

FLASH

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"FLASH" is a monthly appearing, non-professional magazine specialized in military aviation.

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PREFACE:

Dear Reader,

This month we are presenting you a special issue of FLASH magazine. Although we are obliged to do so in a way because you missed the August issue, you will notice that this one contains considerably more pages than usual. You also know that we have certainly something to celebrate: FLASH magazine is two years old now!!

Therefore we have made this issue as interesting as possible. We hope that this will also be your opinion.

In connection herewith, we wish to put your attention on the fact that we still have a membership-campaign running(see attached sheet). You will notice that we can offer you only a few movements.

Next month, however, you can be sure that all the movements you sent in will be published! That's our promise.

By the way, if you have any info on the French AF, please let us know, because next month we will resume our FAF article

To end with we want to express our sincere thanks to all persons and offices who have given their cooperation to the realization of this last issue of the second volume!

Have fun with this issue.

The Editors

Regular correspondents:

P.A.Jackson (U.K.)
J.Chenot (France)
C.Brushi (Italy)
F.Balboni (Italy)
G.J.Bouma (Holland)

For this issue our special thanks to:

H.Koning
E.Bogaards
B. Marselis
S.G.Volkel
H.van Leeuwen

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-All advertisements in FLASH are free of charge.

-Please do not publish any information out of FLASH elsewhere without permission from the editors.

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FRONT PAGE PHOTOGRAPH: Returning at Larissa AB, Greece, after a sortie to the Ambelon gunnery range is Corsair 154415 from VA-15 ("Valions"), normally based at the aircraft-carrier Roosevelt. It's one of the 4 Corsairs which participated in the "Best Hit" air tactical weapons meet. For a detailed report of this event see page 9,10,11,12 and 13.

Photo by F.Klaassen.

DISPLAY - REPORTS

Dubendorf 24 June 1972

H. Koning.

<u>Hunter Mk 58</u>	<u>Vampire FB6</u>	<u>PC-6A (Pilatus-porter)</u>	
J-4039	J-1191	V-620	
J-4047	J-1111	V-619	
J-4066		V-617	
J-4055	<u>Vampire T55</u>		
J-4044	U-1227	<u>Venom FB50</u>	<u>Mirage 3S</u>
J-4076	U-1216	J-1515	J-2324
J-4072	U-1206	J-1785	J-2312
J-4061	U-1159	J-1563	J-2310
J-4028	U-1229	J-1639	J-2304
J-4029	U-1082	J-1751	J-2307
J-4084	U-1231	J-1787	
J-4053	<u>Alouette III</u>	<u>Junkers Ju-52</u>	<u>Mirage 3RS</u>
J-4074	V-211	A-702	R-2110
J-4097	V-216	A-701	R-2111
			R-2116
<u>Pilatus P-2-06</u>	<u>Alouette II</u>	<u>Dornier Do-27</u>	<u>Pilatus P-3</u>
U-136	V-61	V-607	A-823
U-134			A-806

Toul-Rosieres 25 June 1972

G.J. Bouma

F-100D:	11-RA 42194	11-RC 42133	11-RD 42129	11-RE 42125
	11-RH 42130	11-RM 42295	11-RO 52736	11-RT 42130
	11-RV 42122	11-MA 42211	11-MB 42165	11-MC 42169
	11-MD 42156	11-ME 42196	11-MF 42249	11-MG 42167
	11-MJ 42186	11-MK 42223	11-MM 42205	11-MO 42185
	11-MQ 42154	11-EB 42136	11-EC 42212	11-ED 42163
	11-EF 42272	11-EH 42204	11-EJ 42235	11-EK 42239
	11-EL 42246	11-EM 42148	11-EN 42264	11-ER 42157
	11-ES 42166	11-EV 42203	11-ET 42160	camouflaged
F-100F:	11-RK 63937	11-RW 64017	11-RX 64014	
	11-EL 64009	11-EX 63941		
N2501 :	62-QF 208	63-BD 138		
CM170 :	19 (ex LG)	11-OI 70 (ex AD)	85	
Mirage IIIE:	3-IO 494			
Mirage IIIR:	33-NR 319		T-33A: 11-OJ 53093	
Mystere IVA:	7-CQ 241		MD312: 187	
Vautour IIN:	30-FD 365			
MH1521M:	OB 10			

Gilze-Rijen 26 August 1972

FLASH

On 26-8 the second Open Day of the R. Neth. AF was held at Gilze-Rijen. Although there were no foreign aircraft it was an interesting day, especially the mass scramble of the complete 316 squadron. Special thanks to major H.P. Hendriks who made this report possible.

Static: E-29 Fokker S-11
 R-171 c/n 54-2461 Super Piper Cub
 K-3021 NF-54 316squadron Gilze-Rijen
 N-305 Hunter T-7 (fuselage on a motor-lorry)
 D-8342 F-104G 322/323 squadron Leeuwarden
 A-414 c/n 1414 Alouette III

Flight: H-67 Alouette III SAR
 A-482 alouette III c/n 1482

Hangar: E-27, 11, 15, 1, 26, 14, 20 Fokker S-11
 R-139, 182, 169, 138, 113 Super Piper Cub

Gilze-Rijen cort.

Show: R-159, 163, 130, 175, 172, 173, 162, 154, 155 Piper Cub
 E-24 Fokker S-11
 C-7 F-27M Troopship 334Sqn
 VN246 Wasp AH-12A MLD (Van Nes)
 V256 Atlantic SP-13H MLD
 V206 Neptune MLD
 K-3023, 3010, 3015, 3027, 3043, 3049, 3054, 3063, 3065, 3066 NF-5A 316Sq
 K-4011, 4020, 4024, 4028 NF-5B 316Sqn
 D-6655, 6667, 8053, 8098, 8110 F-104G 322/323Sqn Leeuwarden

Bitburg (Armed Forces Day) 26 August 1972:

FLASH, S.G.Volkel

Static: 24534, 24550 Huskie USAF	JR68-042 F-111E USAF
SP54-531 EB-66C USAF	FB64-549 C-130E USAF
BU68-508 F-4E USAF	CVP Alouette III French Army
16684 UH-1B U.S.Army	12-XN 53107 T-33A FAF Cambrai
104760, 104786 CF-104G CAF	431Sqn Soellingen
BT66-566, 706, 768, F-4D USAF	
32-86 c/n 91-556	
33-14 c/n 91-585 G-91R3 Luftwaffe	LekG-43 Oldenburg
35-23 s/n 69-7470	
35-42 s/n 69-7489 RF-4E Luftwaffe	AKG-52 Leck
13-PE c/n 500 Mirage IIIE FAF	13Esc. Colmar
12-YG c/n 69 Mystere B.2 FAF	12Esc. Cambrai
14904 (ex PX-P) F-5A R.No.A.F.	
97135 (ex PX-V) F-5B R.No.A.F.	
FX86 c/n 9147 F-104G BAF	1Wing Beauvechain
OT-ZAA RM-1 Pembroke BAF	
XN793 A Lightning F.2A RAF	92Sqn Gutersloh

show: FX-43, 68 F-104G BAF "The Slivers"
 FX-80 was reserve a/c
 XW302, 307, 364, 409 Jet Provost T.5 RAF "Blades"
 XW299 was reserve a/c
 95827 HC-130N and 5797 HH-53C

Ramstein (Armed Forces Day) 27 August 1972:

S.G.Volkel, H.v.Leeuwen

Static: 24546, 24519 HH43 Huskie USAF	40ARRW/Det 4
90014 C-5A USAF	437MAW
0-80055 KC-135A USAF	50272 C-141A USAF
0-33535 C-131D USAF	437MAW
18457 CH-54A U.S.Army	96607 UH-1N USAF
11151, 11150 Cessna O-2A USAF	7 S.O.S.
K-4021 NF-5B R.Neth.A.F.	15486, 13156, 13150, 57926 UH-1P USAF
0-15116 c/n 248 T-29B USAF	15650 UH-1H U.S.Army
50-73 c/n D110 C-160 Luftwaffe	92-25 P-149D Luftwaffe
312-BF c/n 17 Noratlas FAF	4-BS c/n 611 Mirage IIIE FAF
104891 CF-104G CAF	AD c/n 76 Nord 262 FAF
SP54-539 EB-66C USAF	OT-ZAA RM-1 Pembroke BAF
18828(wreck), 0-63682(wreck), 70685, 0-70561, 0-61790, 0-80696, 0-61789,	70-74 UH-1D Luftwaffe
70594, 0-70749, 0-70746 T-33A USAF	HTG-64
RS69-250, 253, 264, 247, 249, 259, 267, 266, 237, 263 F-4E USAF	16015 AH-1G U.S.Army
RR65-901, 873, 927 RF-4C USAF	JT68-057
31-41 c/n 91-409 G-91R Luftwaffe	
35-34 RF-4E Luftwaffe	LEKG-42 Pferdsfeld
21-90 c/n 7059 F-104G Luftwaffe	AKG-51
VB529, VE536, VF563, 541VG, VH542, VI562, VK545, WM561, VN576, 565, 564 All	ZS63-567, 565 F-4C USAF
CM-170R's of Patrouille de France	
FX80, 43, 68 F-104G BAF "The Slivers"	
XW302, 307, 364, 409 Jet Provost T.5 RAF "Blades"	
WR64-818 F-4D USAF	81TFW/78TFS
95827 HC-130N and 5797 HH53C USAF	both of 67ARRS

THE ROYAL AIR FORCE GERMANY

PART 5

Compiled & written by J.v.Tuyn
and J.A.Engels in cooperation
with W.& H.Mennen, RAFG HQ, F.Roos
G.Heinrichs and W.Mol.

Present Flying Stations

1--RAF Gutersloh
technical data:

main-runway: 09-27
field elevation: 235 ft
runway length: 7400 ft

This is the RAF's only operational airfield east of the Rhine, 68 miles from the East German border.

At the moment it houses Nos 19 and 92 Sqs Lightnings and it is also used by trooping transports.

Gutersloh has been a base of the Luftwaffe in WWII and operated Junkers JU52/3M aircraft. The Royal Air Force took over in 1945 and has made the field ready to receive heavier aircraft.

It has been one of the main bases used in the Big Air Lift and it is now one of the busiest airfields in W.Germany.

Perhaps we will see the RAF's Jaguars here in the near future? Its predecessor, the Hawker Hunter has now retired. The Lightnings will stay in service at this base for a few more years.

2--RAF Bruggen
technical data:

main-runway: 09-27
field elevation: 241 ft
runway length: 8100 ft

This airfield is situated right ON the border of Holland and W-Germany near Roermond; it was completed in July 1953; the construction took one year!

At the moment it is a home for:

NR 14sq	Phantom	FGR2
NR 17sq	Phantom	FGR2
NR 31sq	Phantom	FGR2

3--RAF Wildenrath
technical data:

main runway: 09-27
field elevation: 291 ft
runway length: 8100 ft

This airfield is also situated near the W-German/Dutch border. It has been a Canberra base for a long time; it houses the Commands Communications Squadron (NO 60) and it is a trooping/transport Air Base at the moment; operational fighter Sqs at the moment are:

3 Sqn Harrier GR1
4 Sqn Harrier GR1
20 Sqn Harrier GR1

Further on it houses:

60 Sqn Commun. Flight
18 Sqn C Flight Wessex HC-2
25 Sqn B Flight Bloodhound 2
131 Sqn Flight Brit. Army

4--RAF Laarbruch
technical data:

main runway: 10-28
field elevation: 105 ft
runway length: 8000 ft

This Air Base is one of the largest and most modern military airfields in Europe, built in only 12 months in a forest and completed in 1954. Its 2 primary roles are to contribute to the nuclear deterrent and to provide a nuclear strike force for NATO/SACEUR and a tactical recce service for SACEUR.

At the moment are present:

- No 2 Sqn Phantom FGR2
- No 16 Sqn Canberra/Buccaneer
- No 15 Sqn Buccaneer S2

Other Units:

- RAF Hospital Wegberg: a fully equipped military hospital to provide medical facilities, primarily for RAF personal in W-Germany.
- There are a number of smaller units throughout the area of which RAF-Germany has the responsibility. They are mainly concerned with movements and communications. Typical of these is the RAF Movements Unit at Dusseldorf which coordinates the movements of all RAF surface freight throughout Germany and between Germany and the U.K.

RAF Germany in NATO

It is possible to say that RAF Germany is more closely connected with NATO's Allied Command Europe (ACE) than any other part of the RAF.

It is responsible for protecting some 60,000 square miles; this area covers the North and Middle of W-Germany.

To defend this area, 2 ATAF gets under its command in wartime, fighter aircraft for defensive operations, fighter-bomber squadrons to support NATO land forces, reconnaissance sqs. to supply info for army and air commanders and bomber Sqs. to get heavier bombardment of enemy targets. Nike and Hawk ground-to-air missiles and Sqs. of RAF Bloodhound ground-to-air missiles also form an essential part of the air defence.

All this provided by Sqs from 4 Air Forces: from the Luftwaffengruppe Nord of the West German Air Force, RAF Germany and from their own countries: the R.Neth. AF and the BAF.

South of the 2 ATAF area lies an area with a similar formation: 4 ATAF, which comprises Sqs. from the German, American and Canadian Air Forces. These 2 Allied TAF's form the AFCENT as for the air defense.

It has now become clear that RAF Germany forms an integral part of the NATO. Although it forms only one of the 4 national "Wings" of 2 ATAF, it has a big influence on possible war operations.

Also the fact that RAF Germany will be completely provided with new flying material (Harrier, Phantom, Buccaneer and Jaguar in the near future) enlarges its power. These aircraft are replacing the Canberra and the Hunter, so that RAF Germany will have more diverse aircraft on strength.

The Command has become the major RAF user of both the Harrier and Phantom and will get a strong force of Buccaneer aircraft. Other aircraft in the Command include a Sq. of Wessex HC-2 tactical transport helicopters which support No 1 (BR) Corps, BAOR-the only RAF Germany unit with the specific task to assist a Brit.Army unit.

RAF Germany also has its own Sq. of Pembroke comm. aircraft.

No description of RAF activities in Germany would be complete without mentioning Berlin, where the RAF has an airfield at Gatow.

Gatow--technical data:

field elevation: 160 ft

main runway length: 6000 ft

RAF Germany has also an Air Safety Centre at Gatow, one of the few surviving aspects of 4-power organisation. There are about 100 services daily into and out of Berlin and the British controller at the centre handles up to 80 movements a day.

The new and last squadrons of this time:

NO. 130 Sqn.: Location of the squadron:
Bruggen : Aug 1952 - April 1957
 Disbanded on 30-4-1957

Equipment:

Vampire FB5 (Aug 1953-Feb 1954)		
VV542		
Sabre F1/F4 (Feb 1954 - Jun 1956)		
XB682 V	XB800	XB949 Z
XB706 U	XB918 R	XB985 V
Hunter F4 (May 1956 - April 1957)		
WT805 X	XF294 B	XF298
XF292 A	XF295 C	XF359
XF308 F	XF318 Z	XF360
XF321 G	XF264	XF361
XF357 T	XF297	XB680 Y

NO. 145 Sqn.: Location of the squadron:
Celle : May 1952- October 1957
 Disbanded 15-10-1957

Equipment:

Vampire FB5 (1952 - 1954)		
VV614 B:H	VZ320 B:F	WA386 B:P
VV666 B:G	VZ866 B:E	WA106 B:V
VZ175 B:C	WA118 B:X	
Venom FB1 (May 1954 - October 1957)		
WK394 F	WK428 O	WR418 G (FB4)
WK419 H	WK497 K	WK497 K
WK420 A		

NO. 149 Sqn.: Location of the squadron:
Alhorn : Aug 1954 - September 1954
Gutersloh : Sept 1954 - Aug 1956

Equipment:

Canberra B2 (Aug 1954 - Aug 1956)		
WH711	WJ567	WJ564
WH885	WJ612	WJ627
WJ973		

NO. 213 Sqn.: Location of the squadron:
Alhorn : March 1956 - August 1957
Bruggen : Aug 1957 - December 1969
 Disbanded on 5-12-1969

Equipment:

Canberra B(I)6 (May 1956 - Dec 1969)		
WT307	WT311	WT322 cr. 23-2-1967
WT312	WT317	WT323
WT313	WT318	WT324 cr. 14-7-1965
WT314	WT319	WT325 cr. 19-8-1968
WT315 cr. 1962	WT320	WT310 cr. 15-1-1962
WT316		XG554

NO. 234 Sqn.: Location of the squadron:
Oldenburg : Aug 1952 - Jan 1954
Geilenkirchen: Jan 1954
 Disbanded

Equipment:

Vampire FB5 (Aug 1952 - Jan 1954)		
VV216 W:W	WA172 W:K	WV230 W:F
WA260 W:D	VZ277 W:E	WA444 W:C

Vampire FB9	(Aug 1952 - Jan 1954)	
WR230 W:A	WR242 W:B	WR247 W:Q
Sabre F1	(Nov 1953 - June 1956)	
XB575 N	XB680 G	XB817 U
XB589 D	XB727	XB891 A
XB614 J	XB794 V	XB885 D
Hunter F4	(June 1956- present)	
WV332 P	XF300	XF935
WV363 K	XF311	XF936
XF943 A	XF369	XF944
XF986	XF932	XF945
XF991 A	XF934	XF946
WV266 B		XF952

NO. 256 sqn.: Location of the squadron:
Alhorn : Nov 1952 - ?
Geilenkirchen : ? - Jan 1959
 Disbanded in Jan 1959

Equipment:
 Meteor NF11 (Nov 1952 - Jan 1959)
 WD585 B WD642 A WM238 R
 WD631 WD698 WM239
 WD704

NO. 266 Sqn.: Location of the squadron:
Wunstorf : July 1952 - November 1957
 Disbanded 15-11-1957

Equipment:
 Vampire FB5 (July 1952 - 1953)
 VV444 L:J VZ189 VZ262 L:T
 VZ301 VZ341 WA174
 WA361 L:K
 Venom FB1 (October 1952 - May 1956)
 WE326 A:A WE330 A:S WE489 A:H
 WE406 A:A WE457 A:N WE469 A:H
 WK424 WE377 A:L
 Venom FB4 (May 1956 - Nov 1957)
 WR374 P WR430 WR472
 WR377 G WR464 A WR546
 WR383

NO. 541 Sqn.: Location of the Squadron:
Laarbruch & other airfields; time of activity not known

Equipment: Meteor

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*** B E S T H I T 1972 ***

A FLASH report on the annual
 AIRSOUTH FIGHTER WEAPONS MEET
 by J.A.Engels and F.Klaassen.

Also in Southern Europe, NATO countries have their competitions; one of them is called BEST HIT and is being held each year either in Italy, Greece or in Turkey. It is the equivalent of our NATO Tactical Weapons Meet which will be held at the Belgian Air Base of Fl-rennes, next September. The primary aim of the annual competition is, as it is said in important terms: "it serves as an incentive for the continual improvement in the overall weapons delivery capability of AIRSOUTH's air forces". Two of the editors of FLASH Aviation Magazine combined their holiday in Greece with a visit to LARISSE AB where

this year's AIRSOUTH competition was being held (5 and 6 ATAF). We spent three days on the base (July 18, 19 and 20) and so we got a very good impression of what was going on.

LARISSA AB is dated back in 1912 when the first reconnaissance and attack flights for war purposes were carried out during BALKAN war (1912-1913). On the 5th of October 1912 the first wartime mission of the Hellenic AF took place over the enemy front, north of LARISSA by a reconnaissance plane launched from LARISSA airfield.

During World War II, Larissa AB participated with fighter and light-bomber aircraft in all Air Force operations.

In 1951 Larissa AB changed its title to 110 Combat Wing and during the following years was developed to a modern military airfield. Now 110 C.W. is the home of 3 Combat Squadrons (see page 13)

The airfield is located just out of the east part of LARISSA in a 5 min. car drive from downtown LARISSA.

This is where from 13 to 22 July the BEST HIT Meet was held, which brought together pilots from three of NATO's southern regions plus a combined USAF-USN guest team.

Representing the Hellenic Air Force and flying Northrop RF-5's were the 349th Tactical Reconnaissance Squadron (Cobra) from Larissa AB belonging to the Greek 28 Tactical Air Force, which was established at Larissa in June 1952.

Competing for the Italian Air Force and flying Fiat G-91's were the 14th Light-weight Attack Reconnaissance Squadron from Treviso AB. Flying for the Turkish AF in Lockheed F-104G's were the 191th Fighter Bomber Attack Squadron "Cobra" from Balikesir. This is the first year the Turkish AF is using the F-104G in the Meet and NOT the F-100 Super Sabre anymore. A Turkish pilot told us that the F-104G had won an internal Turkish Weapons Competition in which it proved to be better than the F-100D, which will continue serving with the Turkish AF for the years to come anyhow.

Making up the USAF element of the guest team were members from USAFE's 401 Tactical Fighter Wing, based at Torrejon AB, Spain, flying F-4E's. Competing for the U.S. Navy element were Attack Carrier Wing 6 from USS Roosevelt flying Vought A-7B's.

Except for 349 TRS equipped with RF-5A's, Larissa AB houses the 348 TRS flying with RF-84F Thunderflash and the 345 TFS equipped with F-84F Thunderstreak. During the BEST HIT all these aircraft were grounded.

As the Meet proceeded it became clear that the Hellenic Air Force, with its RF-5's was going to capture top honors. Indeed, it ended first place with a record of 714 points.

The 349 TRS received the AIRSOUTH Commander's Trophy, awarded to the highest scoring southern region national team AND the team trophy, awarded to the highest scoring team in the Meet.

As in BEST HIT 1971, held at Eskisehir, Turkey, the USN Air Force guest team, flying A-7B's and F-4E's resp. finished in second place with 686 points.

The third place with 671 points was for the Turkish team flying F-104G's. Finishing last, in fourth place with 662 points was the Italian team flying Fiat G-91's.

The 2733 points scored in this year's Meet was 713 points more than last year's total of 2020.

At the end of the first day, the Greek team was still 5 points down but they took over the leading position on the morning of the second day of the competition. All members of the winning team scored at least 110 points each.

The "Overall Top-gun Trophy" went to the HAF team (Capt. Papaioannou), the "Top Strafers Award" to the USAF and the Turkish AF (Maj. Durmuslar); the "Top Rocketeers Award" went to the USN and the IT.A.F.; the "Top Bombers Award" to the USAF and the Tu AF.

These awards were presented to the teams on July 22 to conclude this year's BEST HIT. Next year it will be held in Italy.

BEST HIT '72

First Week

9 JULY - 15 JULY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
 <p>COMMITTEE ARRIVES 12⁰⁰ - 13⁰⁰</p>	 <p>OPENING CEREMONY 09.00</p>			 <p>COMPETITION FLIGHTS</p>	 <p>RE/SCHEDULING</p>	
 <p>BRIEFING 14⁰⁰ 14⁰⁰ - 18⁰⁰</p>	 <p>GENERAL BRIEFING 10.00</p>				 <p>EXCURSIONS</p>	
 <p>ARRIVAL OF THE TEAMS</p>	 <p>Team Captain's briefing 13⁰⁰</p>	 <p>110 C.W. Commander's Dinner</p>	 <p>Navigation and Range Familiarization FLIGHTS</p>			
	 <p>OPENING RECEPTION 19⁰⁰</p>	<p>19.30</p>				

BEST HIT '72

Second Week

16 JULY - 22 JULY

SUNDAY

EXCURSIONS



MONDAY

COMPETITION FLIGHTS



RECEPTION AT
VOLOS
GREEK FOLK DANCES



TUESDAY

COMPETITION FLIGHTS



WEDNESDAY

COMPETITION FLIGHTS



THURSDAY

COMPETITION FLIGHTS



FRIDAY

COMPETITION FLIGHTS



RECEPTION AT
VOLOS
GREEK FOLK DANCES



SATURDAY

COMPETITION FLIGHTS



RECEPTION AT
VOLOS
GREEK FOLK DANCES



RESCUING



10.00-11.30



FINAL CEREMONY

11.30



FINAL RECEPTION



Departures

20.30



AMBELON
WINE
FESTIVAL

19.15 28 TAF'S COMMANDER
RECEPTION

20.45 COMAIR/OUTH
DINNER
AT VOLOS



From this place we would like to thank the Hellenic Air Force for its cooperation and especially Lt. Mourikis without whose help this article would not have been possible.

Registration-Record BEST HIT 1972:

RF-5A HAF : 01620, 01621, 97165, 97164, 97166, 97167, 97173.
 F-104G TuAF : 12613, 22336, 22325, 12621, 12732, 13644, 22313, 22328.
 F-4E USAF : 68404, 68375, 67238, 68382, all code "TJ".
 A-7B USN : 154440 (404), 154452 VA87 (402), 154513 (306), 154415 VA15 (303).
 G-91 ItAF : 2-3, 2-4, 2-6, 2-9, 2-31.

Visitors & Resident aircraft:

G-91T ItAF: 8-22, 8-25.
 Mirage IIIE FAF: 3-IT (584), 3-IJ (556).
 F-5B HAF: 89090, 89092.
 C-119 ItAF: 46-24.
 F-84F HAF: 26879, 26911, 26789, 27061 and others.
 RF-84F HAF: 28730, 28732, 28717, 28740, 28763, 11259 and others.
 C-47 HAF: 316406, and others.
 UH-1 HAF: 70-4507, 90-4, 10.
 L-23 US Army: 15891.

We wish to combine this article on the BEST HIT 1972 with a short survey on the organization of the Hellenic TACTICAL Air Force:

28 TAF	: 110 Combat Wing	348 Sqn Larissa	RF-84F
	(10 Larissa)	349 Sqn Larissa	RF-5A
		345 Sqn Larissa	F-84F
	111 Combat Wing	337 Sqn Achialos	F-5A/B
		341 Sqn Achialos	F-5A/B
		343 Sqn Achialos	F-5A/B
	114 Combat Wing	342 Sqn Tanagra	(T)F-102A
		335 Sqn Tanagra	F-104G
	115 Combat Wing	338 Sqn Soudha	F-84F
		340 Sqn Soudha	F-84F
	116 Combat Wing	336 Sqn Araxos	F-104G
	117 Combat Wing	339 Sqn Andravida	F-84F

NEWS ----- NEWS ----- NEWS

- The third R.Netherlands AF NF-5A that crashed (18-7-1972) is K-3064 of 316 Sq, which suffered for engine-failure; the aircraft came down near Beusichem, killing its pilot.
- Two Belgian Starfighters of the 10th Wing at Beauvechain had a mid-air collision in July. The pilots ejected safely; according to some rumours the aircraft in question should be from the well-known Belgium stunt-team "The Slivers". Crash: 10-7-1972. Probably FX11 and FX23 ???
- During a few weeks in July, Thunderstreak P-231 (314 Sqn badge on tail) was to be seen in "Wonderland", a childrens play-ground in Eindhoven.
- USAF's new method of coding their aircraft has resulted in several changes already. Both RF-4C's and F-4E's of 26 TRW at Ramstein are being coded "RR"; at Woodbridge and Bentwaters all F-4C's and F-4D's are receiving "WR" ; at Lakenheath F-4D's are now recoded "LD". The first EB-66C of 52 TFW has been observed with the new "SP" (Spangdahlem) code, instead of "BV".
- R. Norw. AF found a new way of coding their aircraft; the squadron codes (FN, AZ, PX, etc.) have disappeared and only the last three figures of the serial are painted on the tail.

Brief comment on the photographs on the following page(s):

1. While Fiat G-91R 2-31 is awaiting clearance for take-off, Phantom TJ/68382 is coming in to land; busy days for the Larissa air-traffic control! Next year it's up to the Italian Air Force to organize the BEST HIT.
Photo by F.Klaassen.
2. Larissa is originally a Thunderstreak and Thunderflash base of the Hellenic Air Force and one of the many F-84Fs we observed (26789, probably ex Luftwaffe) is seen on this picture. Most aircraft were in a somewhat shabby condition.
Photo by J.A.Engels.
3. The first Larissa F-84F pilots are already converting to the F-5, seen here is one of the F-5B belonging to the conversion unit. These F-5B's were used as chase planes during the BEST HIT.
Photo by F. Klaassen.
4. Two Alouettes III formed the delegation of the Aeronavale, the French Navy, to the 6th International Helicopter Search and Rescue Competition. The team was supported by a Super Frelon, which also stayed at Lee-on-Solent during the entire meet
Photo by J.A.Engels.
5. The largest competing helicopter was this Sikorsky S-61N, U-280, one of the two, representing the R.Danish Navy; the great advantage of these larger types lies in their stability.
Photo by F.Klaassen.
6. One of the Hellenic Air Force RF-5A's, perpetuated while landing at Larissa AB. Last year, when the meet was held in Turkey, the Greeks were using camouflaged F-5's.
Photo by F. Klaassen.
7. In 1973 the International Helicopter Rescue Meet will be held in Germany, although this was the third time in succession that a British team won the competition. This ought to include that the Royal Navy is to organize the meet next year once again, but fortunately Herr Willy Brandt felt sorry for the British taxpayer. As a small tribute, a portrait of this Bundesmarine H-35J.
Photo by J.A.Engels.

Brief comment on the photographs on page 25 (last page):

8. One of the very last C-47's in actual service with the BAF is OT-CND, which we observed at Melsbroek. The aircraft are used for freight-transport and base-flight duties only and will soon make their last flight: to Koksijde, the storage base of the BAF
Photo by F.Klaassen.
9. A unique aircraft in West-European skies has always been the Fairchild C-119 Packet or "Flying Boxcar", its pet-name. Like its Italian brothers and sisters the Belgian Packets are being replaced by the Lockheed Hercules. Probably the last photograph of this plane ever to be published in FLASH is printed on page 25 . Take a good look at it.
Photo by F.Klaassen.
10. During the "Flugmeisterschaften" in Dubendorf (Switzerland) this picture of Vampire U-1231 was taken. On page 4 you can see what you have missed
Photo by H.Koning.
11. The winning team of last year was the Turkish, equipped with Super Sabres. This year they participated with Lockheed Starfighters. Note the change of the Turkish roundel, from red square to a circle, colours: white and red. The F-104 you see on this picture, 22336 s/n 62-12336 is a former Spanish AF aircraft. Photo by J.Engels.





6th HELICOPTER MEET AT LEE-ON-SOLENT

a FLASH report by J. A.
Engels and F. Klaassen.

From 6-13th July the 6th International Helicopter Search and Rescue Competition was held at H.M.S. Daedalus, Royal Naval Air Station, Lee-on-Solent, England.

FLASH visited the competition and flew by R.Neth AF Fokker F-27 C-8 from Soesterberg to Lee-on-Solent in 1½ hours on July 12.

Last year the Meet was held at the Royal Air Force base at West Raynham, also in England. The reason why it was to be held in the same country this year lies in the fact that the Royal Navy was the big Winner last year and so, traditionally, the Royal Navy had to organize the next competition.

Participating countries this year were: England (Royal Navy & RAF equipped with Whirlwind and Wessex), Netherlands (Navy and Air Force equipped with UH-1D and Alouette III), W-Germany (Navy and Air Force equipped with H-34J and UH-1D), Denmark (Navy and Air Force equipped with Alouette III and Sea King), USA (USAF equipped with HH-43B), Belgium (Air Force equipped with H-34J), France (Navy equipped with AB-204B).

The teams were meeting in three sections: navigation, scramble and precision winching. It was the last part which we could attend.

The Royal Navy proved to have the best SAR-team (score:3830 points) again, for their team received top honors and they will be the possessors of the Henri Dunant Trophy for the coming year again. The awards were presented to the teams by the Second Sea Lord on July 13.

The Royal Navy will NOT organize the SAR-Meet next year, for the W-German Air Force has offered to do so.

The winning team competed with the Wessex XM326 code 421 and XS888 code 420 of the Portland Rescue Flight.

The RN was brilliant: they also received the Netherlands Individual Crew Challenge Trophy for the Best Crew Overall, the RFD-GQ Trophy for the Winner of the Precision Winching Event and the Westland Trophy for the Navigation Event.

In second place with a score of 3707 points ended the USAF which received the Rolls Royce Trophy for winning the Scramble Event and the Kaman Aerospace Trophy for the Second Best Team Overall. The USAF participated with 2 HH-43B Huskies (24521 and 0-91564 of Det. 20, 40 ARRW, Woodbridge).

Third place was occupied by the RAF with 3694 points. For that performance the team received the Fulmar Trophy for the Third Best Team Overall. They used 2 Whirlwinds in the competition: XP350 and XP352.

Fourth place (3581 points) was for the Royal Danish Air Force which competed with Alouette IIIs: M-019 and M-070.

Their colleagues of the Danish Navy ended fifth (3528 points) with their Sea Kings: U-280 and U-275 from 722 ESK.

Our own R.Neth. AF ended on the sixth place (3507 points) which was rather disappointing, knowing the capabilities of our SAR team. As usual our team used the Alouette III: H-20 and H-75.

The Belgian AF team working with H-34's: OT-ZKD (B4) and OT-ZKE (B5) finished after our team on the seventh place.

Also less than expected was the performance of the Royal Netherlands Navy, they occupied the eight place, with 3221 points, using Bell UH-1D: V228 and V226.

The 9th place appeared to be reserved for the French Navy team, which did not participate last year. They threw the Alouette III's 450 and 278 into action.

The last three places were finally occupied respectively by the WGAF, equipped with UH-1's: 70-96, 71-08 and 70-47 from 64 WRKE, the W.G. Navy, equipped with H-34J's: 80-94 and 80-98 from SAR Flt. Kiel and the It. AF team, equipped with Agusta Bell 204B's: 15-28 (MM80331) and 31-20 (MM80470).

Concluding it can be said that the HELI MEET is a most interesting happening for an outsider to attend each year. We would not like to miss it in future.

The editors of FLASH magazine wish to thank the LUCHTMACHT VOORLICHTINGS DIENST for its cooperation.

Visiting aircraft on Lee-on-Solent:

Pembroke :OT-ZAC RM-3 of the BAF.
HH-3E :13630 of the USAF.
Super Frelon:20 C (No. 120) of the French Navy.
Sea King :09-50 of the W.G.Navy.

Resident aircraft on Lee-on-Solent:

Scout :XT634 of the Royal Army.
Devon :XJ350, XK895 of the RN.
Heron :XJ319, XR445 of the RN.
Wessex :XM329 (533), XS120 E, XP149, XS125, XP116, XS881, XV677,
XS869, XT784, XT770.
Whirlwind :XJ734, XL880, XA870, XA866, XN308, XA868, XJ399, XG574,
XK944, XN314, XK911, XN305, XN259, XJ763 (RAF), XR486 (RAF).
Hunter T8 :XL589, XF357.
Sea Prince :WP309.
Sea Vixen :XN706 (127) E, XJ521 (706) VL.
Sea Hawk :WV828.
Pembroke :XL929 (RAF).

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THE 7206th SUPPORT GROUP GROUP, USAFE.

a FLASH report by F.
Klaassen and H.Engels.

About 5 kilometres south of the capital of Hellas, Athenai International Airport is situated, a very interesting airfield for several reasons. Besides the civil part, the base houses both the Hellenic Air Force's overhaul centre (we observed several F-84F's, T-33A's, Dakotas and Noratlasses), and the 7206th Support Group, part of USAFE and subject of this article.

An ancient Greek phrase: "Ta' Pitideia Parehomen" (We Provide Support) is the motto and mission of the 7206th Support Group, which provides administrative and logistical support to U.S. units and organizations throughout Greece, the Middle East and Northern Africa. Two support squadrons and one detachment, which are located on the Greek airbases at Araxos, Tanagra and Larissa also belong to the 7206th Group. HQ are located on Athenai Airport.

The 172-acres base is adjacent to the city's international airport, and runways, control tower and navigational facilities are operated by the Greek National Aviation Authority. The group operates three USAF C-47's (probably the last 3 in Europe!) and two NATO VC-131 aircraft to conduct support missions. The base also services transient U.S. military and NATO aircraft. Approximately 1250 USAF personnel work at Athenai airport, which makes the 7206th together with the 32th TFS at Soesterberg, the smallest USAFE unit.

Browsing in the historical archives we find out that the 7206th Support Group's direct ancestor, the 7206th Air Base Squadron was organized at Athenai on April 1, 1954. This squadron, a unit of USAFE's Seventeenth Air Force had detachments in Turkey and Italy was assigned for the air operations from Athenai. Shortly after its establishment the 7206th Air Base Squadron was operating a daily flight with C-47's from Athenai to Ankara, Izmir and Rome. Renamed 7206th Support Group in 1955 it provided air transportation with C-47's and C-54's on scheduled flights to Ankara, Izmir and Wheelus Field in Libya; evacuated medical patients from Greece, Turkey and Italy to Wheelus Field and provided administrative and logistics support to organizations in Greece, Turkey, Italy and Libya.

At various times the group was called upon to support combat units of the U.S. Air Force. In June 1958 for example, it serviced and maintained 8 F-100 aircraft of the 48 FBW during a NATO exercise. In April 1959 it supported a NATO exercise involving F-100's from England AFB, Louisiana and in June 1959 it supported fighter aircraft being deployed from New Mexico to Turkey. More recent, in July 1971, the base demonstrated its support of NATO commitments by hosting the first flight of F-111 fighter-bombers to Greece. By the time of our visit, on July 25, 1972, six RF-4C from Alconbury were present, flying sorties from Athenai for several days.

On the Greek part of the airfield, called Sourmena AB, (the two parts are divided by a fence) we observed among others, a T-33A in full USAF colours, which had probably been handed over to the HAF. In the distance we could see a line of some 10 F-84F's and T-birds. One of these Thunderstreaks made a test-flight and we noticed that the aircraft was all silver, no roundel or serial painted on it.

Situated in the southeastern corner of Europe, Greece, as a member of NATO, occupies a strategic global position. Despite its relatively small size, strategic importance of Athenai Airport's missions and facilities is being continually demonstrated and no doubt "We Provide Support" will apply for many more years in future!!

The editors of FLASH would like to express their thanks to Captain Laporte, Public Information Officer 7206 Support Group, for his cooperation to this article.

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THE 15th TRANSPORTATION AND COMMUNICATION WING

BELGIAN AIR FORCE

a FLASH report by F.
Klaassen and J. Engels.

A very interesting part of the Belgian Air Force and an integral part of NATO's Ace Mobile Force is the 15th Transport Wing, which has its home-base on Brussels International airport.

As the phasing-out of the aging Fairchild C-119G Packet (after 20 years of service) is already in full progress, a FLASH team hurried to Melsbroek in order to give you some impressions.

The 15th Wing received its name on 1 February 1948. It was formed at the time of the 1940-45 war; a number of Belgians who received their training at Welford and Crosby at Eden, two RAF airports, were part of this organization. The first crews, augmented by some Belgian fighter pilots, the Bomber Command and the Coastal Command, increased the strength of the 187th and 525th Squadron of the RAF at Memburg.

The first aerial transport experience took place on the line in the Indies. At a given moment, the Air Ministry withdrew its (the British) nationals so that the 525th Squadron was entirely in the hands of the Belgians.

After the liberation in 1944, a communications flight was formed, equipped with Anson and Dominie aircraft. It was based at Hendon and assured regular liaison between London and Brussels.

In August 1946, this unit was established at Evere (Belgium) where it formed the 169th Wing. It was composed of two squadrons--the 366th equipped with Dakotas and the 367th equipped with Ansons, Oxfords, Dominies and Proctors.

Immediately, regular flights were established to Wahn, Hendon, Villacoublay and Prestwick.

On the first of February 1948, the name of the 169th Wing was changed to 15th Transportation & Communications Wing and the Chief of Staff, Air Force, awarded to the two squadrons, the legendary insignia of the Sioux, with the Motto "TENACITY" (Dutch: vasthoudendheid).

Sioux was the insignia of the 9th and 14th Observation Squadrons of the 1st Aeronautic Regiment which distinguished itself in May 1940 by accomplishing seemingly hopeless missions to safe haven.

It is therefore a great honour to bear this insignia. To this point, the 15th Wing was composed of the 20th and 21st Squadrons. The 20th equipped with C-47 Dakotas and the 21st with Ansons, Oxfords and Dominies. In 1948, the Dakotas made the first regular liaison with the Congo to form the new units and to provision the young Belgian base at Kamina. These missions lasted 4-5 days.

In 1950, the 15th Wing was entirely renovated. First of all the 15th Wing moved from Evere to Groenveld Camp, Melsbroek, near Brussels. The second important event was acquisition of two DC-4 Skymasters for the 21st Squadron.

These planes were immediately employed on the Congo line. The Kamina-Brussels line was then made in a day and a half via Tripoli-Kano and Leopoldville.

In 1952, the C-119 Fairchild Packets joined the 15th Wing. The Ansons were replaced by the Pembroke who perform communications missions. No. 40 Squadron was founded, like No. 20 Squadron an "all Packet Sqn". 1958 was also a beneficial year for the 15th Wing. The fleet was increased by 4 DC-6's. The service of these planes with their possibilities for adaptation permitted several new missions. Thus, with the DC-4's and DC-6's, a "long flight courier" was formed at the 21st Squadron, charged especially with regular liaisons to Ruanda-Urundi and some passenger transports out-of-country.

The 20th Squadron's C-119's were equipped for and committed to tactical air support. With their two motors of 3,500 HP, these cargo planes could transport a load of 10 tons. They were employed for parachute jumps near the village of Schaffen, and also participated in varied and complicated exercises in the most unexpected places, where the Paracommandos needed them.

The new base of Kamina, Congo, in full expansion, was logistically supported by C-119's. All the Harvards, Fouga-Magisters and Helicopters were transported by C-119's, by different routes, crossing the inhospitable regions of Africa.

During 1960, at the time of trouble accompanying the independence of Congo, the 15th Wing contributed a considerable effort in carrying out the work in progress under adverse conditions.

In July 1960, the 15th Wing flew 3,075 hours on 860 missions. It transported 3,735 person and 460 tons of material. During these extraordinary performances, the crews of the 15th Transportation & Communications Wing demonstrated their high level operational ability.

After this busy period, the 15th Wing did not yet enjoy rest or calm. In the framework of NATO, Belgium makes a contribution to the AMF forces, the forces which defend the Northern and Southern extremities of NATO in Europe. Since 1962, the "Northern" and "Southern Expresses" followed each other each year, and it is thanks to the regularity and precision of the planes that the ground forces were brought to their destinations, Greece, Turkey or the North.

The DC-6's have established new liaisons between Belgium and nearly all the territory of the United States of America.

If a catastrophe arises somewhere or famine threatens, the planes of the 15th Wing arrive to offer their aid. We are thinking of: Florence, India, Jordan, Egypt, Biafra, etc.

HQ of the 15th Wing is situated in the old Sabena building, opposite the flight-line. In the former departure hall (everywhere: "Customs", "toilet", "to all aircraft", the heritage from the old days) we observed a sign indicating arrival and departure times of the aircraft.

By the time of our visit (Friday, 28 July in the late afternoon), two C-119's were on their way to Solenzara and a DC-6 to Northolt.

On the flight-line we observed some 12 Packets, from both No. 20 and No. 40 Squadron. Belgium originally received 46 C-119F and G's. About 15 are in store at Koksijde, observed are CP-15, 20, 27, 32, 42, 43, 40, 46. The last of the "Flying Boxcars" will have disappeared from the inventory of the 15th Wing around June 1973, as we were told. The first of the 12 C-130H Herculeses (replacement for the Packets) arrived at

Melsbroek on the 25th July 1972, we found her glimmering amidst the Packets. The aircraft flew from Marietta (Georgia) via Gandir and Shannon to Brussels in 12½ hours. The remaining 11 aircraft will be delivered every 2 or 3 weeks. As we were asked not to publish photographs of the first Hercules yet, you will have to do with a discription. The aircraft is camouflaged just like her USAF sisters and brothers, with the registration CH-01 (Cargo Hercules) painted in black on nose and tail and the blue insignia of No. 20 Sq on her nose. As a supplement for No. 21 Sq two Yet Falcons have been ordered, which will probably not be delivered until next year.

The Pembroke and DC-6 aircraft will remain in service for several years, the C-47 Dakotas (3 of which were reported to be still going strong, we observed only one though, OT-CND) will be withdrawn in the near future, while all DC-4's are out of use already.

The 15th Wing forms an indispensable link in the Belgium Air Force. More than 20 years of tireless work has made it what it is: help where it is needed. More than 20 years of tradition have traced the road for the young crews. Then, tomorrow, the 15th Wing will be called to carry out new missions, the even younger crews will be ready to assume the task. Soon they will have other planes, but the tradition will continue, the progress of their seniors built up during a quarter of a century, will be their assurance.

The editors of FLASH would like to express their thanks to the Staffs of the Belgian Air Force and the 15th Wing, esp. Cdt Nelissen, for their cooperation to this article.

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CORRECTIONS AND ADDITIONS:

FLASH Nr. 14:

Page 15: The FAF has indeed the F-100F 64014. The F-100F is coded 11-RX.

FLASH Nr. 21:

Page 4 : Volkel: 27-27 TP-104G Luftwaffe is of JABO G-36.

Page 5 : Rhein-Main: UH-1D 60974 has c/n 5457, s/n 66-974

16240 has c/n 5934, s/n 66-

Galaxy: 90003 has c/n 0034.

Page 11: Delivery-dates KP-5's: K-3009 has to be 19/06/1970

K-3060 has to be 22/05/1971

Page 12: F-104G's: c/n 8003 crashed 22-5-1969 at Luke AB.

c/n 8008 s/n is 63-13272..

c/n 8021 code(2) has to be 2343.

FLASH Nr. 22:

Page 4 : Soesterberg: G-91R c/n has to be 91-418

Page 6 : Laarbruch: G-91T 34-22 c/n has to be 91-0024

Flamant 41-GA has c/n 46

Page 7 : Rhein-Main: C-130A's 40524 has to be 60524

40537 has to be 60537

GT40531 has to be GT60531

Tiger Meet: G-91R 31-12 has to be 33-12

F-104G's of Greece AF are both built by Candair

FG-302 c/n 6001 s/n 62-12302

FG-721 c/n 6073 s/n 63-12721

Page 8 : Magister 110-DF has to be 118-DF

Mirage IV AD has c/n 5, AM c/n 14, AR c/n 19,

BQ c/n 44

Page 12: Beauvechain: Patr.de France: VA527, VB526, VE536, VG541, VI562,

VK545, VL546, 561VM, VN576, 564, 565

Frecce Tricolori: 1 MM6248, 3 MM6241, 4 MM6242,

5 MM6249, 8 MM6254, 9 MM6238,

10 MM6260, 11 MM6240, 12 MM6250

Page 12: Beauvechain: Fly-past F-104G's Luftwaffe: 20-47, 25-80,
21-67, 20-55, 21-65
Page 13: F-104G's: C/n 8040 is ex JA236 c/n 8042 is ex JA238
c/n 8043 is ex JA239 c/n 8044 is ex JA240
c/n 8046 is ex JA241
c/n 8047 is of R.Neth.A.F.
c/n 8050 is no RF-104G
Page 14: Corr & Add: AFD F-5D has to be F-4D

NEWS ----- NEWS ----- NEWS ----- NEWS

- The Harrier (see FLASH Nr.20) which crashed on 21-3-1972 was XV802. The Harrier which crashed on 4-5-1972 (See FLASH Nr.21) was indeed XV794.
- At Soesterberg, F-4E 68321/CR is now flying as 680321, without CR code! The orange standard 32TFS fin tips have disappeared from most aircraft. Another a/c of the sqn. the 68413/CR also flew temporarily without code but has been seen re-coded "CR" recently.
- At least 6 T-33A's of the R.Neth.A.F. are awaiting delivery to the Turkish Air Force (?) and have been parked at Twenthe: M-1, M-11, M-39, M-41, M-42, M-59. M-39 and M-41 have their R.Neth.A.F. markings removed; Only the American serial number on the tail is still visible. The official last flight was made on June 9 by the M-11. After that the M-42 was seen flying on July 6. Several ex R.Neth.A.F. T-33A's went back to the BAF e.g. FT-7 is ex M-45 and FT-3 is ex M-43.
- In the beginning of this month Nr.313Sqn at Twenthe has started to paint emblems on their aircraft. The former TVO-badge is being used. Until now the K-4014 and K-4025 have been seen carrying the emblem. The K-4025 has also carried the 315Sqn badge.
- The K-3020 has been repaired and is operational again after its crash on March 29, 1972. The K-3030 is still on Ypenburg, waiting for parts and repair, after its crash on June 9, 1971.
- From June 7 to 15, 1972 six Fiat G-91's of the Italian Air Force visited Twenthe. The following aircraft were present: 2-33 (c/n 218, MM6414), 2-34 (c/n 215, MM6411), 2-37 (c/n 212, MM6408), 2-38 (c/n 198, MM6394), 2-40 (c/n 187, MM6383), 2-41 (c/n 189, MM6385).
- The F-104G Starfighters of the Bundesmarine are going to change their camouflage. The upper-half will be painted blue, the lower half silver.
- After a long time of waiting the first camouflaged F-27 Troopship of the R.Neth.A.F. has been observed at Avio-Diepen (AB Ypenburg). The honour was to the C-1. The colours are green and grey, just like the F-104G of the R.Neth.A.F. All dayglow has been removed and the registration is painted in black. The C-9 (ex N.L.M. PH-KFA) is also camouflaged but has not yet received the black registration.
- From August 10 to 14, 1972, four Lightning F.3's of the RAF, 111Sqn from Wattisham, visit air-base Leeuwarden in order of a sqn-rotation. The following aircraft were present: XP-761 N, XP749 K, XP-740 B, XP758 S.
- During the atom bomb experiments, a KC-135F of the FAF crashed into the Pacific. The accident took place on July 1, 1972.

BELGIAN AIR SHOWS

Kleine Brogel 1 September 1972

To know the fact that 10 years ago the 10th Wing was formed, an Open Day was held at its home base, Kleine Brogel, situated about 40 km. south of Eindhoven.

A small history of the 10th Wing: The Wing was formed at Geilenkirchen in 1953, equipped with the F-84G Thunderjet. During the following period the Wing had many different homes, such as Bruggen (Germany), Weelde, Sylt, Bierst and finally, in 1955, Kleine Brogel was taken in use.

One year later, in 1956, the Thunderstreak came, making the 10th Wing the operational and dynamic part of the BAF, which from 1960, has been a fiered weapon at disposal of the allied partners. It formed a milestone in the young history of Kleine Brogel. Thanks to the spirit of the Belgium pilots, the conversion from F-84G to F-84F was completed in a minimum of time and the 10th Wing could fulfill its assigned role with 3 flying squadrons: 23 FS, 31 FS and 27 OTU.

But in 1964, Col. de Smet, then the commander of the Wing, saluted the first F-104G Starfighters and in April 1966 the last F-84F (FU-184) left Kleine Brogel for Florennes, its new home. As many as 125,265 flying hours with 330 pilots in 10 years !!!

Nowadays, the pride of the 10th Wing is the Starfighter in its unique U.S. camouflage pattern.

Here's the show report:

Static: FC-12 c/n 5109 TF-104G BAF 10 Wing

KB-1 FS-2 F-84G Thunderjet BAF

FU-145 s/n 53-6613 F-84F Thunderstreak BAF

FX-20 c/n 9045 F-104G BAF 10 Wing

BR-09 c/n 309 Mirage VR BAF 42 Esc. Florennes

133649 T-33A CAF Sollingen

32-94 c/n 91-565 G-91R3 Luftwaffe LEKG 43 Oldenburg

BT/66-552 s/n 66-7552 F-4D USAF 36 TFW (ex BR/66-552)

12-YI c/n 16 Super Mystère B2 FAF 12 Esc. Cambrai

XM214 Lightning RAF 65 Sqn. Cotishall

XV783 E Harrier GR1 RAF 4 Sqn. Wildentath

XW540 Buccaneer S2 RAF 15 Sqn. Laerbruch

MT-46 c/n 145 Fouga Magister CM-170R BAF Brustum

ST-35 Marchetti BAF Goetsenhoven.

XL-317 Vulcan B2 RAF 617 Sqn. Scampton

TG-568 Hastings RAF

DB/63-803 C-130E USAF 348TAS/516 TAV

OL-DO1 Dornier Do-27 BAF

Show: OT-ZKD S-58 Belgische Zeemacht Koksijde

OL-A16 Alouette II BAF

FX-29 c/n 9063, FX-19 c/n 9044, FX-21 c/n 9046, FX-38 c/n 9078,

FX-13 c/n 9032, FX-22 c/n 9050 All F-104G's BAF 10 Wing

XW544 Buccaneer S2 RAF 15 Sqn. Laerbruch

XV797 Harrier GR1 RAF 15 Sqn. Wildenrath

XR701, XP672, XP667, XS177 Jet Provost T3 RAF "The Macaws"

DB/63-858 C-130E Hercules USAF

BT/66-684, 699, 514, 549 F-4D USAF

Mirage VA: BA-48, 44, 41, 39, 49.

Keiheuvel 3 September 1972

Keiheuvel is a small gliding ground in the neighbourhood of Mol by the Dutch border, where every year an open day is held (see FLASH Nr.12). This time the registration list is very small:

OL-A38 c/n 1810, OL-A48 c/n 1987, OL-A53 c/n 1995, OL-A54 c/n 1996,

OL-A60 c/n 2019, OL-A62 c/n 2035, OL-A76 c/n 2110, OL-A79 c/n 2138

All Alouette IIs of the "Blue Bees" of 17 Sqn from Werl

FX-80, 81 F-104G BAF "The Slivers"

ST-14 Marchetti BAF

OT-ZKF B-6 S-58 Belgian Navy

"The Macaws" RAF see Kleine-Brogel

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We are supplying prints on size 7 x 10cm only and they are fully glazed. You must order at least 10 photo's of the 40 prints offered in the list (it is not possible to order single prints, sorry). The price is DFL 3,-- for 10 photo's or DFL 5,-- for 20 photo's or DFL 10,-- for the whole lot, postage NOT included. Closing-date is October 1.

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" FLASH PHOTO SERVICE (J.A.Engels)
P.O.Box 855
Eindhoven - Netherlands

Payment has to be made within a month after receiving the photos. Dutch readers: you may send your payment to GIRONR. 1150000, Algemene Bank Nederland NV EINDHOVEN t.g.v. rek.nr. 527129100 J.A.Engels.

Foreign readers: MUST use an INTERNATIONAL MONEY ORDER and sent it to the above address.

Please note that only subscribers and correspondents of FLASH may order these prints and that it is forbidden to publish them elsewhere.

This month our choice has fallen on the following prints:

1. 151440	Corsair	U.S.Navy	21. 70-4507	UH-1	H.A.F.
- 2. 27061	F-84F	H.A.F.	22. 70-96	UH-1	W.G.A.F.
- 3. 68375/TJ	F-4E	U.S.A.F.	23. 24521	Huskie	U.S.A.F.
- 4. 68404/TJ	F-4E	U.S.A.F.	24. XP352	Whirlwind	R.A.F.
- 5. 28730	RF-84F	H.A.F.	25. 15-26	UH-1	It.A.F.
6. 22313	F-104G	T.A.F.	26. U-280	S-61N	Den. Navy
7. 2-3	G-91R	It.A.F.	27. 450	Aloutte III	FR. Navy
8. 2-31	G-91R	It.A.F.	28. 80-98	SH-34J	Bundesmarine
9. 01621	RF-5A	H.A.F.	29. OT-ZKD	SH-34J	Belg.Navy
10. 28732	RF-84F	H.A.F.	30. XS88	Wessex	R.Navy
- 11. 28740	RF-84F	H.A.F.	31. 228	UH-1	Dutch Navy
- 12. 89902	F-5B	H.A.F.	- 32. 22336	F-104G	T.A.F.
13. OT-CBH	C-119G	B.A.F.	- 33. 68382/TJ	F-4E	U.S.A.F.
14. OT-CBN	C-119G	B.A.F.	- 34. 154415	Corsair	U.S.Navy
15. OT-CED	C-119G	B.A.F.	- 35. 01620	RF-5A	H.A.F.
16. OT-CAJ	C-119G	B.A.F.	- 36. 97164	RF-5A	H.A.F.
17. OT-CBO	C-119G	B.A.F.	- 37. 316406	C-47	H.A.F.
18. OT-CAK	C-119G	B.A.F.	- 38. 26879	F-84F	H.A.F.
19. OT-CBB	C-119G	B.A.F.	- 39. 97166	RF-5A	H.A.F.
20. OT-CAP	C-119G	B.A.F.	- 40. 2-4	G-91R	It.A.F.

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- Wanted: to exchange top quality b/w negatives (size 24 x 36mm) of military aircraft with someone outside Holland.
Please contact Theo de Brouwer, Boschdijk 1109, Eindhoven.
- Wanted: negatives of the two Greece A.F. F-104G's noted during the Tiger Meet at Cambrai AFB. Your price is my price!
Write to: Ben Marselis Also exchange if preferred.
 Stadhoudersring 588
 Zoetermeer- Netherlands.

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NOTE:

Brief comment on the photographs on the following page: see page 14 (Photo 8-11).

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