the flight endurance is 1 hour. The landing is on skids at 145 knots and has a 1,800ft slideout. The flight was closely watched by a TF-104G. If ground control was lost, the TF-104 pilot could provide simple command inputs to the autopilot aboard the HiMAT.

This back-up proved to be superfluous during the maiden flight and the HiMAT was safely recovered after landing at Edward's lakebed. C



**EVALUATING ADVANCED AND EXPERIMENTAL TECHNOLOGY  
FOR USE IN FUTURE U.S. FIGHTER AIRCRAFT**



**WANTED:** Correspondents with accurate information or slides/negs of Lockheed and Canadair built T-33s sent to South America over the past 25 years. Have quality current US military slides/negs to trade.  
**WRITE:** Douglas E. Slowiak, 919 Walnut Street, Grand Forks, North Dakota 58201, USA.

**WANTED:** Good colour slides of MIG-23 visiting Reims and all Greek AF aircraft. Write to Augusto Laghi, Via Nuova 85, 38061 Ala (TN) Italia.

**PHOTO COMMENT: COVER**  
Debut at the Schweizerische Flugmeisterschaften at Dübendorf of the F-5E Tiger II. Here seen while taxiing out for take-off on August 24. (B.Berkemeijer/MAPN)  
**PAGE 2:**  
Four more photos of the annual Swiss air force meeting at Dübendorf. F-5E J-3014 and J-3022; Mirage III R-2110 and 2324. (B.Berkemeijer/MAPN)  
**BACK PAGE:**  
Amongst cars, trains and civil aircraft, the Transport Museum in Palmer, Alaska, also contains five ex-USAF aircraft: 0-61282 F-102A Delta Dagger 317FIS, 0-315200 C-47 Dakota (both illustrated) and 92001 H-5H Dragonfly, 0-34362 H-21 71ARRS, 59-2028 Bomarc.  
Not in the museum but fresh and alive is F-4E FC70-311 of 343TFG based at Elmendorf, Alaska. All photos were made in Sept.1978. (A.Booy)

**FLASH BOOK SERVICE**

Obtainable via FLASH:

Oberser's book of Aircraft 1979	DFL. 9,25
Air Shows 1978	DFL. 9,95
British Civil A/c Register	DFL.15,95
German Military Aviation	DFL.15,95
Belgian Military Aviation	DFL.15,95
Spanish & Portuguese Military Aviation	DFL.15,95
Dutch Military Aviation	DFL.15,95
French Military Aviation	DFL.17,95
U.S.Military A/c Designation &Serials	DFL.22,50

Earlier this year, Dutch air force photographer Aoo.A.Kraak made a series of air-to-air photos of NF-5A K-3028 in the colourfull red-white-blue paint.  
Obtainable via FLASH are two examples of this series. The prints are NO COPIES and in full colour (seize 25x20cm). Price: DFL.5,95 (one photo) and DFL.10,75 (both photos).

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

B.Berkemeijer/MAPN	L.Geys	T.Liu
A.Booy	A.Laghi	F.Willemsen
C.Carretta	J.Schets/SGS	N.A.Wiltens
D.v.Daal	D.Slowiak	2nd TASW
R.v.Dokkum	B.Ullings/APN	Sp.Gr.Ypenburg
E.Döll	G.Weinmann	



# '79 LELYSTAD



All beginnings are difficult. This ancient saying was once again actual during the first NATIONALE LUCHTVAARTDAG at Lelystad on September 1. An event organised by Koninklijke Nederlandse Vereniging voor Luchtvaart (KNVvL) in co-operation with Rijksdienst voor de IJsselmeerpolders.

Only respect can be compelled for such an initiative to organise a true Dutch civil air event in a national framework. For a low admission fee, the public could see a static display of six aircraft, an air show including all aspects of aviation as gliders, model aircraft, home built, balloons and jet aircraft. Worth mentioning were the Dutch AF NF-5, the Dutch Spitts Special and three Harvards.

In the afternoon, the public showed up and must have had an enjoyable day. But the more advanced attender of air displays had some critical notes:

- The most important one is the location and the seize of the choosen airfield. Although Lelystad is situated right in the hart of Holland, it is an isolated place and difficult to reach. In this concern Hilversum (Amsterdam) and Zestienhoven (Rotterdam) would have resulted in a much larger public as was proven last year. Additionally Lelystad has only a grass strip which prevented larger aircraft to participate.

- The event commenced at 10.00 hrs. and the static show of six aircraft could be admired from the backside only. This being the only entertainment for four hours till the air display started. Few activities were provided by taking offs & landings of visiting aircraft.

Hopefully, the air event of September 1, will re-commence a period of national air events as at Eelde, Beek and Zestienhoven in the mid-sixties. The KNVvL intends to organise the Luchtvaartdag on a bi-annual base and might have learned enough from this year's event to improve next one's.





# CESSNA TURBO SKYLANE RG



AIR SERVICE HOLLAND, importer of Cessna aircraft, recently offered FLASH to join a ride in a TURBO SKYLANE. The flight coincided with the 'Luchtvaartdag' at Lelystad.

The Cessna FR182 Turbo Skylane is the latest model of the Skylane and so it has been installed with a turbo-engine. This kind of engine is coming into vogue in business aviation as at high altitudes the engine maintains its thrust, resulting in good speed performances.

One can conclude rightly, this is still the same policy as during times of the first engine-powered flights: faster and faster.... Though, The Turbo Skylane not only has a powerful engine which results in good speed performances but also has a retractable landing gear and an excellent aerodynamical shape. The latter is known to be taken very seriously by Cessna and during the pre-flight checks it proved that Cessna has succeeded once more.

Pilot of the air display was Rob van den Sigtenhorst sales manager of Air Service Holland. Prior to take off it was discussed with the local air traffic controller to climb out direct to the orbite point where position would be maintained until the demonstration could be started. During take off the great thrust of the Lycoming O-540-L3C5D rotating a two-bladed propellor, could be felt very well (and heard). Within 250 mts lift off and in no time the pilot levelled at 2,000 ft., setting course for the orbite point. Nothing could be noticed when the landing gear was retracted but the speed indicator clearly showed the landing gear was safely locked. The 'RG' is standard on the Turbo Skylane while the original Skylane can be delivered with and without an RG. A Skylane without RG costs \$.39,895 with RG \$.52,895 and for the aircraft being demonstrated one has to add another \$ 6,000.

From the ground the vast unnatural patterns of the Flevopolders look ugly. However, from the air the tide square fields gratify the sense, especially those of a pilot. The straight roads in between and few farm houses are ideal orientation points. Returning to Lelystad, the big nose proved to limit the front view somewhat. Despite this the pilot managed to find his way to the airfield easily. Once the airfield was spotted, a lefthand turn led the aircraft on the centre line to the runway. During this turn the pilot had to level the aircraft for a few seconds to re-orientate as the wing was in between the pilot's view and the air field.

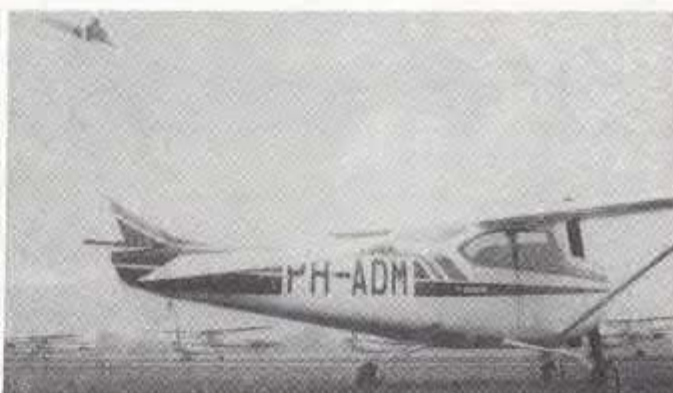
As the air display lasted only five minutes, it was impossible to show all performances of the Turbo Skylane. But let's try. Completing the turn, the pilot made a steep dive and skimmed the field at about 10ft. (gears retracted) and over 180 knots. The high speed demonstration was followed by a low speed fly-pass with unlocked gears. Remarkable was the stability at low speed and also the manoeuvrability remained.

With these two passes the time extracted for the display was over and just after rolling of the runway, the next item made its roaring debut. A Dutch NF-5 proved to be flying somewhat faster. But probably being the only advantage against Turbo Skylane's price, fuel consumption and comfort.

The Turbo Skylane is difficult to classify. As private aircraft it is really too expensive and the plain C.172 Skyhawk is a much cheaper alternative. As business aircraft it fails a second engine for safety and speed. A smart reader can already conclude which market Cessna aims at with this aircraft: half private - half business. Not too expensive, fast and beautiful to look at.



The Turbo Skylane, a combination of power...



...and aerodynamical shape!





CESSNA FR.182 TURBO SKYLANE

- - DETAILS - -

height : 2.67 mts  
 length : 8.95 mts  
 engine : Lyc. O-540-L3C5D  
 passengers : three and 1 pilot  
 max. weight : 1,400 kg  
 empty weight : 800 kg  
 take-off length : 250 mts  
 landing run : 185 mts  
 cruising speed at 75% :  
 10,000 ft 160 kts  
 20,000 ft 173 kts  
 Importer : Air Service Holland ,  
 Teuge airfield

### AIR SERVICE HOLLAND

Below a list is stated concerning the sales of air craft from Air Service Holland during June, July and some of August. Most information has been supplied by Ian Wilson.

Also included is the second batch of PH-AY. regs which are used for transportation from Rheims to Teuge and for demonstration flights. Meanwhile the third batch of PH-AX. registrations is to be used.

Reclamair (now Martinair Vestiging Vliegvelde Lelystad) has bought two Cessna F.172Ns which replaced the Super Cub PH-MAP and Cessna PH-LZE. It is the intention to replace more Super Cubs by F.172s through the next years, each time a Super Cub has to be overhauled an 'exchange' should take place.

REG.	TYPE	C/N	IN	OUT	
PH-AXO	FR.172K	0632		31-05-79	D-EPJT
PH-AXU	F.182Q	0106	27-04-79	07-79	D-EJMO
PH-AXW	FR.182RG	0022	01-03-79	06-06-79	D-EHWZ
PH-AXX	FR.182RG	0023	01-03-79	08-06-79	D-EIRB

SECOND BATCH PH-AY.					
PH-AYA	F.172K	1796	18-04-79	31-05-79	D-EG2T

PH-AYC	T.182RG	00794	06-04-79	PH-ADM demonstr.	
PH-AYD	F.182Q	0112	22-05-79	23-06-79 OY-CBR	
PH-AYE	F.172N	1819	22-05-79	18-06-79 D-ENFD	
PH-AYF	F.152	1579	18-04-79	24-05-79 G-CSSC	
PH-AYG	F.152	1622	18-07-79	08-79 D-EMEN	
PH-AYH	U.206G	04774	06-04-79	30-04-79 PH-SFD	
PH-AYI	U.206G	04816	24-04-79	27-04-79 PH-ALH	
PH-AYK	F.172N	1785	27-04-79	PH-MBU	
PH-AYL	F.152		05-06-79	18-06-79 D-BGMX	
PH-AYM	TR.182RG	00941	05-06-79	30-07-79 D-EDGK	
(PH-AYM was delivered as N738MD)					
PH-AYN	F.182Q	0115	25-06-79	25-07-79 German	
PH-AYO	F.172N	1849	20-07-79	27-07-79 PH-MBV	

FURTHER SALES :					
D-ECTS	F.150L	0883	09-07-79	PH-ECT	
D-EOCY	U.206G	04776	delivered new as such.		
N6446N	T.210N	63022		D-EFSF	
N1913E	C.340A-3	0666	25-06-79	to PH-LTR, D-IGMN	
N2613Z	C.310R			18-07-79 G-BJMR	
PH-ADF	F.172M	1072		27-06-79 OY-...	
PH-BIT	F.172N	1863	not yet delivered		
PH-CIA	F.172M	1396		20-06-79 G-YTWO	
PH-LTO	C.414A	0097		07-06-79 D-INRR	
PH-AXA3	F.172N	1856		G-RVIA	

## DUTCH REGISTER AUGUST, 1979



Reg.	Type	C/n	Remarks
PH-ADM	Cessna FR.182 Turbo Skylane	R182-00794	Air Service Holland BV ex PH-AYC II (new)
PH-AIC	Cessna 340A	340A-0094	Air Service Holland BV to A.T.H.O. Holding BV
PH-ARC	Socota TB.10 Tobago	12	R.E.N. Stichting ex F-ODKB (new)
PH-BAX	Reims Cessna F.172N	1699	Airborne Air Service BV cr.Hilversum 22-7(out)
PH-BOY	Piper PA-28R-200	28R-7435159	Luchtvaartmij Schreiner Aws cr.Maasbracht 23-6(out)
PH-BUN	Boeing 747/206B Jumbo Jet	21660	Koninklijke Luchtvaart Mij "Anthony Fokker" (new)
PH-CAM	Piper PA-31T Cheyenne II	31T-7920059	Netherlands European AS BV to H. Veth BV
PH-DES	Cessna 182P Skylane	182-63920	Skydivingclub 'flying Dutchman' to P.C. Mobiele Colone
PH-EBE	Rockwell 112B	535	Martinair Holland BV to Martinair Vestiging Vliegvelde Lelystad
PH-ECG	Piper PA-31-325 Navajo	31-7912022	to Pan Eurohome Air BV
PH-ELS	Cameron V-77	538	Delcharge N.V. (new)
PH-EPO	Piper PA-28-181 Archer II	28-7990557	Holland Balloon Service B.V. (new)
PH-IHD	Mooney M.20J	24-0231	Netherlands European AS BV (new)
PH-IIB	Noorduyn AT.16 Harvard IIB	14A-1467	Almedzo B.V. ex N201HD (new)
PH-KAE	Bölkow Bo.208C	636	H.B. van Meelis and others ex B-118 (RNethAF)(new)
PH-KNH	Bölkow 207	269	J. de Mooy & J. Hendrickx to G. Ende
PH-LTR	Cessna 340A	340A-0666	P.A. Bogaarts cancelled (out)
PH-LZE	Reims Cessna F.172E	0058	Air Service Holland BV to D-IGMN (out)
			Air Service Holland BV to Denmark (out)





PH-MAH	1112	Piper PA-18-150 Super Cub	18-8274	Reclamair N.V.	to Martinair Vestiging Vliegveld Lelystad
PH-MAI	1142	idem	18-6591	idem	idem
PH-MAP	1300	idem	18-8576	Air Service Holland B.V.	to Denmark (out)
PH-MAV	1614	idem	18-6117	Reclamair N.V.	to Martinair Vestiging Vliegveld Lelystad
PH-MAY	1615	idem	18-6007	idem	idem
PH-MBA	1842	idem	18-5352	idem	idem
PH-MBB	1843	idem	18-5356	idem	idem
PH-MBC	1844	idem	18-5373	idem	idem
PH-MBD	1845	idem	18-5381	idem	idem
PH-MBE	1846	idem	18-5383	idem	idem
PH-MBF	1847	idem	18-5395	idem	idem
PH-MBI	2151	Fuji FA-200-160	FA200-239	Martinair Holland N.V.	idem
PH-MBK	2100	idem	FA200-226	idem	idem
PH-MBM	2207	idem	FA200-260	idem	idem
PH-MBO	2235	idem	FA200-259	idem	idem
PH-MBR	2572	Beech C.23 Sundowner	M-1977	idem	idem
PH-MBS	2556	Beech C.23 Sundowner	M-1968	idem	idem
PH-MBU	2882	Reims Cessna F.172N	1785	Reclamair N.V.	idem
PH-MBV	2912	Reims Cessna F.172N	1849	Air Service Holland BV	idem
PH-MOL	1830	Pokker F.28-1000 Fellowship	11003	Fokker-VFW BV	cancelled (out)
PH-NGK	1937	Auster Mk.III	MZ231	J.A.H.M. Thüring	to private museum(out)
PH-PCV	2281	Fuji FA-200-180AO	FA200-271	Martinair Holland N.V.	to Martinair Vestiging Vliegveld Lelystad (new)
PH-PGP	2920	Aerotek Pitts S-2A	2186	Benelux Aviation	
PH-RAS	2695	Reims Cessna FR.172K	0630	Air Service Holland BV	to J.D. van As
PH-RDO	2013	Reims Cessna F.177RG	0072	J. Verschoor	to P.C. Faber
PH-RDO	2013	Reims Cessna F.177RG	0072	P.C. Faber	to G-BGZB (?) (out)
PH-REL	2577	Rockwell 114	14211	Vlind Air BV	to Netherlands EAS BV.
PH-RLN	725	SAAB 91D Safir	91.379	Dir.Rijksluchtvaartschool	to Aviadome (out)
PH-RPS	2918	Bölkow Bo.105C	S-355	Staat der Nederlanden , Ministerie van Justitie , Dienst Luchtvaart van het Korps Rijkspolitie	(new)
PH-SFD	2849	Cessna U.206G	U206-04774	Air Service Holland BV	to Skydivingclub T.F.D
PH-SMH	2067	Reims Cessna F.172M	1021	Air Service Holland BV	to Denmark (out)
PH-SRZ	2925	Piper PA-28-181 Warrior	28-7916575	Netherlands European AS BV	(new)
PH-TVB	1998	Piper PA-31 Navajo	31-408	Metal-Air BV	stored Schiphol (out)
PH-TWE	1285	Reims Cessna F.172H	0376	Gelderse Luchtvaartmij BV	to J.C. Hoogendam
PH-VSH	909	Cessna 182F Skylane	182-54727	J.C.M. Ponsioen	cr. Hilversum 9-6(out)
PH-VSK	2362	Reims Cessna F.150M	1252	Airborne Air Service BV	to Air Service Holland
PH-VWP	2169	Cessna F.177RG Cardinal	0109	Air Service Holland BV	to A.R.M. Stam
PH-WAA	1924	Reims Cessna F.172L	0818	Vergunst Aviation	to Potex
PH-242	2921	Rhönlerche II	160	F.L.P.A.Rutten & D.M.Meeuse	ex PH-242 (560) (new)
PH-279	585	Rhönlerche II	1023	E.J. Vermeer and others	cancelled (out)
PH-289	952	Ka 8 B	8075	Kon.Ned.Ver.voor Luchtvaart	to Vliegclub Teuge
PH-440	2068	Standard Libelle 201B	335	R.A. Rijken and others	to H.C. Das and others
PH-580	2549	ASW 19	19.129	H.H.K. Krause	to Zweefvliegclub Deelen
PH-638	2838	LS 3a	3233	R.M.Schnitker & W.L.Kivits	to W.L.A. Kivits
PH-667	2923	Mistral - C	MC020/79	Twentsche Zweefvliegclub	(new)
PH-674	2926	Mistral - C	MC022/79	Venlose Zweefvliegclub	(new)



The additions on the Dutch Register since January this year, are hereby included .

PH-AAJ to YV-136C, PH-ADN ex D-EEXY, PH-BLY to A7-LTC  
 PH-BNV to G-BGMP, PH-CIA to G-YTWO, PH-GAB to G-BGNZ  
 PH-JAR to A7-LTD, PH-LTO ex N4828A, PH-LTO to D-INRR  
 PH-MVA to G-BUMP, PH-NSN to A7-LTA, PH-NSO to A7-LTB  
 PH-PFS to D-IHUG, PH-PUT to OO-PLR, PH-SYB ex N2118A  
 PH-TIF to D-EBAK, PH-VIR to D-IGPL, PH-VIT to G-BGIU  
 PH-WAG to G-ENII



