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WHO DOESN'T WANT
IRANIAN TOMCATS



Saudi Arabia, Canada, Egypt and now Turkey have all shown interest in the purchase of 78 F-14 Tomcats of the Iranian Air Force. Eversince the revolution in Iran, earlier this year, this batch of aircraft has been an interesting subject of political discission at high level. Not so much because of the aircraft itself but as launch platform of the US government allows delivery of such a sophisticated weapon system to only a selective group of countries.

The story of the Iranian Tomcats started in 1973, when the Sjah visited the States to do his usual shopping of weaponry. This time he was looking for an advanced fighter aircraft. Knowing the great pasion of the Sjah for aircraft, he was shown the F-14 Tomcat and the F-15 Eagle. Not considering what the Iranian air force could possibly do with the aircraft, the Sjah fell for the F-14 Tomcat. Subsequently 80 machines were ordered. The U.S. government realized very well operational service of these complicated machines would only be possible with the aid of American personnel. With very tide security conditions laid down in the sales contract and assured of great US influences in Iran, the F-14 Tomcat fleet was in fact a forward operation force of the US armed forces.

Shortly after the revolution, the new government in Iran indicated the desire to sell the Tomcat fleet and offered the aircraft for only half the original price. However, well guarded and stripped of the heart of the Phoenix system, all are still in Iran. The US Defence Department is still discussing what to do with the 78 F-14s. Several solutions have been offered:

SAUDI ARABIA: The first country requesting the purchase of the fleet was Saudi Arabia. Following the revolution in Iran, the Saudi ministry of defence uttered the fear for growing Soviet intervention in the Persian Gulf. With F-14s in service the air force wouldn't have to wait another two years for delivery of 60 F-15s. The USAF deployment of 18 Eagles of 1 TFW to Saudi Arabia can be exolained as a compensation for the denial of the request.

EGYPT: Shortly after the revolution, Egypt offered sanctuary for the Iranian F-14s. Lateron, during the peace negotiations with Israel, the F-14 was one of the aircraft types requested for delivery. The US government was even dubious about delivery of F-16s, leaving the F-14s just a wishful thinking for Egypt.

CANADA: To replace their Voodoos, the Canadian government had official contact with Iran, to discuss the purchase of the Tomcats. Despite the costs and the specific air-to-air mode of the aircraft, it was always a serious contender in the NFA programme. But eversince the Canadian government decided to move their embassy in Israel from Tel Aviv to Jerusalem, Iran ended all contacts.

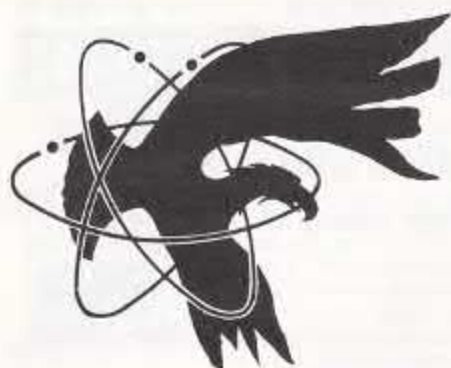
TURKEY: The latest request for the Iranian Tomcats came from Turkey. According to Turkish air force officials, the Tomcat very well fits in the air defence mission of this air force. The big problem are the fundings for this purchase. The almost bankrupt government proposed compensation orders for Iran.

USAF: To replace the F-106 Delta Dart, the North American Air Defence Command recommended to purchase some 170 F-14s for the continental air defence. NORAD considers this a/c an ideal weapon system and the ex-Iranian machines could be a financial advantage. However, the F-15 is still a strong contender, especially financially.

US NAVY: Most likely to become the new owner of the Iranian Tomcats is the USNavy. Serious funding problems necessitated the USN to cut back the number of required F-14s. The relative cheap Iranian Tomcats could help the USN to build up their inventory objectives of 521 machines.

Presently, discussions are going on in the congress and the administration, where the money should come from to finance the buy-back. Besides the current relation between Iran and the U.S., is unlikely to allow any negotiation concerning this subject.

Jac van Tuyn



MILITARY NEWS

HOLLAND

● To meet the NATO requirements, the Marine Vliegdiens considers necessary a fleet of 21 aircraft to fulfil their commitments for long-range submarine patrols. The MLD presently operates 7 SP-13A Atlantics and has 13 Orions on order. This makes only 20 aircraft and doesn't meet the MLD requirement. Speculations from politicals indicated this will be discussed when the government presents the defence budget for 1980. Either an additional Orion will be added or it will be decided to wait and complete the MLD fleet while replacing the Atlantic.

● Transported in a Hercules, Portuguese F-86F Sabre 5307 was flown to Soesterberg two days before the 25th anniversary (see elsewhere in this issue). The Portuguese markings were replaced by USAF roundels and squadron markings of 32TFS.

The Sabre is one of the six Portuguese Sabres delivered under MDAP which means the aircraft delivered at Soesterberg is still U.S. property. As Portugal is about to withdraw the Sabre, this aircraft will remain at Soesterberg to be preserved as a monument.

● Movements at Leeuwarden included:

Aug. 22: K-3035 and 4026 NF-5A/B 315Sqn
 28-13 TF-104G Luftwaffe JABOG-34
 38-49 F-4F Phantom Luftwaffe JABOG-36
 22-37 and 22-55 F-104G Luftwaffe JABOG-31
 22-25 and 22-30 F-104G Bundesmarine MFG-1

Aug. 3: RT-664 and RT-655 CF-104D RDanAF Esk.723
 FX-52 and FX-93 F-104G BAF 10Wing
 6: FC-08 TF-104G BAF 10Wing
 27-93 TF-104G Bundesmarine MFG-1
 13: XR507/BJ Wessex HC.2 RAFG 18Sqn
 14: K-3001 NF-5A Klu Test Groep
 CR77-075 and 77-094 F-15A USAFE 32TFS
 16: K-3022 (313), 3043 (316), 3041 (313/315)
 K-4003 (313), 4018 (313) all NF-5A/Bs
 22-13 and 22-30 F-104G Bundesmarine MFG-1
 21: FX-58 and FX-72 F-104G BAF 1Wing
 22: K-3004, 3030 and 3039 NF-5A 313Sqn
 K-4001,4013,4014,4018,4029 NF-5B 313Sqn
 D-6684 (311) and D-5808 (CAV) F/TF-104G
 23: FX-27 and FX-58 F-104G BAF 1Wing
 70-72 UH-1D Luftwaffe HTG-64
 CR77-087 and 77-095 F-15A USAFE 32TFS
 XZ111/A Jaguar GR.1 RAFG 28sqn
 V/214 SP-2H Neptune MLD
 28: 37-52 and 37-60 F-4F Luftwaffe JG-74
 31-28 and 31-69 G-91R Luftwaffe LEKG-43
 26-23 and 26-28 F-104G Luftwaffe JABOG-34
 29: CR77-081 and 77-158 F-15A/B USAFE 32TFS
 CS-02 HS.748 BAF 15Wing
 30: 069 Sea King Mk.43 RNoAF 330 Skv.

● Movements at Ypenburg included:

Aug. 22: 58-22 DO-28D Luftwaffe
 Sept.13: 10876 C-9A USAFE 435TAW
 26: XX493 Jetstream T.1 RAF
 Oct. 4: 10685 CT-39A USAFE 7005ABS
 5: 22549 C-12A USAF
 9: 24127 VC-135B USAF 89MAW
 15: 84-93 CH-53G Heer HFR-35
 141023 C-131F USNavy NAFMildenhall
 16: 34-27 Fiat G-91T Luftwaffe LELG-43
 30: 16-04 HFB-320 Hansajet Luftwaffe FBSS

The air display at Twente was the last one for Capt. Hans van de Werf on the Starfighter. His retirement from the Klu ended his career as F-104 instructor and six years Klu's Starfighter demonstrator. For this occasion D-8333 had been provided with a sharkmouth and a Dutch flag on the tail.





The F-16 has been introduced in Europe. Belgian and Dutch air forces have received their first examples. Illustrated are F-16A J-213 and F-16B J-259 which are operated by CA F-16. (Klu)



• Late November, the Conversie Afdeling F-16 at Leeuwarden will receive the first class of six pilots for conversion on the F-16. These six pilots will take this test course in preparation for the operational pilot conversion in April 1980. Amongst the six pilots are LtCol.v.Leeuwen, Maj. Lenssen and Maj.Brouwers which will be in charge of covering the F-16 in Klu service. Furthermore there is Capt.Bakker who will become a test pilot on the F-16. Capt.v/d.Velde, who will be the first Dutch trained F-16 instructor. And finally LtCol.Broek who is in charge of Leeuwarden's Vliegdiens. Provided with all training facilities, the building for the Conversie Afdeling was officially taken in use on November 2nd. On this occasion, the commander Maj.Sneek was presented several presents. One was a compensation of badges of local units. Also the brandnew official badge of CAF-16 had been included but the original subtitle 'We Can Eat Them All' had been replaced by 'Watch Your Six' and two F-16s had been added.

Deliveries to Leeuwarden so far, included:

J-259	d/d	07.06.79		
J-212	d/d	06.08.79	to	Kleine Brogel 09.07.79
J-213	d/d	06.08.79	to	Beauvechain 12.10.79
J-214	d/d	05.09.79		
J-260	d/d	10.79	demonstrator	for Spanish AF
J-215	d/d	11.79		

FROM A FAGILE PEN.....

LOW BUT FAR

Low-flying training is a big problem to air force officials of NATO countries. Dense populated areas in Europe prevent any proper training for fighter pilots. Yet it is an essential part of their training as low-flying is the only way to avoid radar detection and anti-aircraft artillery.

A series of accidents recently in Germany made the authorities decide to impose new restrictions on low flying activities due to increasing public complaints. A NATO commission has been installed to study this problem.

The Luftwaffe and RAF are both studying possibilities to operate in Canada. The RAF already uses Goose Bay for this purpose but intends to expand the detachment. Both Chatham and Cold Lake are also under consideration.

A-10 DELIVERIES = 10+10+10+10+10+10+10+10+10+10

Late August, Massachusetts ANG at Barnes IAP, operated only 6 F-100 Super Sabre and the first A-10 had already arrived. Noted aircraft were: F-100Fs MA63-634, 740, 813, 825, 882 and 899 A-10As MA78-612, 616, 617 and 620. 78-620 had been delivered on 31.08 and still without code. More A-10 deliveries took place on June 21 when six machines arrived at Woodbridge: WR77-0251, 78-589, 593, 595, 596 and 597.

HOW DOES THE TORNADO FIT?

Early October, a rebuilt shelter at Lechfeld was tested to house 6 Tornados. A test team with personnel of JABOG-32, M3B and E6-61 operated Tornado 98-04 from this shelter to obtain data on temperatures, noise levels and gas outlets.

DEPLOYMENTS UP NORTH AND DOWN SOUTH

Six RF-4C Phantoms of Idaho ANG deployed to Bardufoss, Norway on September 18. Participating in NATO exercise Display Determination were 18 A-7D Corsairs of Colorado ANG which had arrived at Incirlik, Turkey on September 18. On September 21, 18 F-4Ds of 388TFW deployed to Bergen, Norway.



WELCOME ABOARD RETRO 42 TO PEASE AFB

Four European-built F-16s have recently been delivered to Hill AFB as a contribution to the MOT&E programme. FLASH had a briefing with Major Wim Sneek about the second Trans-Atlantic flight which took place on October 15th. Here is the story.

Although the four F-16s were meant to be a Belgian, Norwegian, Danish and Dutch contribution to the Multinational Operational Test & Evaluation programme at Hill AFB, the aircraft are presently being operated by 34TFS/388TFW. Still wearing the Belgian and Dutch markings, FA-03, FA-04, J-212 and J-213 have been applied with the HL-code of 388TFW. Instead, the USAF delivered another four aircraft to the MOT&E F-16 fleet. All 12 F-16s include the latest modifications and require the same operation procedures and maintenance. With the four European F-16s in MOT&E's inventory, this would have required extensive modifications and on return to the air forces resp. de-modifications.

The first delivery took place on July 13th, when Maj. Steef Heijboer and Maj. Jef de Heijn made the Atlantic cross from Beauvechain to Wright Patterson AFB, Ohio. The other day the trip was continued to Hill AFB, covering a total distance of 9,347 kms.

SEVERAL DELAYS

The second delivery had originally been scheduled for mid-August. However, until October 3rd, the flight had been postponed several times as the Belgian F-16 was not yet prepared. Maj. Sneek flew F-16 J-213 to Beauvechain where he would join Maj. Jef de Heijn, to make the nine hours trip to Wright Pat.

Following a few 24 hours delays, the 2nd Aircraft Delivery Group decided to cancel the flight and set a new date. J-213 was flown back to Leeuwarden, to return again on October 12th. The new date was October 15th.

The 2nd Aircraft Delivery Group is the organization within the USAF responsible for all Trans-Atlantic delivery flights. Subsequently briefings, flight plans, arrangements with air-to-air refuellings are all controlled by this office. For the F-16 flight, three KC-135s from Zaragoza AB, Spain had been reserved, which would return from their deployment at this US air base, to their home at Beale AFB.



ABOVE: On August 7th, Maj. Sneek practised in air-to-air refuelling over the North Sea. F-16B J-259 and F-16A CR77-091 attended this occasion while TF-104G D-5813 acted as camera-ship. (Both Klu)
BELOW: Capt. Wim Sneek dismounts an USAF F-16 at Hill AFB during his training course for F-16 instructor. (388TFW)





NINE HOURS IN A CRAMPED COCKPIT

Nearly nine hours sitting on top of an F-16. A ride on an aircraft many people would dream of. But for nine hours!?!?

On its own the F-16 can cover the distance much faster. However, for this delivery flight the 2nd ADG had decided to have both fighters and tankers cross the Atlantic in one formation. When larger formations are involved, the tankers normally fly refuelling stations, hanging somewhere over the ocean at a fixed point. Then the fighter fly from station to station which consists mostly of 4 KC-135s.

Retro 41 and 42 had to adjust to the deadly slow speed of the tankers. Due to the extremely strong headwind, the tankers had to be extra economical on fuel and therefore avoided any acceleration if possible. Since the air-to-air refuelling is restricted to a maximum speed, the cruise speed was reduced even more.

Nine hours. Postpone the first meal till after three hours. Close in on the formation leader. Move off the leader. Check the systems over and over again. Try to navigate as much as possible despite the limited range of the radar. Read the flight plan again. Check the fuel. Close in on the leader again. Move off again. Nine hours.

Over the ocean, two depressions had to be taken. Two times flying in a cloud deck. Two times intensively concentrating on the formation leader which was sometimes hardly visible at a distance of 30 ft.

Constantly the tankers saw to it, the aircraft could divert to an air base at any time during the flight. The critical point of course being half way the big leap over the ocean. Diversion base for the first half was Keflavik, Iceland, for the second half, Gander, Canada.

Monday at 10,00 a.m. the two F-16s would leave Beauvechain. Due to a ground abort of one of the KC-135s at Zaragossa, the actual take off occurred two hours later. Fast calculations showed the flight was also possible with only two tankers. Subsequently F-16s Retro 41 & 42 and KC-135s Joe 81 & 82 were airborne for an rendezvous just north of Ireland.

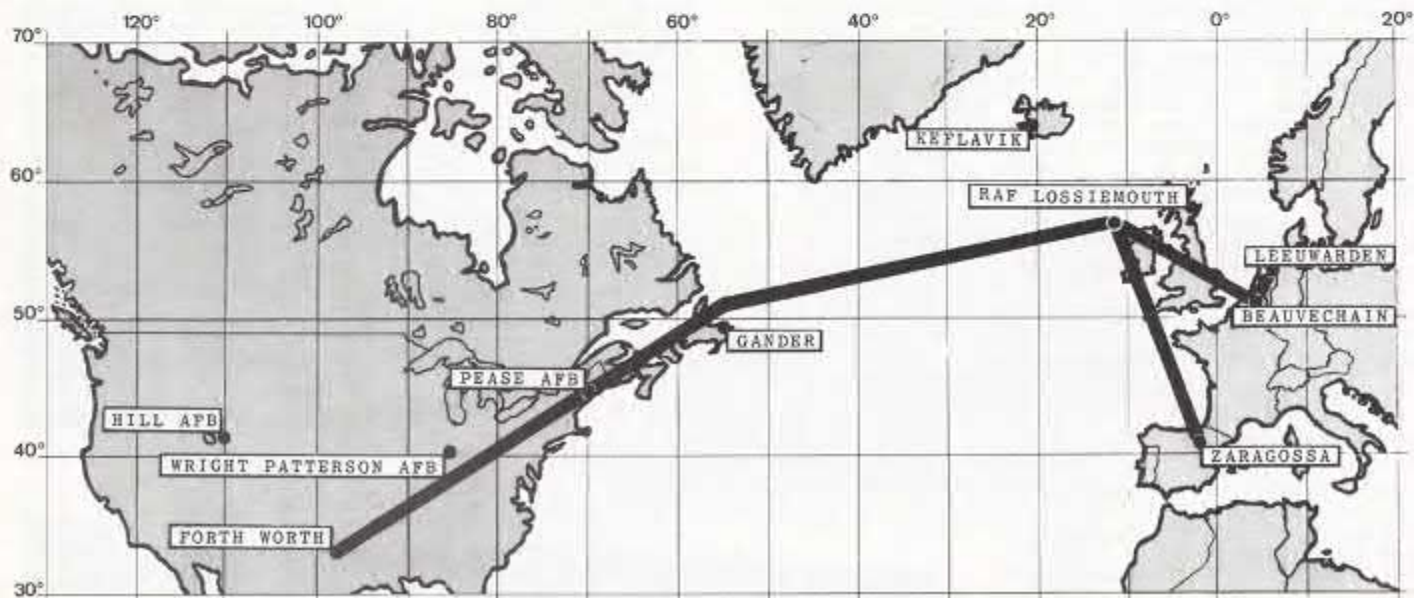
Immediately after rendezvous, a test refuelling took place to test all air-to-air refuelling systems. With 500 pounds extra fuel, the big leap started and course was set for New Foundland, Canada.

Levelling at 26,000 ft. in one of the many commercial Atlantic airways, the F-16s adjusted to the cruise speed of the tankers. A strong head wind had been predicted but with a speed of 170 knots it was necessary to change plans again. Instead of flying to Wright Patterson the flight would go to Pease AFB and Retro 42 would be emptied first and return to Mildenhall. Approaching over the beach, both F-16s touched down at Pease AFB, New Hampshire, at 13,30 p.m. local. Approx. 5,600 kms had been covered in 8½ hours. The next day the pilots mounted their iron birds again and directed them to Forth Worth, Texas.

TO FORTH WORTH

Originally all four F-16s would have been delivered to Hill AFB straight away. Because of all the postponements of the second batch, this plan had to be altered. All F-16s of 388TFW at Hill AFB had been modified by General Dynamics at location. Mid-October, this modification-programme had longst been completed and the dock already returned to Forth Worth. To be taken on strength by 388TFW, also J-213 and FA-04 had to be modified and subsequently remained a few days at the General Dynamics' plant at Forth Worth, prior to delivery to Hill AFB.

Having delivered their F-16s at Forth Worth, Maj. Jef de Heijn and Wim Sneek had completed their mission and could take a commercial, but comfortable, airliner back to Europe. □





BELGIUM

● On June 28, CM-170R Magister MT-39 crashed near Stokken. Eye-witnesses reported to have seen the aircraft circling around prior to the accident. This would suggest the pilot had tried for an emergency landing following an engine flame-out. The attempt failed and the pilot was killed on impact.

INTERNATIONAL

● Controlling all NATO air force units in Belgium Holland and Northern Germany (everything north of Bonn), is 2nd Allied Tactical Air Force. This headquarters is located in Mönchengladbach and was recently expanded with seven USAFE units. The only USAF element within 2nd ATAF was 32TFS at Soesterberg which came under responsibility of the command in 1958. USAF contribution was reinforced with 3 F-111F squadrons (48TFW), 3 A-10A squadrons (81TFW) and 1 RF-4C squadron (10TRW).

ITALY

● Within a year, the AMI phased out five types of aircraft, resp. CV.440, T-6, C-119, HU-16 and C-45. Reported in FLASH Nr.108 was RM-57/MM61743 being the last C-45 in service. In September the aircraft was withdrawn from use. In July, an HU-16A Albatross made the last flight of this type for the AMI. Next will be the R/T-33A T-Birds and DC-6Bs. Most of the T-33s are used by base-flights for liaison duties. Although some are still operational the major part has already been grounded. As soon as SVBIA starts receiving the MB.339, the surplus MB.326s will replace the T-33s.

● Accidents:

March 4: F-104S 5-34/MM6827 crashed near Sigonella.
June 8: NH.500 of Guardia di Finanza crashed at Centocelle after take-off. Pilot killed.
June 14: F-104G 6-06/MM6507 crashed at Ghedi. Pilot ejected safely.
Aug. 9: AB.206A-1 CC-63/MM81027 of Nucleo Elicotteri Carabinieri crashed into the Tirreno Sea. Both pilots killed.

● Four AB.204Bs of 20Gr. Sq. 'Antares' - Esercito have been sent to Lenanon in support of UN. Re-painted in white with only the individual code remaining on the tail and 'UN' painted on the doors. The helicopters were transported to Beirut in C-130H 46-12/MM61998 and 46-11/MM61997. The four AB.204Bs involved are: (EI)-231/MM80385 (EI)-236/MM80390, (EI)-238/MM80392 and (EI)-247/MM80401.

ABOVE: T-33A 9-31/MM51-17470 of 5085C/98Stormo at Istrana on September 29. SAD NEWS: Again an air force will phase out the T-Bird. (F. Smith)
BELOW: One of Italy's export products: Sial - Marchetti S.208A. Illustrated is S.208A W42-602 (TS-TBX) of Tunisian AF at Vergiate on April 29. (F. Smith)



● Two RAF units operated from Istrana air base recently. On squadron exchange with 155Gr/51Stormo from August 21-31, were four Harrier GR.3s of 1Sqn: XZ128/15, XV778/16, XW769/24 and XZ129/29. Participating in exercise Display Determination 79 were six Canberra PR.7s of 13Sqn. Arriving on September 28 were: WJ815, WJ825, WH773, WH775, WT509 and WT532. Transport was provided by C-130K XV206 and XV300.

● Somali AF ordered 4 G.222s and will be the fourth country to receive the 'Triple-Two' after Argentina, Dubai and Lybia. Not officially confirmed are the intentions of the Pakistan AF to order 100 Sial-Marchetti SM.1019.

UNITED STATES OF AMERICA

● Movements at Hahn included:
Sept. 5: IA69-208, 70-010, 71-339 and 75-400 A-7Ds
Iowa ANG 124TFS
104826 CF-104G CAP
D-8049 and 8060 F-104G RNethAF 322/323Sqn
7: HA70-932 A-7D Corsair Iowa ANG 174TFS
IA70-043, 72-254 and 75-401 A-7D Iowa ANG
WR77-237 A-10A 81TFW
12: 38-00 F-4F (JG-74) and 59-02 DO-28D (FBSS)

● Movements at Frankfurt/Rhein Main included:
 Oct. 3: 149790/JM C-130F Hercules USNavy VR-24Sqn
 4: 31585 C-130H Hercules 314TAW
 8: 37891 C-130E Hercules 62MAW
 160625/BH KC-130R Hercules USMC VMGR-252
 13: 60524 C-130A Hercules Tennessee ANG
 12672 WC-135B 55WRS
 XW790 Dominie C.2 RAF 32Sqn
 14: 90016 C-5A Galaxy 60MAW
 60485 C-130A Hercules Tennessee ANG
 15: 10-03 B.707-307C Luftwaffe FBSS
 16: 17-03 VFW.614 Luftwaffe FBSS
 118-DB/1 Paris IR PAF
 18: 7T-WAA AN-12 Algerian AF
 19: 60147 C-141A Starlifter 60MAW
 23: 90011 C-5A Galaxy 60MAW
 24: 90010 and 00458 C-5A Galaxy 60MAW
 38089 C-141A Starlifter 60MAW
 26: 61-MY/F53 Transall C-160F PAF ET.61
 28: 50256 C-141A Starlifter 60MAW
 30: XS739 Andover CC.2 RAF

Aircraft based at Rhein-Main and noted during the last three months:

21819, 21828 and 21822 C-130E-II 435TAW
 37885, 64-17681, 64-18240, 40527, 40540, 68-10935
 68-10938, 68-10943, 68-10944, 68-10947, 96566, 96581
 96582, 96583, 01260 and 01271 all C-130E/H 435TAW
 40523, 40559, 40561 and 40566 MC-130E 7SOS
 10879, 10880 and 10881 C-9A 435TAW/55AMAS
 10882 C-9A 435TAW/71110S
 95959 C-140A Jetstar 1866FCS/AFCS (temp. replacing
 T-39A 24453 which is on overhaul in the U.S.)

● Movements at Ramstein included:

Oct. 17: 40617 (63MAW) and 60190 (63MAW), 50243
 (62MAW), 70030 (60MAW) all C-141
 60531 C-130A Hercules Mississippi ANG
 70486 C-130D Hercules New York ANG
 UH68-037 F-111E 20TFW
 TJ66-720 and 66-229 F-4D 401TFW
 SP66-750 F-4D 52TFW
 159361/JM CT-39G '10' USNavy VR-24Sqn
 B-48 Bo.105C RNethAF GPLV
 K-4009 NP-5B RNethAF 314Sqn
 243 and 908 F-5B RNoAF
 58-59 (JB-34) and 58-66 (WS-10) DO-28D
 G-768 F-100D and GT-908 F-100F RDanAF
 Oct. 18: 40648 (63MAW) and 70018 (62MAW) C-141
 and 75-049 F-15A Eagle 36TFW
 BT76-018 F-15B Eagle 36TFW
 ZR68-599 and 69-364, 69-367 RF-4C 26TRW
 SP73-195 F-4E Phantom 52TFW
 WR77-236 A-10A 81TFW
 LN73-713 F-111F 48TFW
 60485 C-130A Hercules Tennessee ANG

Oct. 18: 158030/AJ610 & 158039/AJ613 EA-6B
 Prowler USNavy VAQ-134
 USS Nimitz
 and 3054 NF-5A RNethAF
 316Sqn
 D-6685 and 8109, 8115 F-104G RRNethAF
 322/323Sqn
 C-2 F.27M Friendship RNethAF 334Sqn
 FX-30 F-104G BAF 10Wing
 BA-59 Mirage 5BA BAF
 58-99 DO-28D Luftwaffe JG-71



WEST GERMANY

● Registration-report of Tag der Offene Tür at Neuburg on September 29:

STATIC:
 35-07 RF-4E ANG-51 56-13 DO-27
 22-61 F-104G JABOG-34 31-17 G-91R JABOG-49
 98-32 Bo.105P (c/n V4) 84-02 CH-53G ES-61
 58-96 DO-28D JG-74 50-75 C-160D ES-61
 XV864/S Buccaneer 16Sqn 7-HG/A27 Jaguar A PAF
 K-3070 NF-5A 314Sqn WR78-595 A-10A 81TFW
 97-96, 38-00, 37-60 BT76-036 F-15A 36TFW
 37-92 F-4F JG-74

OTHER AIRCRAFT NOTED ON THE FIELD:

37-24, 37-36, 37-40, 37-52, 37-56, 37-64, 37-76
 37-88, 38-08, 38-60, 38-68 all F-4F Phantoms JG74
 58-16, 58-35, 58-47 and 58-85 DO-28D JG-74
 70-88 and 71-49 UH-1D SAR 98-04 Tornado ES-61
 38-66 F-4F Phantom JG-71 20-36 F-104G JABOG-34
 XW528/C Buccaneer RAFG 15Sqn

● On the occasion of 30 years Pferdsfeld air base a Tag der Offene Tür had been organized on October 12th:

STATIC:
 32-30 G-91R JABOG-49 22-06 F-104G JABOG-33
 40-11 Alpha Jet 84-28 CH-53G HRT-35
 14641 OV-10A 601TCW LN70-391 F-111F 48TFW
 K-3013 NF-5A 314Sqn WR78-597 A-10A 81TFW
 XX963/AL Jaguar RAFG 3-JS/529 Mirage3E PAF
 BT75-050 F-15A 36TFW XV866/Y Buccan. 16Sqn
 37-13 and 37-54 F-4F JB-35

OTHER AIRCRAFT NOTED ON THE FIELD:

37-09, 37-30, 37-42, 37-58, 37-62, 37-78, 37-82
 37-90, 37-94, 37-98, 38-10, 38-14 38-30, 38-42
 38-58, 38-70, 38-74 all F-4F Phantoms JABOG-35
 38-54 F-4F applied with a special color-scheme
 34-02 G-91T JABOG-49 40-05 Alpha Jet
 32-89 G-91R LEKG-43 32-10 G-91R LEKG-41
 58-31 DO-28D JABOG-31 58-94 DO-28D JABOG-35
 56-88, 57-36 DO-27 71-21 UH-1D LTG-61
 35-04, 35-40 RF-4E AG-51 LN70-403 F-111F 48TFW
 33-03 G-91R (gate-guard) 95-04 T-33A (wfu)

Seen at Langley AFB on Sept. 10, was NF-106B N816NA. This Delta Dart is one of the two NASA Darts operated by Lewis Research Centre at Cleveland, Ohio. (F.Uytendhout)





F-16 UPDATE

Openness of General Dynamics and USAF to the press, allows the public to know the ins and outs of the F-16 programme. However, the impression given by articles in newspapers feed the idea the purchase of F-16s by the four European countries has been a bad choice.

True, the F-16 programme faces major set-backs. Fear for engine problems, grounding, two accidents, no follow-on orders. All items that make gripping headlines. With aid from articles in AW&ST, FLASH shall try to add some data to the ones general known.

● Concluding from operational service and accident reports, the F-16 doesn't suffer serious engine problems. The fear for this problem raised when the Pratt & Whitney F-100 engine of the F-15 Eagle suffered many flame-outs. F-100s for the F-16s were modified but as the true reason for the bad service record of the F-15 had not really been determined, and fear for similar problems in the F-16s were inevitable. More and more it seems the long air-intake of the F-15 is the main culprit in this affair.

● On the assembly-line at Forth Worth, a bolt, attaching the engine to the airframe, sheared close to the head. In consultation with GD, the USAF imposed a grounding on all F-16s to inspect all Hill bolts. Two defective ones were discovered in an USAF F-16 and one in a Dutch F-16 which had been installed in the wing box. Out of the 5,500 bolts in stock with GD, 11 bolts were discovered defective. On Aug. 14, one out of eight F-16s based at Edwards was the first F-16 to fly again.

● On August 9 and October 1 resp., 2 F-16s were written off. On August 9, Belgian AF pilot Maj. Ceuppens returned to Hill AFB in an F-16B from an air-to-air refuelling flight. Reportedly the vent for air-to-air refuelling had not locked which implied the external fuel tanks were blocked and could not feed the engine. Expecting a fuel shortage, the pilot decided to make a precautionary simulated flame-out approach. Due to fuel starvation, the engine flamed out, a few miles from the runway. The pilot ejected safely at about 300 ft. The aircraft crashed near the side of a runway overrun and was destroyed.

On October 1, an F-16A crashed when operating from Nellis AFB in a low-level air-to-ground combat. With an asymmetric external stores load, the pilot exceeded the maximum angle of attack and lost control over the aircraft. Flying at low-level, the pilot did the only thing possible and ejected safely.

● Operation Peace Marble will start in January when delivery commences of 75 F-16s to Israel. So far Israel has been the only one to follow the four NATO countries to purchase the F-16. The chances for GD to sell the F-16 in other countries diminishes every day. Both Canada and Australia are on the eve of announcing their choice between the F-16 and F-18. Both seem to postpone their choice to receive more data on the F-18A trials at Patuxent River. The batch of 75 F-16s for Israel is unlikely to be increased as Israel is negotiating with Northrop for licence-built F-18 Hornets.

A positive development for GD are the results of a study by the US congress for a follow-on export fighter to the F-5. This study favours four aircraft types: three F-16 (detuned with an GE J.79 engine), F-18L (detuned avionics), F-5G and a new design from Rockwell. The F-5G and F-16 are considered the prime contractors. □



25 YEARS 'ROYAL' U.S.A.F.

Logistic support/maintenance by 17th Air Force - USAF and under operational command of the Soesterberg Wing - Klu. A unique organization but during war-time, 32TFS is just an air defence unit of 2nd ATAF. 32TFS is the operational part of USAF Holland and the latter celebrated its 25th anniversary at Soesterberg on Nov.16.

A small static display and an air display marked the 25 years of USAF operations in Holland. A selective audience had been invited to attend this event at Camp New Amsterdam. In fact it was an ironical celebration as no USAF aircraft could participate in the air display. The restrictions for air displays imposed earlier this year, had not yet been raised. Instead 2 F-15 Eagles performed an alert-scrabble which is a standard operational procedure.

More or less, a repeat of the official ceremony of 25 years ago, when a mass flight of F-86F Sabres was cancelled. This was due to bad weather.

ORGANIZATION

Eversince the U.S. Air Force settled at Soesterberg in the southwest area of this air base, this American colony in Holland has been known as Camp New Amsterdam. When operations started with the F-15 Eagles, it was extended with a shelter-area in the northwest corner of the airfield.

With its 1,400 inhabitants, Camp New Amsterdam is only a small USAF settlement, compared to others like in Germany and the U.K. Although too big for a squadron, it got this status as it is too small to be called a wing.

These 1,400 people are necessary to keep 19 F-15A/B Eagles in the air of which two are on constant alert in the Zulu-shelters. The Eagles are used in the air defence rôle over Holland. The presence of these Eagles will become extra important to 2nd ATAF when the Klu takes the F-16 into service. The Klu F-16 will mainly be used for ground support so 322 & 323 Sqdns will no longer be 32TFS's partner.



HISTORICAL RELATION USAF -- HOLLAND

The history of 32TFS and that of Camp New Amsterdam are not entirely identical. Camp New Amsterdam was officially taken into use on November 16, 1954. A few days earlier, 512th Fighter Day Squadron had moved in from RAF Manston, U.K. So right from the start, the USAF Detachment in Holland has been tasked with air defence. In those days using the P-86F Sabre.

Having settled at Soesterberg, a historical research started for a unit with a special relation to Holland. 32nd Pursuit Squadron (Intercept) had had such a relation. From September 1942 till March 1943 this squadron operated from Dakota Field (Aruba) and Hato Field (Curacao). For anti-submarine patrols in the Caribbean Sea area, the squadron detached to these Dutch colony islands as part of the 36th Pursuit Group.

From sunrise till sunset, the P-40 Warhawks of 32nd Pursuit Squadron searched for German U-boats, which operated in formations. These formations were referred to as Wolf Packs. The story has it that the squadron's nickname 'WOLF HOUNDS' has been derived from this expression.

On September 8th, 1955, 512th FDS was disbanded and 32nd Fighter Day Squadron re-activated. Except for a few name changes over the years, 32nd remained at Soesterberg till today.

OPERATIONAL ACHIEVEMENTS

In a historical summary it is inevitable to mention some awards. The one 32nd goes most proud on was the first place in the William Tell Meet in 1965. For the first time this meet was won by an overseas unit and was the first unit to use foreign personnel. Dutch ground controllers had accompanied the squadron to Tyndall AFB, Florida.

Over the years, the variety of trophies and decorations have become impressive. The latest achievement was the introduction of a sophisticated weapon system: the P-15 Eagle. One year in operational service reveals an excellent record:

• DAWN PATROL

From May 10th till 25th, six F-15As and one P-15B

CHRONOLOGICAL HISTORY SURVEY -- 32nd TFS --

Febr. 1, 1940	Activated at Kelly Field, Texas
Nov. 15, 1940	Assigned to 36th Pursuit Group
Jan. 14, 1941	To Ponce AFB, Puerto Rico
Mar. 1941	To Borinquen, Puerto Rico
Dec. 13, 1941	To Araiño, Puerto Rico
Sept. 1942	Two Detachments moved to Aruba and Curacao
Mar. 13, 1943	To Panama-Canal zone
Oct. 1946	De-activated
Sept. 8, 1955	Re-activated at Soesterberg AB with F-86F Sabres
Aug. 15, 1956	Re-equipped with F-100C Super Sabres
July 8, 1959	Re-designated Fighter Interceptor Squadron
Dec. 15, 1960	Re-equipped with F-102A Delta Dagger
July 1, 1969	Re-equipped with F-4E Phantoms and re-designated Tactical Fighter Squadron
Sept. 13, 1978	Re-equipped with F-15A Eagles

deployed to Tanagra, Greece, flying straight from Soesterberg to Greece, being refuelled over Sicily, Italy.

117 Sorties were flown, mostly over the Mediterranean, providing tactical air support in maritime operations. F-14 Tomcats of the 6th Fleet acted as defenders. Whether the results were due to the fact the F-14 pilots were less clever, is not known?

• WSEP

Five F-15s flew to Eglin AFB on August 28th, where 110 sorties were completed in the WSEP-programme. Crews of 32TFS practised and evaluated their a/c weaponry and pilots involving live firing against remotely piloted aircraft.

Real kills have been recorded, but no 'red' stars will appear on the air-intakes.

• SURGE

With sometimes only 30 minutes, between landing and take-off again, 14 Eagles of 32TFS flew 439 sorties in a 'surge' exercise early September.

Of the 19 F-15s on strength, two remained on five





minutes alert in the Zulu-shelters, one in reserve for the ones on alert and two were involved in a modification programme. The complete exercise was completed under chemical/nuclear war-conditions.

Compared to other units within the USAF, the Eagles have been introduced without too many problems and was accomplished under command of LtCol. Albert Pruden. One day after the celebration, LtCol. Pruden became vice-commander of the 50TFW and Col. Donald Delewter took over command.

The joined participation in the William Tell meet very well illustrated the integration of the 32nd TFS in the Dutch air force. Also the squadron badge shows this integration as it has been set of with a wreath and has a royal crown on top. It would go too far to state that the Dutch air force has Eagles, but with an access of Dutch chauvinisme, one might say: 'For operational service the Dutch air force has Eagles at its disposal'

November 16. Extreme cold weather and dark clouds prevented the 25th anniversary to be a true enjoyable outdoor event. Whoever set the date of the official inauguration twenty-five years ago, ought to have realized the impact on this celebration. However, the organizers had anticipated even worse weather and displayed the major part of the static in the shelters and hangars.

Highlight of the static display was the ex-Portuguese AF Sabre. Applied with green stripes over the tail, the aircraft had quickly been repainted in colours of 32TFS. The paint was still wet and USAF roundels were made of paper and stuck to the fuselage. With more time available the aircraft will be repainted again and preserved as a monument.

Only invited guests had access to the air base and besides a static display, the programme provided a small air display in the afternoon. But due to the darkness and low clouds, the latter was kept to a minimum with resp. two F-15 alert-scrabble, a glider, Alouette III, Bo.105C, F.27M and finally the landing of two F-15s.

***** STATIC DISPLAY *****

25385	F-86F Sabre	ex Port.AF 5307
UH68-067 (bl)	F-111E	20TFW
WR77-274	A-10A Warthog	81TFW
01551	F-5E Tiger II	527TFTAS
CR77-088	F-15A Eagle	32TFS
CR77-094	F-15A Eagle	32TFS
SP72-122 (y)	F-4E Phantom	81TFS/52TFW
80944	C-130E Hercules	MAC
K-3016	NF-5A	316Sqn
C-3	F-27M Friendship	334Sqn
B-72	Bo.105C	GPLV
A-474	Alouette III	GPLV
GT-996	F-100F Super Sabre	RDanAF Esk.730





NATO EXERCISE BULL'S EYE

RAIN AND FOG - two weather elements that can prevent all flying activities and that's what happened during NATO exercise BULL'S EYE 79. From October 5th till 13th, Leichtes Kampfgeschwader 41 at Husum hosted five teams which could only compete against each other in soccer and tea bags.

This year the bi-annual air force meeting Bull's Eye was held at Husum, W.Germany. Sponsored by Allied Forces Northern Europe, this meeting joins air force elements of Norway, Denmark and W.Germany. AF North can also count on reinforcements of Dutch British, American and Canadian aircraft during war-time. For this reason, the Bull's Eye invites a guest team for every event. This year RAF's 54 sqn from Coltishall had the honour being invited.

Indeed an honour, as the Bull's Eye meet has become a truly remarkable event. Its history dates back to the days when similar competitions took place in AF Central and AF South, Tactical Weapons

Meet and Best Hit resp. In the early days these meets had very competitive tendencies. Best Hit ceased to exist due to the Greek-Turkish conflict. TWM changed into Tactical Air Meet recently, to meet the new demand for international evaluation of tactics and scenario's. Bull's Eye underwent a similar change but not so drastically. It kept the unbridled organization from the early days.



BULL BY THE HORNS

In all opening speeches, the various commanders never skipped the line mentioning the importance of such events in international co-operation. In his address to all participants of Bull's Eye 79, CinC North, Gen.Farrar-Hockley, did neither: '.... that we both learn and benefit from each other's experiences and I am sure that this opportunity will not be lost in 1979'.

Upto 1977, the exchange in experiences was nearly impossible due to the organization of the meet. The competition element prevented the participants to sit around the same table and 'talk shop' with each other. In 1977 the organization of the Bull's Eye changed with only two competing teams. All squadrons were divided equally over these 2 multinational teams.

In this respect the Bull's Eye doesn't differ much from the TAM. However, the TAM demands a huge

+++ PARTICIPATING TEAMS -- BULL'S EYE 1979 +++

338 Skv.	F-5A	Orland	132, 220, 224, 569 574
LKG-41/1 & 41/2	G-91R	Husum	30-41, 30-49, 31-23 31-43, 31-73, 31-75 32-15, 32-31, 32-54 32-75, 32-79, 33-13 (all with sharkmouths)
54 Sqn	Jaguar	Coltishall	XX122, XX722, XX719 XX724, XX727, XX732 (732 with sharkmouth)
MFG-1	F-104G	Jagel	22-70, 22-77, 23-89 26-65
MFG-2	F-104G	Eggebek	23-06, 26-61, 26-75 26-86
Esk.730	F-100D	Skrydetrup	G-262, G-303, G-744 G-768, G-769, G-779

organization. Deployments of active ECM aircraft, installation of triple-A artillery, set up of fighter CAPs and other items are necessary to conduct TAM. Such a huge organization imposes very strict discipline on both pilots and maintenance crews. For some reason, the Bull's Eye managed to keep a certain informal character. On the question why no sophisticated systems had been integrated, the Danish team-leader Maj. Nielsen commented: 'In war-time we cannot depend on aircraft as A-10s and F-4Gs. Besides in exercises as Oskboel we can exercise with these new weapon systems.'

Throughout the meet it was possible to change the schedule. A greater part of the schedule showed standard missions to the ranges normally used by LKG-41. Throughout the meet these ranges were reserved. With no commitments to army troops or other air force units, the organizers of Bull's Eye were free to mess with the schedule at their heart's contents.

These kind of possibilities are probably the key to the unbridledness of the meet. Yet, no one doubts the meet's value. But a message in the Bull's Eye Times, a daily-issued bulletin, went a bit too far: 'But I dare say, there is one good thing about our doings here, the news about it has just appeared in the Husum paper, when Leonid Breznev announced that the USSR would withdraw 20,000 men from East Germany. May be, the Russians would leave Cuba if the next Bull's Eye exercise was to take place in Florida?'



FLYING SCHEDULE

On Friday, October 5th, the five teams arrived at Husum to participate in the most wet and foggiest meet ever. No wonder, considering the time of year. But there was no choice but to conduct Bull's Eye 79 early October. During the summer-months ranges near Husum (List and Rømsø) are closed as the fighters would cause annoyance to the beach tourists. This ruled out June, July and August. September was neither possible due to German commitments to a major army exercise in this area. But what ever the excuses are, the weather elements were disastrous to the flying activities. On Monday, no aircraft but only rain filled the sky.

On Tuesday, only standard missions were flown to List and Rømsø ranges. Standard missions in pop pattern. This implies the ranges had to be entered at low level. Pop up near the target, search and destroy it and return to low altitude again for the return flight. A standard mission means everything occurs in normal procedures and targets are all fixed. This to great enjoy of the Gina pilots (LKG-41 that is) who felt like a fish in the water.

On Wednesday tactical missions against sea targets and a missile site had been planned. Due to low visibility, the attack on sea targets was cancelled but the attack on a British missile site in Niedersachsen took place as planned. Tactical mission in SAM suppression. This implies, the mission was flown in war-circumstances with simulated SAM and triple-A artillery threats.

Thursday again no attack on sea targets and also the planned tactical interdiction missions to the Tranum range were cancelled due to low visibility. Instead some standard missions were flown to the List and Rømsø ranges.

Friday would have been the crack of the meet. Two ships of sixteen aircraft, representing team A and B, would have attacked Husum itself. This attack required a minimum visibility of 6 miles. Although the weather cleared somewhat during the day, the visibility in the early morning of this Friday was hardly 100 ft.

As a result only three missions provided the teams with scores.

MISSION	SCORE	POSS.SCORE	% TOTAL
TEAM A			
STANDARD	800	1000	} 59%
STANDARD	1170	2400	
TACTICAL	1920	3150	
TEAM B			
STANDARD	600	1100	} 51%
STANDARD	2212	4800	
TACTICAL	1362	2250	





BELOW: Close-up of NNoAF F-5A 220. Still visible '60' from the old serial presentation.
 BOTTOM: Judges on their way to the Tranum range, Northern Denmark, in Luftwaffe UH-1D 71-35.
 (All photos by Georg Blüning)



The Bullies responsible for law and order in dividing the points was a team of eight international judges. Points could be scored with Time Over Target (TOT), 2 runs with rockets, 2 runs with bombs and some strafe runs. Additionally the judges could honourate the tactical lay-out of a mission.

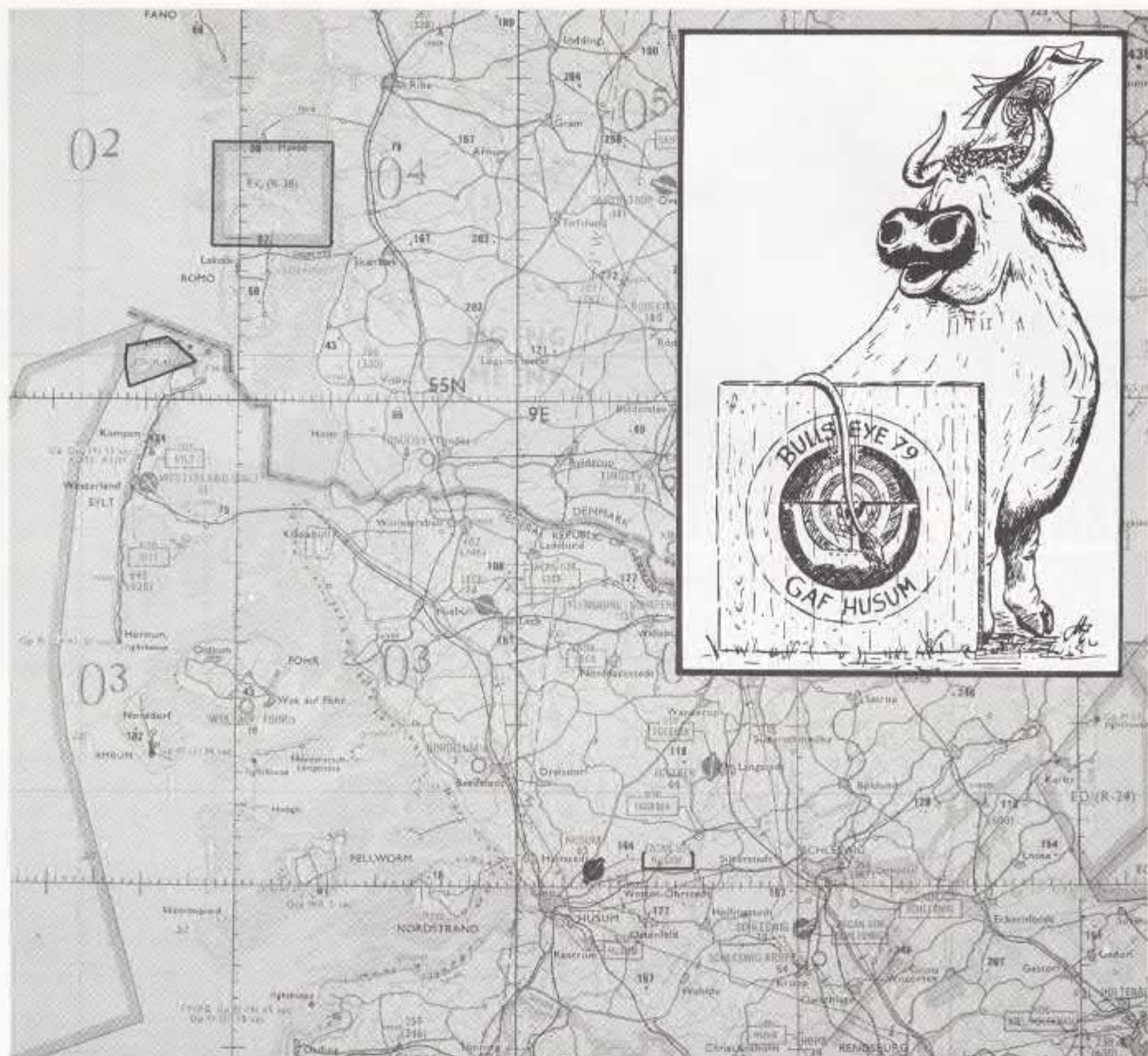
To kill time several other competitions were set up with soccer of course being the favourite. Another event was the North Frisian Contest for maintenance crews comprising the most silly games. Remarkable was the failing of the British team in the tea-bag-throwing. But sophisticated people make their indispensable dialy brew from loose tea anyway.



WHERE TO WITH THE BULL'S EYE

'Aircraft and weapons technology is presently developing along breathtakingly fast lines. Response to the emergency of new arms by introducing counter-weaponry is more and more accelerated. I am confident that Bull's Eye 79, as well as it has been the case with its predecessors, will be an asset for achieving these objectives: further development of tactics, better co-operation of our Air Forces.' This was a citation from an address by Maj.Gen.Kallerhof, on the opening ceremony. The key to this citation is to express the importance of improving tactics with new aircraft and technology by means of international meetings. For this reason the briefing for the mass-attack on Husum went on although no flying could take place and very team was tasked to do a briefing on a certain subject. 54Sqn did so on their involvement in Red Flag, the Naval Air Wing on the Kormoran missile and Esk. 730 on the F-16.

Two weeks after the meet, representatives of the six teams met again at Husum for a de-briefing. Undoubtedly the bad weather conditions will have been the talk of the day here. For Bull's Eye 81 everybody is unanimous to conduct this event in June. This advise will be passed on to the Norwegian air force which will take responsibility for the organization. Two air bases are candidate to host the participants: Ørland and Sola. Although Sola can offer good operational facilities, Ørland has recently got control over a very wide brandnew range at 10-minutes flying from the air base. This new range would allow almost unrestricted flying activities.





GANNET FAREWELL

Exactly one year ago, FLASH published an article on the remaining Gannets in service with the Royal Navy. In this issue Brian Fiddler surveys the fate of these last surviving examples of his passion -- the FAIREY GANNET.

HMS Ark Royal's return to Plymouth on December 4th 1978, marked the end of an era in naval aviation, as the famous carrier was nearing the end of her final commission. Her compliment of Phantoms and Buccaneers are to see new life in R.A.F. colours, but sadly the sight and sound of a Gannet is to be no more.

849 Sqn 'B' Flight Gannets returned to their home base at Lossiemouth on 28th November 1978, where the white ensign of the naval detachment was lowered for the last time on February 8th, the Gannets left on Lossiemouth dump are now in the process of being cut-up by a Birmingham scrap dealer, though happily a more secure future is applicable to those Gannets earmarked for technical training and gate guardian duties. Several Gannets are in store at RNAS Culdrose in flying condition. Hopefully, a Gannet may join the Fleet Air Arm Historic Flight, ensuring that the unique sound of a Double Mamba engine will be heard once more in our skies.

Details of Gannets disposals are listed below (additional to FLASH Nr.98/November 1978). Additions and/or amendments to this list will be very welcome.

A.E.W.3

- XL449 To S.W.A.P.S., Rhoose Airport, Glamorgan, South Wales. For preservation.
- XL450 Flew from Lossiemouth to Brüggen 4.12.78, probably for technical training.
- XL471 To R.A.E. Farnborough by 6.12.78.
- XL472 To Apprentice School, A&AEE, Boscombe Down by 6.12.78.
- XL473 To Lossiemouth dump.
- XL476 To Lossiemouth dump.
- XL479 Removed from storage between 7.78 and 9.78 and broken-up for scrap.
- XL480 Fuselage dumped on south side of Yeovilton airfield. Believed now burned.

- XL481 Removed from storage between 7.78 and 9.78 and broken-up for scrap.
- XL482 Arrived at RNAS Culdrose for storage 9.11.78.
- XL494 On the fire dump at RAF North Front, Gibraltar.
- XL496 To Lossiemouth dump.
- XL497 To H.M.S.Gannet, Prestwick 6.12.78 and on gate guardian duties by 3.79.
- XL500 Arrived at RNAS Culdrose for storage 21.11.78.
- XL502 Flown to RAF Leuchars 27.11.78 and hangared there. May be destined for Leisure Sports, Thorpe Park, Egham Surrey.
- XP199 To Lossiemouth dump.
- XP225 Fuselage to Lossiemouth dump, parts to Quarrywood scrapyards, Eglin, Scotland.
- XP226 Flew to Lee-on-Solent 21.9.78 for gate guardian duties at HMS Dryad, Shotwick, Hampshire.
- XP227 Fuselage to Lossiemouth dump, parts to Quarrywood scrapyards, Eglin, Scotland.
- XR432 To Lossiemouth dump.

A.S.1

- WN464 Originally with the School of Aircraft Handling at RNAS Culdrose but moved by road to Cornwall Aeropark, Helston 4.6.78.
- XA430 To Lossiemouth dump.
- XA454 Originally with F.A.A. Museum, now believed dumped at RNAS Yeovilton, and burned.
- XA459 From Culdrose to S.W.A.P.S., Rhoose Airport. Arrival date unknown.
- XA466 Last Gannet to leave Lossiemouth 12.12.78. Now at RNAS Yeovilton for the F.A.A. Museum.
- XA470 Broken-up for scrap at Lossiemouth.
- WG790 To Tain Weapons Ranges 18.9.77, still there untouched 12.78.



XG831 Originally with the School of Aircraft Handling at RNAS Culdrose last mentioned 7.78. Present location uncertain.

T.5

XG882 On Lossiemouth dump until 2.79. Moved away, present location uncertain.

XG883 Delivered to F.A.A. Museum at RNAS Yeovilton as '733/BY' on 3.6.70.

XG884 To Tain Weapons Ranges 18.9.77 and still there untouched 12.78.

XG888 Arrived at RNAS Culdrose for storage 9.11.78.

XG889 To Catterick by road in sections, for fire school training 8.11.78.

XT752 Arrived at RNAS Culdrose for storage 23.11.78.

A.S.6

XA460 At Kelsterton College of Technology, Flint, North Wales.

XA463 To Lossiemouth dump, still there by 2.79.

Credits: A.Watt, Scottish Air News, Air Strip, South West Aviation News and MoD (photos). □

FLASH BOOK SERVICE

Obtainable via FLASH:

Observer's Book of Aircraft 1979	DFL. 9,25
British Civil Aircraft Register	DFL.15,95
German Military Aviation	DFL.15,95
Belgian Military Aviation	DFL.15,95
Spanish & Portuguese Military Av.	DPL.15,95
Dutch Military Aviation	DFL.15,95
French Military Aviation	DFL.17,95
US Military A/c Designations & Serials	DFL.22,50

Earlier this year, Dutch air force photographer Aco.A.Kraak, made a series of air-to-air photos of NF-5A K-3028 in the colourful red-white and blue paint.

Obtainable via FLASH are two examples of this series. The prints are genuine, in full colour and printed on glossy paper (size 25x20cm). Price: DFL.5,95 (one photo) and DFL.10,75 (both photos). Prices include postage.

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

H.Dekker, B.Fiddler, R.Flinzner, G.K.Mast, P.Ridgwell, P.Uytenhout, G.Weinmann and Sp. Group Ypenburg.

Credits: Take-Off, AW&ST and BAR

PHOTO COMMENT PHOTO COMMENT PHOTO COMMENT PHOTO

COVER:

CT-33AN 133613 of the 6th Aerospace Engineering Test Establishment at CPB Cold Lake on May 24th. Testing new systems for operational use, this establishment operates a mixed fleet of aircraft. All are marked with an 'X' on their tail. Illustrated T-33 has a pitot tube mounted on the nose.

BACK PAGE:

3 x T-33s. Klu M-60/51-6663 on the base-flight at Eindhoven in 1968. Armee de l'Air RT-33A 33-XW/41543 on static display at Strasbourg in June 1974. Luftwaffe T-33A 9444 of AKG-51 at Jever.



TOP: Most of the aircraft at La Ferté are registered F-A2... This series has been allocated to 'Aircraft with a restricted C. of A. of a historical nature!'. F-AZBG is a Devoitine D.26 - ex Swiss air force 290.
 MIDDLE: Jean Salte's speciality is Morane Saulnier a/c. One of the MS replica is MS.105 F-AZAZ.
 BOTTOM: Operating from Etampes is Nord 3203 F-AZAC.

JEAN SALIS AVEC SON COLLECTION HISTORIQUE

Jean Salis, the son of the famous Jean Baptiste Salis, would have been a pioneer in the early aviation history but of great inconvenience - he lives today. Revive aviation history has therefore become his obsession. Aux fesses he flies his Bleriot and Caudron which is meat and drink to him. Centre of all activities is La Ferté-Alais

At the annual air meetings at La Ferté-Alais, the early days of aviation revive. The aircraft on display make one believe to live in history. Tri-planes, planes held together with wires, open engines and lots of fabrics. The car park in the background makes one realize to live in the 1970s.

La Ferté-Alais, an airstrip 45 kms south of Paris, is the home of an impressive collection of wrecks and relics. For the organizers of the air meeting it is no trouble at all to have on display a Bleriot XI, Bu.131 Jungmann, Caudron G.III, Fokker DR.1, Nieuwpoort 17, as all aircraft belong to Jean Salis, the owner of the airstrip. But all aircraft mentioned are not included only in the static display, but in the air show as well.

Jean Salis doesn't just rebuild historical aircraft. Many of the aircraft he rebuilds are meant to fly again. This passion he adopted from his father - Jean Baptiste Salis. And as Jean puts it: 'I was lucky to have had a father, who was just born for me'. From him he earned the airstrip, the fame, and the excellent taste for historical aircraft.

RECONSTRUCTION WORKPLACE

In between the two World Wars, Jean Baptiste Salis built up a collection of 33 historical aircraft. To earn a living, he founded an aviation company at Toussus-le-Noble, which now still exists as France Aero Service. With his collection, he participated in air meetings. Expenses made to realize these activities could be payed from the movie companies which used La Ferté and Salis' aircraft collection in many movies.

During WWII, his entire collection was confiscated and destroyed. Without a single aircraft, he decided to sell the plant at Toussus-le-Noble and dedicate his time to restoring historical aircraft for the Musée de l'Air.

In his work for the national aviation museum, he came upon a complete airframe of a Bleriot XI. With the memories of his first flight on this type in 1917, he decided to rebuild this airframe to make it airworthy again. In 1954, the first flight was made although he wanted to cross the Channel with in in 1959 on the occasion of his fiftieth anniversary. When he heard of a fellow-countryman with the same intentions, the Bleriot XI logged its first flying hours from Calais to Dover in 1954.

Six months after the death of his father in 1967, Jean Salis bought the airframe of a Caudron G.III. With many spare parts available and 8,000 working hours, he managed to rebuild two examples of this type. One of them still remains airworthy at La Ferté-Alais while the other was sold to a museum in the U.S.

The Caudron was followed by a Stampe, then a Jungmeister. Little by little, Jean Salis managed to finance the purchase, re-construction and operations of more historical aircraft. 1977 was a breakthrough when several types of aircraft were requested for a movie. Despite the short time available, Jean Salis and his personnel managed to reproduce a Nieuwpoort XI, Deperdussion 1931, Fokker-Tri-plane and three Morane A.1. Additionally two Tiger Moths could be purchased which were converted to German Albatross 1916. Later on the fleet was completed with a Dewoitine D.26 and a Stearman PT.17.

Walking around in the reconstruction workplace, is like walking through a real factory. First there is the section 'accessories'. Gradually the products take shape and fuselages appear. Finally there are the end products.

Presently four men are working fulltime, while at least 70 volontiers assist in the evenings and in the weekends. On the 'production line' are two Stampses, a Cub and an Argus.

Also the Fokker DR.1 has been reconstructed. The aircraft was very instable at low altitudes. This resulted in a ripped off left wingtip twice.

***** HIS FLYING CERTIFICATE *****

Working on the restoration of his Caudron G.III, Jean Salis could not properly prepare his test for a flying certificate. As a result he failed but still Jean made performances in his Bleriot. But as things happen, the authorities became aware of this fact and one day came to visit him. Normally these tests were taken only every two months but for Jean an exception was made. It was on the Caudron, Jean successfully flew his test and got his certificate.

TOP: Everything started with this Bleriot XI replica. Introducing the new registration series, F-PERY changed into F-ACBB. To prevent damage to the fuselage, the aircraft is carried by its tail.

ABOVE: At the moment Caudron G.III is grounded and was noted at La Ferté in dismantled condition. (M.Keljser)



STORAGE AT LA FERTE/ETAMPES

Not all aircraft are owned by Jean Salis. The 'Escadrille du Souvenir' also owns a few examples of the collection. The squadron of souvenirs was founded by Gaston Decoop and Jean Salis and was intended to support participation of historical aircraft during various air meetings. This way the fleet would gain much publicity and subsequently the squadron has now 300 registered members.

Participation in air meetings of the Armee de l'Air provided a good relation with the air force, which makes it possible to buy certain aircraft parts at low prices or some times even for free. Even complete ex-air force aircraft are now owned by the squadron e.g. S.E.Mistral, Bimoteur Sibel, Nord 3202, Nord 1103 and an MS.733.

Jean Salis' collection and the aircraft of the squadron had grown so big that the available hangars were soon too small. In 1972, an hangar of the French Army at nearby Etampes could be used to shelter the aircraft. But still not all aircraft could be parked inside. When a new hangar was built at La Ferté it was decided to keep all aircraft of the squadron at Etampes and move Jean Salis' aircraft back to La Ferté.

Just after the death of his father, Jean Salis also founded an association called 'L'Amicale de Jean Baptiste Salis' (Friends of JBS). Members of this association are the various owners of private aircraft operating from La Ferté. It is amongst this group, Jean Salis has his biggest fans and also the greatest support. Some of the members financed complete re-constructions while others voluntarily repair the aircraft or transport them to where ever necessary for an air display.

BELOW: On the day of FLASH's visit, Zlin F-209V was delivered. This Zlin is the third airworthy example at La Ferté.

MIDDLE: Believe it or not but it is a Stamps SV.4.

BOTTOM: A 'flight-line' of six ex-ALAF Nord 3202s.



SNCASE Mistral No.50 moved to Etampes when Base Aerienne Auxerre was closed down. The aircraft had acted as gate-guard.

LA FERTE AS SCRAPYARD

Following a winding path to the top of a hill, the wood suddenly makes way for an old farmhouse and some hangars. The wide grass strip in front of these buildings is La Ferté-Alais.

In every corner of the airstrip, remains of old aircraft can be found. For their reconstruction activities, the workers at La Ferté collect everything what can be bought for a song. Mentioning a few items present are:

- 5½ fuselages of Morane Saulnier 505s (French version of the Fiesler Storch).
- Wrecks of a SIPA P-BLKK. Used in various films representing a Messerschmidt.
- Nine fuselages of Nord 3202s. Withdrawn from use by the French Army, 44 of these aircraft were bought by Jean Salis and 31 examples resold in the U.S. and 4 in France.
- Passing a hangar with an unbelievable amount of fuselages, wings and other remains of the most weird looking aircraft, a small path leads back into the wood. Overgrown by weath and bush, are 15 ex-French AF Harvards. All have been stripped of essential parts for use on Harvards still flying. Aviation enthusiasts have also contributed to this process which makes it impossible to identify some of the Harvards. Yes, missing construction-plates.

An important warning for everyone who wants to see the Harvards:

The wood houses snakes. Worse seems to be the watchdog of the Salis family, which is sometimes looking for these snakes.

Totally 80 historical aircraft are owned by Jean Salis and Escadrille du Souvenir. Maintenance of this fleet demands great sums of money. Half the costs can be paid from the annual air meetings. The other half comes from contribution of the two associations, donations and of course the movie companies.

Although the movie companies invest much money in creating realistic scenes for their films, the lack of time for proper preparations is a big problem. 'No good copy can be built in such a short time' according to Jean Salis 'In such a case the aircraft contains too many compromises. Some have been rebuilt so badly, I haven't taken them up in my collection. More over, building a replica takes about three times longer than to rebuild an existing frame'.

To balance the budget in the future, plans are made to keep three or four big air meetings with these historical aircraft. To reduce money on travelling from air show to air show, these big events could be held in four different areas in France or even abroad. If these plans become reality, this would guarantee an enormous publicity. In the meantime, La Ferté-Alais is the only place to see the whole collection. Every year around June, an air meeting is organized. So, who ever intends to go to Paris for a weekend around this period - a visit to La Ferté is worth every penny and well spend. □

DUTCH REGISTER OCTOBER, 1979



Reg.	Type	C/n	Remarks
PH-AAK 2934	McDonnell Douglas DC-10-30	46982	Citicorp Leasing Ned. b.v. (new)
PH-AAK 2934	McDonnell Douglas DC-10-30	46982	Citicorp Leasing Ned. b.v. to YV-... (out)
PH-ADW 1926	Reims Cessna F.172L	0841	M.G.W.Driessen e.a. to Air Service Holland (out)
PH-ATV 1629	Piper PA-30	30-1929	H.Lawson to (out)
PH-BIT 2936	Reims Cessna F.172N	1863	Air Service Holland b.v. to Vlbdf Midden Zeeland (out)
PH-BRO 2728	Piper PA-32RT-300T	32R-7887053	Ir. W.C.A. van Heesewijk/ Bureau v. Ruimtelijke Orden. to Holding van Heesewijk (out)
PH-CWA 925	Piper PA-18-125 Super Cub	18-2065	W.van Duin to (out)
PH-EAH 2905	Piper PA-28-181 Archer II	28-7990445	Netherlands European AS b.v. to G.Huizinga (out)
PH-ECT 2903	Reims Cessna F.150L	0883	Air Service Holland b.v. to (out)
PH-EDY 2786	Piper PA-38-112 Tomahawk	38-78A0467	G.Huizinga to Netherlands E.A.S.BV (out)
PH-ENK 2711	Reims Cessna F.150M	1357	Air Service Holland b.v. crashed (out)
PH-FCR 2940	Fokker F.27-600 Friendship	10177	Fokker-VFW b.v. ex PH-FCR, JA-8301/8601 PK-PFW (new)
PH-GEO 2913	Reims Cessna F.172N	1837	Air Service Holland b.v. to Geosens b.v. (out)
PH-HOP 2257	Hughes 269B	25-0163	Armita Nederland b.v. C. of A. expired (out)
PH-JBD 2199	Reims Cessna F.172M	1207	A.W.van de Haar crashed (out)
PH-JPG 2566	Cessna 310Q	310Q-0687	Air Service Holland b.v. to Ankersmit's Fabrieken (out)
PH-KAM 2935	Piper PA-34-200T	34-7870272	H.A.Kasteijns b.v. to (out)
PH-MDF 2945	Reims Cessna F.172N	1842	Air Service Holland b.v. to M.G.W. Driessen e.a. (new)
PH-MGI 2945	SIAT S.205-20/R	349	F.Dorbema ex I-LMGI (new)
PH-NTR 2943	Robin DR.400/180	1441	Lion Toys (new)
PH-PLK 2089	Gardan GY-80-180 Horizon	239	Dimco Handelsmaatschappij b.v. to Hodo (out)
PH-PRM 2914	Piper PA-44-180	44-7995279	Netherlands European AS b.v. to Visser Nederland BV (out)
PH-RPG 2944	Reims Cessna PR.172K	0644	Staat der Nederlanden, Ministerie van Justitie, Dienst Luchtvaart v/h Korps Rijkspolitie ex PH-... (new)
PH-SBP 2942	Piper PA-28RT-201	28R-7918267	Nationale Luchtvaart School (new)
PH-ZBU 2929	Fokker F.28-4000 Fellowship	11133	Fokker-VFW b.v. to G-.... (out)
PH-207 2941	Gövier III	417	J.M.Louwinger e.a. ex PH-207 (522) (new)
PH-281 955	Ka 7	7056	Delftsche Studenten Aeroclub to (out)
PH-358 1385	Ka 6CR	6645	Eerste Zeeuws Vlaamse Aeroclub to (out)
PH-456 2357	AS-K 13	13439	Venlose Zweefvliegclub to Zuidhollandse Vlc. (out)
PH-554 2489	Astir CS	1442	Loonbedrijf G.Kurstijens BV to X.L.M. Konings (out)
PH-613 2689	LS 3-a	3178	BV Handels- en Adviesbureau to J.L. de Jong e.a. (out)



