

FLASH

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military aviation magazine

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

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Dear Reader,

Again a special issue of FLASH. Firstly we have this new cover and secondly we are presenting our news in a different way. Several readers thought the old way to be unclear, we hope to have satisfied them now. Eight photopages will no doubt keep you off the streets for a few hours; your special attention for those superb drawings of the Spanish Saeta by Mr. Avila of Madrid.

A sad message to end with: Chief-editor Gijs Hiltermann got wounded the other month, when he was preparing the July issue. He got a staple in his finger.

Well, start enjoying yourselves..

The editors.

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By the way the column with thanks to the active readers moved to page 4.

.....The editors.

- The following back-issues are still available: Nrs 10,12,21-34, for DFL 1,25 each.

- Closing-date for next issue is 20 September.

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Cover Photo: This month' leading-article is a report by editors Engels and Klaassen of the AIRSOUTH Weapons Meet "Best Hit". This picture shows an Italian Air Force G-91T taxiing towards the Istrana runway. Copyright: F.J.Klaassen

NEWS - - - - NEWS

With special thanks to: Aeropress, ASA, K.Bleeker, J.Bouwman, F.v.Berk, C.Bisogniero, J.Creegan, P.v.Gemert, H.R.Spotting Dep., G.J.Bouma, K.Kesteloc, P.Jackson, A.Luft, H.Largenhuizen, G & H.v.Leeuwen, P.v.Oers, R.Poztengens, J.Struben, SEAR, Th.Rombouts, P.Vercrujse, R.v.Zeist, WGAF, P.v.Wijngaarden.

ROYAL NETHERLANDS AIR FORCE:

A Piper Cub, R-110, crashed near Oirschot on 9 August, killing its two pilots.

Atlantic "257" made an unexpected "full stop" at the sea near Wassenaar on 15 August. All 14 crew-members could be saved, while the a/c can be written off.

Last July F-84F P-231 (314Sqn) was placed in childrens playground "Wonderland" in Eindhoven for a few weeks.

BASE NEWS: Military visitors the last few months include:

Eindhoven:

June 26: FX-47, FX-40 F-104G BAF 10Wing
 July 12: 23-64, 24-24 F-104G Luftwaffe JG-71
 July 13: FX-91, FX-35 F-104G 10Wing
 July 18: 104826, 104756 CF-104G CAF
 131 (ex MU-M), 562 (ex MU-A) F-5A RNoAF (till 19 July)
 July 26: 26-15, 24-12, 25-26 F-104G Luftwaffe JABOG-36
 101, 110 RF-5A RNoAF 717Sqn

Volkel:

June 29: 40612 C-141A USAF 436MAW
 July 11: FT-05, FT-37 T-33A BAF
 XV573/L, XV582/F Phantom FG.1 RAF 43Sqn Leuchars
 12: XV574/B, XV578/O Phantom FG.1 RAF 43Sqn Leuchars
 13: 5-08, 5-10 F-104G ItAF 5Stormo Rimini

Soesterberg:

June 21: R-646 (63-13646), R-698 F-104G RDAF
 RT-684 TF-104G RDAF
 26-68 F-104G Bundesmarine
 26-55, 27-20 (T) F-104G Luftwaffe
 XN-773, XN777 Lightning RAF Gutersloh
 June 26: XS459 Lightning T.5 RAF
 29: 97149 RF-5A, 10693 F-5B TAF U-275 S-61A RDAF
 128 (69-7128), 131 (69-7131) F-5A RNoAF 338Sqn
 AR-113 (351113) S-35XD Draken RDAF
 All these a/c were for the Deelen Air Show on 30/6
 July 6: 632 (61-2632), 785 (64-17785) F-104G RNoAF 331Sqn
 9: XV582/F, XV573/L, XV574/B, XV578/O Phantom FG.1 RAF 43Sqn
 for a squadron-rotation till 16 July

Leeuwarden

May 28: 24-97, 25-05 F-104G Luftwaffe JABOG-32 Lechfeld
 29: 24-19, 21-80 F-104G Luftwaffe JABOG-36
 June 14: FX-44, 59, 48, 83, 84, 85 F-104G BAF 1 Wing
 DT-835 18835 T-33A RDAF
 19: 72-59 UH-1D Luftwaffe
 XP-695/L, XP-708/M, XP-757/N, XS-459/T (T.5) Lightning F.3
 RAF 29Sqn Wattisham squadron-rotation with 323Sqn (D-6653,
 D-8084, D-8090, D-8098, D-8319 went to Wattisham till June 28.
 XV292, 179 C-130K RAF
 20: FX-28, FX-34 F-104G BAF
 21: XP-765/A came or XP-757/N which went back to England

cont. Leeuwarden.

June 26: CR68-412, CR69-558 F-4E USAF 32TFS
 28: FC-02 TF-104G BAF 10 Wing Kleine-Brogel
 29: 26-19 F-104G Luftwaffe JABOG-36
 July 2: FX-13 F-104G BAF 10 Wing
 5: 24-90, 27-06 (T)F-104G Luftwaffe WS-10
 12: BR-25 Mirage 5BR BAF 42Esq.
 16: FX-19, FX-34 F-104G BAF 10Wing
 18: 30-23, 32-88 G-91R Luftwaffe LEKG-42
 CR68-412, CR68-452 F-4E USAF 32TFS
 19: 58-27 DO-28D Luftwaffe LEKG-42
 20: FX-33, FX-97 F-104G BAF 10 Wing
 24: 32-55, 32-90, 31-80, 33-23 G-91R Luftwaffe LEKG-42
 25: 104779, 104838, 104760, 104842 CF-104G CAF
 CR68-411, CR68-438, CR68-445 F-4E USAF 32TFS
 30: LK68-946 (68-10946) C-130E USAF
 31: 20-64 F-104G Luftwaffe JABOG-33

BELGIAN AIR FORCE

A F-104G Starfighter of the BAF exploded over Germany on June 25; the pilot was killed.

The last C-119G Packet of the 15th Wing was stored at Koksijde in July. All C-130H Herculeses have now been delivered: CH-01 to CH-12 ex 71-1797 to 1808, c/ns 4450, 4460, 4461, 4467, 4470, 4473, 4474, 4478, 4479, 4481, 4482 and 4483 resp.

The 2 new Mystere 20s are CM-01 (c/n 276) and CM-02 (c/n 278), delivery dates were 24/3 and 18/5/73 resp.

BASE NEWS: Military visitors the last few months include:

Brussel:

May 16:	T3-16 911-6 C-47 SpAF	5S-TB Skyvan Austr.AF
	46-26 MM51-17365 C-119G ItAF	DO-12 C-47 FinAF
21:	128423 VC-118B USNavy	13187 C-130E TurkAF
	MM61948 PD808 ItAF	9T-TCB C-130 Zaire AF
28:	156 N-2501 FAF	46-90 MM52-6057 C-119G ItAF
June 5:	AI c/n 85 N262 FAF	9T-TCA C-130 Zaire AF
	041 Myst.20 RNoAF	SM-23 MM61964 C-118 ItAF
6:	109159 CC109 CAF	

WEST GERMAN AIR FORCE

The first F-4F Phantom for the WGAF 37-01, flew on May 18th, while the official roll-out was on May 24th. The Luftwaffe has ordered a total of 175 F-4F's, which will be serialized 37-01 to 38-75 (US serials: 72-1111 to 1285). Two Phantoms will be delivered to ES-61 at Manching and another two aircraft to the "Technische Schule der Luftwaffe 1" at Kaufbeuren. The rest of the F-4F's will go to Jagdgeschwader 71 at Wittmund (operational in April 1974), Jagdgeschwader 74 at Neuburg (operational October 1974), Jagdbombergeschwader 36 at Hopsten (April 75) and Leichtes Kampfgeschwader 42 at Pferdsfeld (October 1975). In December of this year the first F-4F's are to be flown over to Jever, where they will be repainted. The conversion of the pilots and technicians is due to be completed in 1976.

Also 4 more Hansa Jets have been ordered; the Luftwaffe already has 8 of these aircrafts.

BASE NEWS:

Buchel:

July 23: the following (T)F-104G's of JABOG-33:
 20-62,69,63,61,67, 21-53,83,99, 22-04, 24-95,00,29,99,
 25-10,52,34,44, 26-53,45,51

Cont. Buchel

Visitors: SP64-917 F-4C USAF 5TFS/52TFW
SP66-557 F-4D USAF 23TFS/52TFW

Erding:

On the Luftwaffe scrap-yard the following a/c were to be seen on 27/7: F-104G EB-121, 2085, 2088, 2092, 2136, 2396, 2471, 2521, 2571, 2589, 2600 and T-33 9501. Also a F-86K-nose without reg was present. Some other a/c., mainly F-104G wreck, but also a complete T-Bird, were also present, all without registrations.

Furstenfeldbruck:

Following "old-timers" were seen here on 26/7: RF-84F BD-119 without s/n on a pole (WS-50 badge); T-33 AB-773 without s/n on a pole (FSS"B" badge); a F-84F and a F-86K, both without regs, s/ns or o/ns and a Canadair Sabre wreck reg. BB-244 without c/n. In April the Fluganwarterregiment moved here from Neubiberg with approx. 30 P-149D's and DO-27's.

Lechfeld:

The air-base is closed now, due to works. JABOG-32 moved to Manching, the Vermessungsstaffel to Neubiberg while TsLw.2 is still at Lechfeld.

Manching:

Temporary based here are JABOG-32 and JagdG-74 both with F-104G. Seen with the Messerschmidt factories were 2 yellow RF-4E's one being 35-47 and some silver F-104G's. More on ES.61 on page 13 in this issue.

Kaufbeuren:

Noted here on 26/7 was a silver RF-84F wreck reg BD701 s/n 51-17021. A silver F-104G of TsLw.1 was 2331. This school also uses P-149D 9105, 9107, 9109, 9160, 9163 and DO-28D 5814, 5815, 5868, 5869, 5871.

Memmingen:

Gate-guard is a silver F-84F on a pole without reg or s/n, but with the JABOG-34 batch. Moreover a wreck of a Can.Sabre without reg. and the burned nose of a F-84F can be found on the scrap-yard. The Wing's DO-28D is 58-60. Visiting on 25/7 were G-91T 3447 (LKG-41), T-39's O-10679 and 24473 of which the first got a puncture while landing.

Monchen-Gladbach:

A number of Pembrokes are still stored here, of which 5408 and 5411 of the Marine for more than two years now. Some unknown Pems have been broken up the last months. Harvard AA-633 (52-5588) is still stored in bad condition.

A number of C-45's, carrying civil American markings were parked on the field, still wearing silver/daglow jackets. Perhaps ex French AF?

Neubiberg:

The Fluganwarterregiment moved to Furstenfeldbruck, while the Flugvermessungsstaffel of Lechfeld was noted here on 28 July with 6 C-47's, four of them being 1401, 1407, 1409, 1411 (some of them still with NASARR-equipment) and 3 Pembrokes. On the scrap-yard a F-84F DC-3.. and a Harvard were to be seen.

Neuburg:

Due to runway-works this air-base is closed JG-74 moved temporarily to Manching. Stored is T-33 9502, while the T-33 wrecks (9415, 9416, 9462,

9472 and another one) of last year have dissappeared.

Oberpfaffenhofen:

Stored here by the end of July were at least 3 Can.Sabres, one being 0113 another one probably wearing D-95.. reg. A silver G-91R noted as 32-75 and a silver UH-1D 7273, both of Dornier.

Oldenburg:

Monument is a Can.Sabre on a pole, reg JB-371 no c/n visible.

Pferdsfeld:

A Can.Sabre JC-102 without c/n is still gate-guard of the "Fliegerkaserne" near Sobernheim. The Wings Do-28D is 58-29, the Elster 9705. Also a wreck of a T-33A is noted here, being 9426.

Ahlhorn:

Displayed here are Can.Sabre JA-110 (no c/n, but in the cockpit the reg. JB-112) and a Noratlas reg. 5356.

Hopsten:

Movements of 18/7:

23-74, 23-64, 24-23, 24-24 F-104G Luftwaffe JG-71

7086 UH-1D

XV488 Phantom FGR.2 RAF 17Sqn

The Wing's DO-28Ds are 58-62, 58-63, 58-64

Niedermendig (HEER):

On 3/8 only 2 H-21C's were on the scrap-yard (8303 and 8305). Along side the scrap-yard several motors of H-21C's were to be seen, so probably all the other H-21C's are broken up.

Also a DO-27 was on the scrap-yard 5713.

Gate-guard is H-21C 8332

Originally 32 H-21C's were delivered to the HEER. There were two w/o's.

ARMEE DE L'AIR

The first French unit which became operational on the Jaguar is 3/7 "Languedoc" on St.Dizier. Escadre 7 moved from Nancy-Ochey to St.Dizier in May. Esc.1/7 and 2/7 are still equipped with Mystere 4A.

In Ecrouves-Bautzen, a village near Toul, an F-84F, 4-VU s/n 28879, is displayed as gate-guard of air force barracks.

In St.Sauveur near Luxeuil a Harvard can be found, painted in colours of a shop, but with French roundels still visible. The s/n on the tail is 5L-19012 (should be 51-19012?).

BASE NEWS:

St.Dizier: Gate-guard is F-84F 1-ET s/n 28997

Nancy-Ochey: 338CEVSV moved here from St.Dizier with some T-33As:

338-HB 18752, -HE 16909, -HF 16716, -HH 16952, -HJ 16772,
338-HU 35120, 338-HI 90923. -HM 35282, -HN 17414, -HP 14284. -HQ 54432,
Uncoded T-33s: 35132, 41577, 17497

The other T-33s are all ex base-flight a/c: 14060 (ex 5-MB),
18658 (ex 10-KW), 14502 (ex 30-QB), 14503 (ex 8-OF).

On 11 & 23-7-1973 the following Mirage IIIEs of 3Esc.:

3-JP 612, 3-IB 526, -IC 521, -ID 519, -IE 537, -IF 534, -IH 509,
3-JQ 613, 3-IJ 556, -IL 489, -IM 547, -IP 587, -IO 484, -IS 535,
3-JR 559, 3-IT 584, -JB 579, -JG 478, -JH 501, -JJ 549, JM 530,
3-JN 492.

Reims-Champagne: On the scrap-yard on 21/7 were:

1-NQ nose of a F-84F, with in small white numbers 034 (IRAN-code?)
77 MD-315 and 79 MD312 coded 316-KF and 135 C-45

The following a/c on 10/7:

cont. Reims

Noratlant: 62-KQ 153, -KH 99, KT 120, WH 37, WO 74, QE 175, QW 90, QJ 191
 Vautours: 30-FO 349, -FD 365, MK 334, FG 366, 30-MI 310, MR 345, FJ 355
 30-FB 347, -TH 367
 Mirage IIIR: 33-CV 348, -CJ 342, NI 301, NN 316 of 33Esc. Strassbourg
 Base-flight a/c: CM-170 30-QH 430, MD315 30-QM 240, Broussard 30-QN 187
 T-33A 30-QA 53344

Toul-Rosieres: Camouflaged F-100's by the end of July were:

11-EE 42774, -EG 42254, EH 42204, MH 42209, MJ 42186, MP 42265, MW 42269,
 11-RN 52734, -RJ 63938 (F-100F).
 Base-flight a/c: T-33A 11-OJ 53093, CM-170 11-OI 70, -OC 19, Broussard
 11-0

Strassbourg-Entzheim: On 12-7-1973 the following Mirage IIIRs of 33Esc.:

33-NB 341, -CD ? CV 348, CJ 342, CP 343, NI 301, NK 323, NA 318
 Mirage IIIRD: 33-TF 357, -TS 370, TE 350, TM, TH, TA, TG

Le-Bourget: More movements from Paris Air Show:

May	31:	85, 33 MS160 Fr.Navy	JAN c/n 1716 SE3130 Gendarmerie
		FC 45819 DC-8 FAF	FZBAY c/n 23 CL-215 Prot.Civile
		OH c/n 3 N-262 FAF	041 Myst.20 N.Norw.AF.
		312-BH x/n 20 N2501 FAF	XS605, XS603 Andover RAF
		XS791 Basset RAF	XW790 Dominie RAF
June	1:	I-VIZO Caproni-Vizzola Calif A-21 (with Italian markings)	
		XX907, XX153 Lynx R.Army	XX510 Lynx R.Navy
		FZVMH c/n 55 N-262 FAF	Ecole Nationale Supérieure d'Aeronau-
		FZJTA c/n 02 Falcon 10 Larzac testbed	<u>/tique</u>
June	2:	68-SO c/n 68 SE3130 FAF	FB 45692 DC-8 FAF
		ABC c/n 1318 SE3160 FrArmy	ADH SA330 FrArmy
		XT12-2 CASA 212 SpAF	CJ 312738 KC-135F FAF
		D-9568 Rhein X-113AM WGAF	CI Mirage 4A FAF
		F-28 c/n 02 MS130Et2 Fr.Navy (escadrille du Souvenir)	
June	3:	FZBAK SE3130 Prot.Civile	208-SG c/n 208 SE3130 FAF
		JBG 1122 SE3160 Gendarmerie	
June	4:	DW c/n 114, OE c/n 41 N-1101 FAF	
		CC c/n 124 Myst.20 FAF	61-MQ F-45 C-160F FAF
		72 84002 C-130 RSwAF	XV214, XV195 C-130K RAF
		XS606 Andover RAF	XS784 Basset RAF
		PB64-681 C-130E USAF	9794 JM C-130 USMavy
		914 PA-31 Fr.Navy	87 Paris II Fr.Navy
		OT-CBO CP-35 C-119G BAF	46, 53 N-262 Fr.Navy

Villacoublay-Velizy: Movements:

June 1: CAR c/n 151, CAP 170, CAG 146 N-2501 FAF
 81, 88, 89, 91, 77, 76 N-262 FAF
 243-SJ c/n 243, 68-SO c/n 68 SE3130 FAF
 44-34773 B-26 FAF 424, 709 C-47 Fr.Navy
 June 2: 041 Myst.20 R.No.AF 46, 53 N-262 Fr.Navy

Orleans-Bricy: Movements:

June 3: 403 C-130 SAAF 76607 C-47 Morocco AF
 Further the following C-160Fs: 61-MF F-11, 61-ZW F-157,
 61-ML F-17, 61-MX, 61-MG F-12, 61-ZN, 61-MD F-4, 61-ZR F-100,
 61-ZY F-159, 61-ZK F-93,

SWISS AIR FORCE

AIR BASE NEWS:

Althenrhein: On this partly civil air base the AFA-factories can be found, which do revision works on the Vampire. On July 24 about 15 Vampires, some of them being T-55's were noted, together with 2 P-16's under dock. The P-16 was a jet-fighter developed by AFA for the Swiss AF. Only 5 P-16s were built, reg. J-3001/3005.





Dubendorf: Seen here on July 24 was one of the last Vampire FB.6s in flying condition, the J-1116. Based here are probably 3 Sqns Venoms, 2Sqns Hunters, 1 Sqn Mirage 3RS and the transport-sqn. still flying with the Junkers 52. All Mirages 3RS are camouflaged now. A C-3603 was C-550.

Emmen: All Vampires FB.6 are phased out here and are preserved in hangars. Nowadays 2 or 3 Sqns Venoms and 1 Sqn Hunters are based here.

Payerne: Movements of 18-6:

Hunter Mk.58: J-4031, 4052, 4086, 4089, 4076, 4047, 4063, 4009, 4096, 4100
 Mirage 3S: J-2318, 2326, 2330, 2331, 2321, 2336, 2311, 2314, 2315, 2312, 2327
 Venom FB.50: J-1546, 1585, 1508, 1588, 1594, 1503, 1539, 1542, 1629, 1603, 1631,
 J-1639, 1769, 1757
 Vampire FB.6: J-1176 Pilatus P.3: A-819, 820

Stans: Movements of 20/6:

Observed in the aircraft factories were Hunters Mk.58: J-4120, 4121, 4122, J-4123 (rear fuselages only), Mirage 3RS R-2108, 2115, Mirages 3S J-2310, J-2320, 2307, 2301, 2304, 2308, Venoms FB.50 J-1505, 1630, 1768, 1771, 1719, 1762

Dubendorf: Movements of 11 & 12/7:

JU-52: A-701, 702, 703 Vampire T.11: U-1233, 1229
 Vampire FB.50: J-1615, 1601, 1560, 1780, 1544, 1584, 1126, 1649
 Hunter Mk.52: J-4019, 4095, 4077, 4003, 4091, 4007, 4032, 4016, 4015, 4021, 4044,
 J-4073, 4038.
 Mirage 3R: R-2117, 2111, 2106, 2101, 2108, 2114

Emmen: Movements of 13/7:

Vampire FB.50: J-1523, 1553, 1722, 1515, 1595, 1766, 1529, 1626, 1716, 1712, 1763,
 J-1600, 1792, 1702, 1640, 1625.
 Hunter: J-4109, 4102, 4084, 4027 Vampire T.11: U-1217, 1222

Interlaken: Movements of 14/7:

Hunter Mk.52: J-4001, 4082, 4096, 4105, 4106

CANADIAN ARMED FORCES

A new presentation of CAF aircraft has been introduced. On photo 8 you can see how it looks like. Also the CF-104s get these new markings.

BASE NEWS:

Sollingen: On 13, 13, 16, & 26/7 the following CF-104G/D's:

104706, 715, 716, 720, 733, 737, 739, 749, 758, 760, 770, 776, 779, 786, 795, 796, 799,
 104808, 821, 822, 827, 826, 830, 838, 839, 840, 842, 847, 848, 868, 869, 880, 993
 104665, 656 (CF-104D) T-33A's: 133542, 450, 069(cam), 393

Visitors:

July 12: ZR69-375 RF-4C USAF SLN-800 O-1E CAF
 July 13: 100, 106 RF-5A RNoAF 717Sqn
 ZR69-371 RF-4C USAF
 July 16: 35-87 RF-4E Luftwaffe AG-51 32-54 G-91R Luftwaffe LEKG-42
 ZR69-366 RF-4C USAF O-80695 T-33A USAF
 WR63-506, WR63-557, WR64-888, WR64-655, WR64-655 All F-4C's
 of 91TFS on rotation till 26/7
 July 26: RS69-264 F-4E USAF 526TFS 101, 110 RF-5A RNOAF
 K-4029 NF-5B RNethAF D-8083, 8061 F-104G RNethAF 322/323Sq
 SP63-615, SP63-638 F-4C USAF 52TFW/5TFS
 WR64-775, WR64-923 F-4C USAF 91TFW
 957 C-130E RNoAF 335Sqn DB63-851, 63-817 C-130E USAF
 27-12, 27-06 TF-104G Luftwaffe WS-10
 30-32, 30-40, 30-15, 30-31 G-91R Luftwaffe LEKG-43
 July 31: 215 (66-9215), F-5A, 244(66-9244) F-5B Both of RNoAF
 28-24 TF-104G Luftwaffe JABOG-32

UNITED STATES AIR FORCE:

- 12 -

The American 32 Tactical Fighter Squadron has found a new home at Leeuwarden AB. Due to necessary runway repairs at Soesterberg 32TFS is to operate from Leeuwarden till early December. The first 5 a/c arrived on June 24th: 68411, 422, 438, 443 and 445, all CR-coded, the others are still in Italy (Aviano AB) on exercises. The 57 Fighter Interceptor Squadron at Kelfavik, Iceland, still flying the F-102A, is to receive Phantoms in the near future. In June their first F-4C arrived.

An RF-4C of 1 TRS at Alconbury crashed in the North Sea on 23 May (41027) The F-111E that crashed on 15/5 in Scotland was 80008/UH of 79TFS/10TFW. On 13 June 18 RF-4C's from Bergstrom AFB, Texas, arrived at Alconbury for a three weeks exercise. Serials are 20146, 80585, 10253, 80574, 70433, 50940, 60417, 90379, 70438, 70430, 60408, 70431, 60400, 60474, 70450, 60454, 60475 and 90537. All a/c were coded BA and are of 45TRS/67TRW.

BASE NEWS:

Ramstein: Movements of 17 & 18/7: the following RF-4C's were seen:

July 17: 69-247, 69-257, 69-266, 67-259, 69-249, 69-262, 68-534, 69-264, RS69-241

Visitors:

July 17: OT-CWE K-10 C-47A BAF 15Wing/20Sqn

TJ67-228 F-4E USAF 133393 T-33A CAF

58-61 DO-28D Luftwaffe 16868 UH-1N USAF 7SOS

LK68-941 C-130E USAF 41-AY c/n 167 CM-170R FAF

SP66-497, F-4D USAF 52TFW/23TFS

HR65-774 F-4D USAF 10TFS/50TFW

ZR69-372, 69-368, 69-371, 66-422, 65-891 All RF-4C USAF 86TRW

BA42, BA43 Mirage VBA BAF 1Sqn

BD14 Mirage VBD BAF 80TU 28-31 TF-104G Luftwaffe JG-74

July 18: 53-05, 53-11, 53-12, 53-21 F-104S ItAF

DT566 T-33A RDAF 40551 C-130E USAF 7SOS

No268 Mystere XX FAF GLAM

AERONAUTICA MILITARE ITALIANA:

The second unit flying the Atlantic is 30 Stormo at Cagliari, on 28 April 30-02 was officially handed over to the AMI.

The Grumman Albatrosses of 15th Stormo are to be replaced by 15 Sikorsky HH-3F's, the helicopters will be operational in July 1974, thus renaming the unit "15 Stormo Elicotteri SAR". Seven or eight of the 12 received Albatrosses are still in service: 4 at Roma, 2 at Grottaglie and one or two at Linate.

An AB205 of the Italian Army EI297 MM80459, crashed near Pollein on March 14th.

On 11 April four F-86K's of the ItAF visited Torino AB, being 5-65 s/n 41292, 5-71 38286, 5-53 54906, 5-63 54818. These are the aircraft which were at Reims (France) in June, without any markings! Latest observation of these 4 Sabres at Reims was on June 25, and they seem to have disappeared now.

Visitors at Villafranca include 4 F-84F's of RHAF on 3 June these being 26904, 26540, 37220, 37229 and 4 RF-84F's of RHAF on 10 July being 27468, 28728, 28740, 28736. Italian RF-84F's in flying condition are: 3-05/06/09/10/13.

ROYAL AIR FORCE GERMANY:

BASE NEWS:

Wildenrath: Only a few words on the Harrier, as a complete review on this a/c is printed somewhere else in this issue. A Harrier GR.1A (reported as XV791/W of 20Sqn ??? see article) crashed on 9 July shortly after take off between the main runway and the southern taxiway. On 30/7 another Harrier of Wildenrath crashed. This was near Coesfeld (Munsterland) Due to lack of space no movements of RAFG bases in this issue, sorry.

WEST GERMAN AIR POWER

part 8

this month written by G.A.Hiltermann
and Th.de Brouwer with special thanks
to Mr.H.Huber of Es.61.

Erprobungsstelle 61 der Bundeswehr

Some months ago we already told you something in a short article about the Erprobungsstelle, the German test-centre. After having received an invitation we left for Manching to pay a visit on July 30th.

At 9³⁰ in the morning we were welcomed by Mr.Huber who would show us around that day. Surprisingly, he was a civilian. But indeed the Erprobungsstelle is not a military but a civil concern. This may sound strange but it is based on article 876 of the German constitution, which contains rules concerning this matter.

Of the about 1300 employees at Manching, one quarter is military personnel however, which cannot be avoided of course, in a concern which has such a strong relation with the Luftwaffe.

The whole thing can be characterized as a real factory. A factory which sells to the German Air Force as their product: modifications and test-flights of military aircraft.

Germany needed a test-centre at the same time when her Air Force was resurrected in 1956. By lack of technicians some time went over before the "Erprobungsstelle 64 der Bundeswehr" was founded at Oberpfaffenhofen Air Base, the domicile of the Dornier-factories. At Manching Es.61 was founded as a subdivision and in 1964 the big ES was formed: ES.61 at Manching. Not all sections can be found here: also Oberpfaffenhofen and in France Cazaux and Istres are very important. We will talk about them later.

The E.stelle has one or two in possession of nearly each a/c which flies in Luftwaffe, HEER and Bundesmarine-colours. Exceptions are the Sea King and the Atlantic of the Marine which can rather be tested by their factories being very expensive in purchase, 25 and 22 million German Mark. No use buying such expensive machines only for test-purpose.

In succession we have passed through all aspects of the concern, starting with the large aircraft-hall. Here a difference is made between fighters, transport aircraft and helicopters. Fighters are the G-91R, the F-104G and RF-4E.

First the G-91R of which one example was present with rather a strange nose (of this a/c we already published a photo in Nr.33 photo 6). This nose is the head of a rocket. The purpose is that the FIAT, by all sorts of manoeuvres in the air, registers how the rocket reacts in a roll, a dive, an acceleration etc. That registration is done by a little box which can be installed in the nose where normally the cameras are. After the flight the technicians can get out of the box a paper, on which all movements of the aircraft have been drawn, together with all movements of the rocket-nose!

A G-91T had a long nose which looked a bit like a NASARR-nose. This FIAT was there to test the airworthiness of the a/c and her capabilities. Here also each movement the pilot makes is being registered and put on paper. Certain instabilities could be corrected in the past by this method.

A very simple test is being done with a G-19R carrying a little "flag" on its nose: the direction of the air-stream during curves, Immelmans-rolls etc. can be traced using this idea. All these tests of course have the purpose to increase the safety in the air within the Luftwaffe. The F-104s that were present had no external features, mostly electronical equipment was installed. A F-104G had been painted partly red (like a T-33 which was present), this was done because the a/c makes its testflights above sea and always is accompanied by another plane. This colour makes the a/c very conspicuous.

The Stelle has two RF-4E's at her disposal: the known "3501" this time in WGAF-colours again and "3583". On this Phantom a lengthened nose was installed with special equipment around it. What the exact purpose of this nose is, has not been made clear.

Also armament is of course being tested on all of these a/c. This does not happen in Germany however; two bases in France, Istres and Cazaux are at their disposal, where these aircraft can be seen regularly. For the rest other tests are also being carried out here, except for armament-tests.

At Manching also can be found the Messerschmidt-Bolkow factories, where the F-104G and RF-4E receive a special treatment. The G-91R receives this treatment at Oberpfaffenhofen where Dornier has its domicile. For all these different bases the E.stelle has a base-flight at her disposal which completes the last flying-hours of some Noratlasses and besides it is equipped with the T-33 and P-149D.

Also at the section transport aircraft we found a large diversity of a/c. Of course the DO-28D. But also the DO-27, the P-149D and some Transalls, of which one had had a special installation.

The section helicopters is very busy with their newest addition 3 CH53Gs and 2 Bolkow 105s. Interesting was that our guide, chief of the section, could exactly tell us why the CH53 and not the Sea King was tested. For the price of one CH-53 one cannot even buy the fuselage of a Sea King; these ultra-modern Marine helicopters are costing 25 million Marks, the most expensive a/c which ever flew with the Iron Cross; no wonder that the navy does not lean out her precious a/c.

The Bolkow 105 has not yet been ordered by the Luftwaffe, although two examples are being tested carefully at Manching.

A very different section is the one where the technical personnel is following a special training. Here a few older aircraft were present, two Magisters, a CM-191, a Sabre 6. a F-104F(silver) and a T-33 on which lower technicians learn for example how an a/c can be tugged, how cockpits can be opened with the different types, how wheels can be changed etc. All present a/c were in a very good shape and proudly the chief-technician made his pupils remove the cockpit-covers in order to make them "airworthy" so that we could take some excellent pictures.

Finally we got the opportunity to have a look at the most modern sound-dampers of the world, which will also be used by the Swiss AF now.

We have been busy all day to take a closer look at the, in our opinion, most interesting concern in "Germany: The Erprobungstelle of der Bundeswehr!

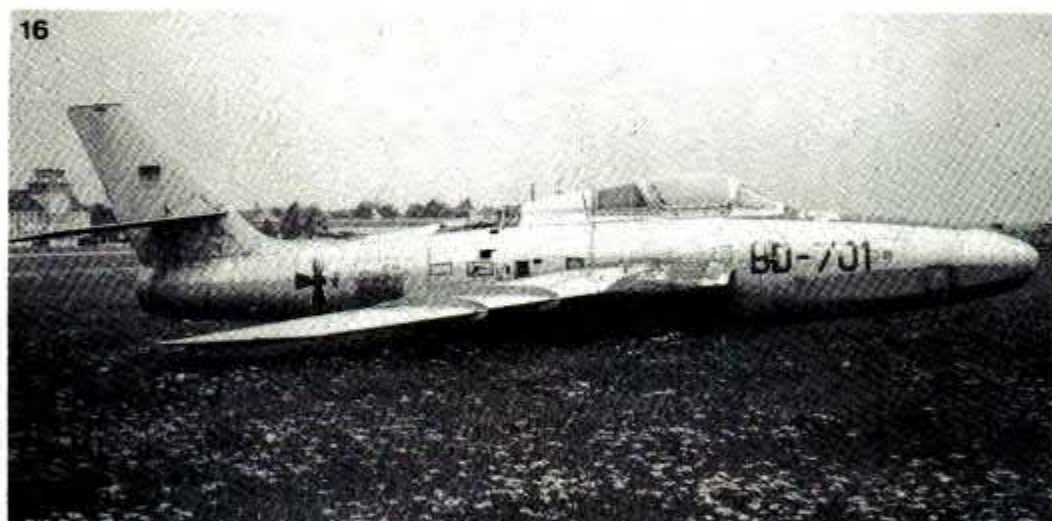
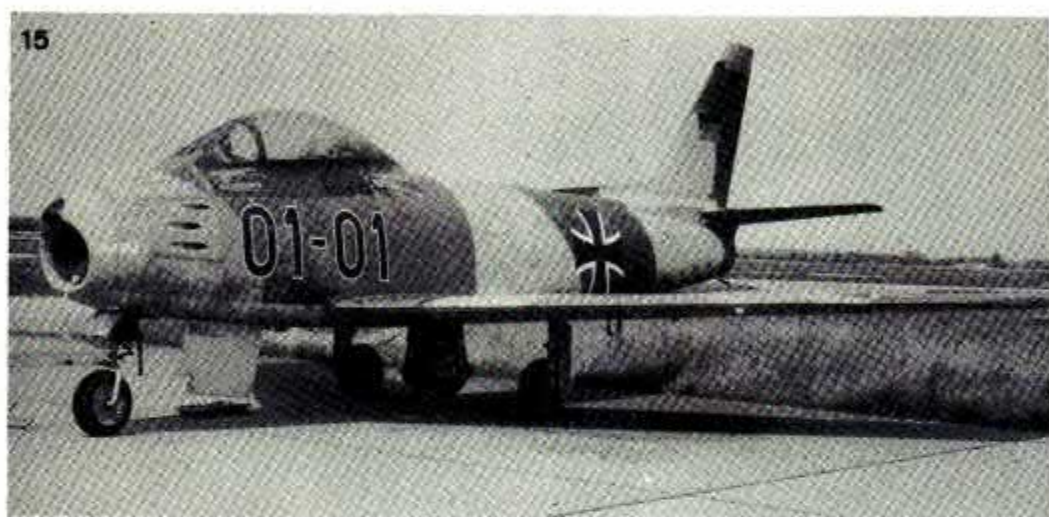
AIRCRAFT OF THE LUFTWAFFE part 8

FIAT G-91T3:

Of this type originally 44 examples were bought, most of them for WS-50 at Erding, the rest was divided among the different FIAT-bases. Last year the last one of an additional order of 22 a/c was delivered. The FIATS have the following construction-numbers:

Note: The c/ns are preceded by 91-2-00

<u>c/n</u>	<u>ex</u> <u>reg</u>	<u>new</u> <u>reg</u>	<u>remarks</u>	<u>c/n</u>	<u>ex</u> <u>reg</u>	<u>new</u> <u>reg</u>	<u>remarks</u>
0001	BD101	3401	LEKG-42	0011	BD111	3410	LEKG-41
0002	BD102	3402	LEKG-42	0012	BD112, MA372	3411	WS-50
0003	BD103	3403	WS-50	0013	BD113, BD142	3412	WS-50
0004	BD104	3404	WS-50	0014	BD114		w/o 5/8/64
0005	BD105	3405	LEKG-43	0015	BD115	3413	LEKG-41
0006	BD106, MC372	3406	WS-50	0016	BD116	3414	LEKG-43
0007	BD107	3407	ES.61	0017	BD117	3415	WS-50
0008	BD108, MB372	3408	w/o 7/4/70	0018	BD118	3416	WS-50
0009	BD109	3409	LEKG-43	0019	BD119	3417	LEKG-44
0010	BD110			0020	BD120	3418	WS-50





19



20



21



c/n	ex reg	new reg	remarks	c/n	ex reg	new reg	remarks
0021	MD373	3419	LEKG-44	0033	BD132, MB374	3430	
0022	BD121	3420	WS-50	0034			
0023	BD122	3421	LEKG-42	0035	YA022	3431	WS-50
0024	BD123	3422	ES-61	0036	YA023	3432	
0025	BD124	3423	WS-50	0037		3433	WS-50
0026	BD125	3424	LEKG-43	0038		3434	WS-50
0027	BD126	3425	LEKG-41	0039		3435	
0028	BD127			0040	MD372	3436	LEKG-44
0029	BD128	3426	WS-50	0041		3437	
0030	BD129, MA373	3427	LEKG-43	0042		3438	LEKG-44
0031	BD130	3428	WS-50	0043		3439	WS-50
0032	BD131	3429	WS-50	0044	MD372	3440	WS-50

The second batch is coded 3441-3462: they went to WS-50, WS-50, WS-50, WS-50, WS-50, WS-50, ? , WS-50, WS-50, WS-50, LEKG-42, LEKG-42, LEKG-43, LEKG-44, LEKG-41, LEKG-42, LEKG-41, ? , LEKG-43, LEKG-43, LEKG-42, LEKG-44 resp.

Q-305: the history of a "Kaasjager"

by G.A.Hiltermann

One of the most interesting a/c at the Deelen air show in June (see the report in our previous issue), was no doubt F-86K Sabre Q-305, painted in the colours of the R.Netherlands Air Force. Thanks to an article in the air force magazine "De Vliegende Hollander" I have been able to trace the history of this a/c.

You may know that the Klu did have a Q-305 in its inventory: the North American built 54-1305 (in service from 7/56 to 10/64 with No.702 Sqn; ended on the Soesterberg scrap-yard). With Fiat in Torino however, 53-8305 (c/n 33) was rolled out. This Sabre was for the Italian AF and carried the codes 51-33, 51-77 and 51-67, you know how the Italians love to change registrations. By the end of 1972 there came an end to the F-86K era in Italy; the a/c of the last squadron the 23rd Gruppo (part of 51Stormo) were gradually withdrawn. Only a few of the Sabres remained in service with the ItAF: they went to the 5th Stormo, also based at Rimini, to pull up targets.

Our subject, now coded 5-67, was one of these a/c. Last June the very last Sabres were withdrawn and now the Dutch air force museum was eager to get hold of one of them. And so, on June 10th, Sabre 5-67 took off from Rimini to fly to Deelen; with stops at Caselle and Reims the a/c landed here on June 12th.

At Deelen, 5-67 was repainted in the colours of the Koninklijke Luchtmacht, so that it could be displayed on the Deelen show; several Italian markings were still visible though, such as unit-badges, Italian roundels under the wings, Rescue/Salvataggio, etc.

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BEST HIT 1973

a report on NATO's Southern Region
Fighter Weapons Meet by Editors
F.Klaassen and J.A.Engels.

The sun was shining bright when two of your editors arrived at Istrana Air Base after a twenty minutes drive from the city of Treviso in the North of Italy. The purpose was to visit this year's AIRSOUTH (all Forces of S.Europe) Fighter Weapons Meet "BEST HIT" for which the Italian AF acted as hosts from 16-28 July. Competing were, as last year at Larissa, Greece (see FLASH Nr.23&24), combat ready pilots from all NATO Southern Region attack squadrons (FBA) assigned to AIRSOUTH. In addition the Meet was open to one guest team composed of pilots not permanently assigned to the Southern Region.

We were welcomed by USAF Lt.Colonel V.Tocci of AFSouth, who showed us around and gave all possible assistance. Istrana Air Base normally houses the 51 Aerobrigata equipped with F-104G Starfighters, who had to make place for BEST HIT and were detached to another base for the time being. At the gate we observed 51-01 (38276) an F-86K Sabre of the ItAF which was the former a/c of 51AB.

Back to the Meet now. Its aim is to "serve as an incentive for the continual improvement in the overall weapons delivery capability of AIRSOUTH Air Forces", at least this is what the official bulletin says. Each nation supplies a team consisting of 1 team-kaptain, 6 primary pilots and 1 spare pilot, 6 primary aircraft and 1 spare aircraft, a maximum support group of 50 officers & other ranks, in contrary to the guest team which only brings 3 pilots-& 1 spare pilot, 3 a/c & 1 spare a/c and a support group of 25 officers & other ranks.

It is the decision of each participating nation which FBA squadron will go to the Meet and each year other pilots are selected to participate.

Pilots are flying two different sorts of missions during Best Hit: 4 "range only missions" and 2 "full missions". One "range only mission" consists of one strip bombing attack, one dive bombing attack and one, two or three strafing attacks (80 rounds); A "full missions" means a low level navigation trip to a target and after that a flight to the range (this year the range of MANIAGO, 70 kilometres northeast of Istrana Air Base was being used), exccuting one rocket attack and one, two or three strafing attacks (80 rounds). To get accustomed to the local area each pilot flies two or three missions before the real show starts.

Arbitration during the Meet lies in the hands of five members of "neutral" nations. They have at their disposal range judges, chase judges and a/c. The winner of the Meet may take home the AIRSOUTH Trophy for one year. The guest team, however, does not compete to win this trophy. If this were not enough, pilots who obtain the highest overall total score are lucky to receive individual event trophies.

"Well, now you know something about the rules, we will give you a short history of the Meet:

As pilots of the Greek, Italian and Turkish Air Forces assigned to AIRSOUTH must retain their proficiency in nuclear and conventional weapons delivery but also become delivery, a major exercise was desirable to meet to these requirements. The meets were already held in the mid-fifties, but were stopped in 1956 for obscure reasons.

In September 1969 the Italian AF was asked to host the Meet and this was the revival of the AIRSOUTH Weapons Meet. All beginning is difficult: the Greece AF could not participate the first year and also the US Navy withdrew as guest team.

The 1970 Meet "Best Hit 70" was held at Istrana AB, Italy, from 4-12 September. The Italians represented 5 ATAF and the Turks 6 ATAF. The weather was very bad during the Meet and so no winning team could be selected.

The 1971 Meet was held at Eskisekir, Turkey, It brought together pilots from all three NATO Southern Region nations plus a combined USN/USAF guest team. Taking part were 5 different aircraft: Northrop F-5s,





Fiat G-91s, North American F-100s, LTV A-7A's and McDonnell F-4E's. The 1972 Meet was formed by pilots from 3 of NATO's Southern Region nations plus a combined USN/USAF guest team. This meet was held in Greece at Larissa Air Base (see Flash Nrs.23&24)

Back to the present now. This year's meet brought together again pilots from 3 NATO Southern Region nations plus a combined USN/USAF guest-team. Aircraft present at Istrana during Best Hit were as follows:

- US Navy A-7 Corsair II which made up one half of the USN/USAF guest team. The Navy's VA-12 Squadron of Attack Carrier Wing 7 has provided pilots for the competition. The Navy pilots from the aircraft carrier USS Independence are now part of the US 6th Fleet in the Mediterranean.
- USAF's 613, the Tactical Fighter Squadron of the 401st Tactical Fighter Wing, Torrejon (Spain), took their McDonnell F-4E's to the Meet.
- The Italian AF entered the FIAT G-91Y in "Best Hit"73" for the first time. These aircraft were flown by fighter pilots of the 101st Squadron of the 8th Wing at Cervia Air Base, Italy.
- The Turkish Air Force used the F-5 Freedom Fighter, this year from the Turkish 192nd Fighter Bomber Squadron of the 9th Air Base at Balikesir, Turkey.
- Finally, the Hellenic Air Force, which was the winner of last year's Best Hit, also participated with Northrop F-5s belonging to the 341st Fighter Bomber Squadron of the 111st Fighter Bomber Wing based at Nea Anghialos AB, Greece.

Expressed in figures the following a/c participated:

ItAF: G-91Y: 8-26, 8-29, 8-30, 8-32, 8-52, 8-25, 8-22, 8-27, 8-50
HAF: F-5A: 01398, 01399, 01400, 38410, 10476, 10486, 89054, 89058
TAF: F-5A: 7150, 01407, 21193, 7153, 21206, 1406, 21207, 7139
USAF: F-4E: 68-279, 68-382, 68-393, 69-7259 (All coded TJ)
USN: A-7A: 157463(314), ? (315), 157574(403), 157578(404) All coded AG
Judges: G-91T: SA-57, SA-73, SA-46 (ItAF)
TF-104G: 20-9, 20-27, 20-15, 20-2 (ItAF)

Transport aircraft of the HAF were: Noratlas 52-143, 52-187, 52-189, 52-132. The TAF was at Istrana with Hercules 01947.

The winning team this year was the Turkish AF.

with thanks to the Italian AF, Colonel V.Tocci, AFSouth and his staff for their cooperation.

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GREENHAM COMMON RAFA DISPLAY ON 8-7-1973

by K.G.Wright.

61-07 Atlantic WGN MFG-3	156518 P-3C USNavy VP-56
35-36, 35-79 RF-4E WGAF AKG-51	10881 C-9A USAF 322TAW
XP706, XR716 Lightning RAF 2260CU	50-53 C-160D WGAF FFS"S"
26-55, 26-87 F-104G WGN MFG-2	58-62 DO-28D WGAF JABOG-36
24-72, 26-03 F-104G WGAF JABOG-36	XS104 Gnat RAF 4FTS
94-99 T-33A WGAF WS-10	K-4005 NF-5B RNethAF 215Sqn
XG160 Hunter F.6 RAF 79Sqn/2280CU	218 SP-2H R.Neth.NAS 320Sqn
XV697/CU593 Sea King RN 706Sqn	40610 C-141A USAF 436MA"/912MA"
103 Etendard Fr.Navy 16F	AR66-413 RF-4C USAF 10TRW
32-37, 31-79 G-91R WGAF	17892 T-29B USAF 513TAW
20905 KC-97L USAF Wisc.ANG	66 Atlantic Fr.Navy 24F
147562 SP-2H Neptune Fr.Navy 25F	68-18455 CH-54A US Army 295 Av.Coy.
104842, 827, 776, 714, 720,	70-16003 AH-1G Cobra US army
104795 All CF-104G CAF	71-20449 Kiowa US Army
WV256 Hunter GA.11 RN	17002, 17014 Mohawks OV-1D US Army
XT610 Twin Pioneer RAF ETPS	122nd Av.Coy from Hanua
XW290, XW288, XW293, XW281 Jet Provosts T.5 RAF "Red Pelicans"	
XW406, XW407, XW408 Jet Provosts T.5 RAF "Gemini"	
XT134, XT193, XT206, XT511, XW192 Sioux AH.1 R.Army "Blue Eagles"	

Note: this list is not complete, because to lack of space some regs had to be left out.

DISPLAY-REPORTS ----- DISPLAY-REPORTS

SCHLESWIG-JAGEL: 7-7-1973 by K.W.Bleeker

35,33 F-8U(FN) Fr.Navy	52 Alize Fr.Navy
16.6 Etendard Fr.Navy	42 Paris II Fr.Navy
AT-156 Draken RDanAF	XV675/PO-65 Sea King HAS.1 R.Navy
K-4021 NF-5B RNethAF	V258 Atlantic SP-13A MLD
BE c/n 11 N-2501 FAF	A-008 Draken J-35F RDAF
XP672, XS177, XR704 Jet Provost T.5 RAF "Macaws"	
The rest was all Luftwaffe/Marine/HEER:	
F-104G: MFG.1: 22-13, 22-14, 22-15, 26-84, 26-80, 22-73, 22-74, 22-88,	
26-89, 26-57, 22-77, 22-84, 26-65, 22-93, 22-96, 26-63,	
22-11, 22-74, 22-70 22-80, 22-73	
F-104G MFG.2: 21-07	
TF-104G:MFG.1: 28-23, 27-97	
28-11 TF-104G Luftwaffe WS-10	28-01, 27-17 TF-104G Luftwaffe
30-93 G-91R Luftwaffe LEKG-41	94-94 T-33A Luftwaffe WS-10
35-85 RF-4E Luftwaffe AG-51	61-03, 17, 14 Atlantic Marine MFG-3
80-73, 90, 93, 80 SH-34J Marine	76-04 Alouette II HEER
72-27 UH-1D Heer	50-79 Transall Luftwaffe LTG-63
89-52 Sea King Marine	90-67, 91-33 P-149D Marine
50-45 Transall Luftwaffe	91-77 P-149D Luftwaffe WS-10
90-40, 92-10 P-149D Marine	59-14, 17, 10, 23, 21, 19, 06 DO-28D Marine
58-65 (c/n 4140) DO-28D Luftw. WS-10	55-11 DO-27 Marine

AALBORG: 17-6-1973 by P.Sick

N-586 C-54 RDanAF	DT-516, DT-490 T-33A RDanAF
E-420 Hunter RDanAF	124, 114 Saab 105 RSwAF
G-765 F-100D RDanAF	AR-120 Draken RF-35 RDanAF
SP64-959 F-4D USAF 52TFW	4, 13 F-8E Fr.Navy
K-4024 NF-5B RNethAF 316Sqn	K-3021 NF-5A RNethAF 316Sqn
H-212 Hughes 500M RDArmy	M-438 Alouette III RDNavy
U-481 S-61A5 RDanAF	31-03, 30-93 G-91R Luftwaffe LEKG-41
P-135 Chipmunk RDanAF	61-07 Atlantic Bundesmarine
XL476/LM-763 Gannet RNavy	O-616 KZ VII RDanAF
K-684 C-47 RDanAF	10-RM/51, 10-RK/48 Mirage 3 FAF
R-645, 348, 349, 707, 756, 703 F-104G RDanAF	

COLMAR: 27-5-1973 by P.Vercruijsse

13-PI 54841 F-86K FAF (gate-guard)	64-QF/208 N-2501 FAF
62-NA/1 BR941S FAF	721-EN/236 Flamant FAF
7-CV/59 Mystere 4A FAF	419, 498 Mirage IIIE FAF
68-DE/SA58 H-34A FAF	11-ME/42196 F-100D FAF
13-SH/48, SC/30 Mirage 5F FAF	13-QS/502, QA/527 Mirage 3E FAF
13-PH/550, PP/505 Mirage 3E FAF	339-WL/115 Mystere XX FAF
13-TG/53042 T-33A FAF	13-TA/234 Flamant FAF
13-TD/195 CM-17OR FAF	53 Br1150 FrNavy
35-86 RF-4E Luftwaffe AG-51	XN-771/P, XN-777/K Lightning RAF
BUM/1107, BUU/1186 Puma Fr.Army	HR66-479 F-4D USAF 50TFW/10TFS
BWM, BWO, BWP, BWR, BWS, BWT, BWJ, BWK SE3130 Fr.Army	

Aachen-Mertzbruck: 17-6-1973 by A.Luft

84-19 CH-5 G Heer	18455 Skycrane USArmy
73-53 UH-1D Heer	OT-ZKG/B7 H-34A Belg.Navy
CUD Puma Fr.Army	16053 AH-1G Cobra USArmy
FX-90, FX-72 F-104G BAF "Slivers"	K-3068 NF-5A RNethAF 314Sqn
BA-12 Mirage 5BA BAF	OT-ZPC Alouette III Belg.Navy
XW359/360/363/373 Jet Provost RAF "Poachers"	
OLA36/16/06/80/53/48/33/21/23/67/78/50/75/54/35/62/68/79/59/58 All	
Alouette II Belg.Army	

HAWKER SIDDELY HARRIER

by Paul A. Jackson

Some explaining words: No.1 Sqn and 233 Operational Conversion Unit are based at Wittering, UK, while the rest of the Harrier units, nos 3.4. and 20 Sqn are at Wildenrath.

V/1 means that this particular a/c is now coded V and in service with No.4 Sqn.

Harrier Pre-production a/c:

XV276 f.f. 31-8-66 HSA; BS Engines, Filton; HSA ; crashed 10-4-73
 XV277 f.f. 9-11-66 A&AEE
 XV778 f.f. 31-12-66 A&AEE (equipped with laser nose)
 XV279 f.f. 4-3-67 A&AEE
 XV280 f.f. 27.4.67 A&AEE
 XV281 f.f. 14.7.67 A&AEE

Harrier GR.1:

XV738 f.f. 28-12-67 BSEgines; HSA
 XV739 A&AEE; V/1Sq
 XV740 A&AEE (including trails on HMS Eagle 1970)
 XV741 A&AEE (including trails in Arizona 7-70); 4Sq loan; 01/3Sq, A/3Sq
 XV742 f.f. 13-9-68 BSEgines; HSA (coded "BL" for trails on HMS Blake)
 G-VSTO 6/71 for demonstrations to Swiss 11th-13th June 1971; to XV742
 XV743 HSA crashed 27-1-69
 XV744 A/1; 233OCU
 XV745 B/1; W/1; 233OCU
 XV746 C/1; X/1; J/1; K/1
 XV747 D/1; 233OCU
 XV748 E/1; 233OCU; 48/233; A/1, 233OCU
 XV749 F/1; A/1; K/1; crashed at Sea off Lincolnshire 27-4-72
 XV750 A/1; damaged 6-4-70; Rebuilt by HSA; X/20; to ?
 XV751 1Sq; crashed at West Raynham 5-8-69; Re-built; N/1; A/1; V/20
 XV752 H/1; 233OCU; B/1
 XV753 J/1; G/1; 233OCU
 XV754 K/1; B/1; Z/1; 233OCU; J/1
 XV755 L/1; 233OCU; G/1; 233OCU
 XV756 M/1; 233OCU; 56/233
 XV757 Crashed at Wittering 15-10-69; Re-built; 233OCU; N/1
 XV758 233; 58/233
 XV759 233; 59/233
 XV760 233; 60/233
 XV761 233; 61/233; 11/3; B/3
 XV762 233; 62/233
 XV776 B/1; P/1
 XV777 C/1; W/1; crashed 3-5-72
 XV778 D/1; S/1
 XV779 A/4; Q/20
 XV780 B/4 crashed 27-6-72
 XV781 C/4; O/20; O/3
 XV782 D/4; C/4
 XV783 E/4; 233; D/4
 XV784 F/4; E/4
 XV785 Q/40; 3Sq; F/4
 XV786 R/20
 XV787 87/233; N/1; A/1
 XV788 K/1; E/1; M/1
 XV789 G/4
 XV790 H/4; S/20
 XV791 J/4; W/20; Crashed in Westphalia 27-9-72
 XV792 V/1; D/1 crashed 24-11-71
 XV793 93/233; N/20
 XV794 K/4 Crashed near Rensburg 4-5-72
 XV795 X/1; F/1
 XV796 1Sq; crashed nr. Ouston 6-10-70
 XV797 S/20; H/4
 XV798 T/20; cr. at W'rath 23-4-71
 XV799 99/233 cr. in Scotland 12-9-72
 XV800 U/20
 XV801 V/20; M/4
 XV802 XX/20; cr. 21-3-72; rebuilt
 XV803 Y/1 cr. nr. Huntingdon 3-8-71
 XV804 04/233
 XV805 Z/20
 XV806 Y/1; Y/20
 XV807 07/233
 XV808 L/4; T/20
 XV809 W/20; J/4
 XV810 X/20; XX/20
 XW630 T/20; A/4
 XW916 07/3
 XW917 08/3; L/3
 XW918 4Sq; 3Sq; cr.nr. W'rath 12-1-72
 XW919 19/233; B/1; G/1 cr Lyneham
 28-6-73 probably not w/o
 XW920 3Sq; cr. in Sicily 20-6-72
 XW921 3Sq; K/4; A&AEE

XW922 B/1; 2330CU	XW766 3Sq; cr 21-3-72 but repaired and now E/3
XW923 Z/1	XW767 04/3
XW924 3Sq; L/4	XW768 05/3; G/3
XW763 B/4	XW769 06/3
XW764 02/3; C/3	XW770 10/3; J/3
XW765 03/3	
XV738- XV810 c/n P1-P60	XW916-924 (ex XW754-762) c/n P71-79
XW630 c/n P61	XW763-770 c/n P80-87

Harrier T.2

XW174 F.f. 24-4-69 cr.4-6-69	XW270 70/233
XW175 HSA	XW271 T/1
XW264 A&AEE; cr. 11-7-70	XW272 P/20
XW265 A&AEE	XW273
XW266 66/233	XW274
XW267 67/233	XW925 25/233
XW268 68/233	XW926 3Sq; 20Sq; 12/3
XW269 M/4; TB/4	XW927 27/233

XW933 A new Harrier T.2A replaces the a/c which went to G-VTOL Of XW273/274 one is a static test airframe and the other is the demonstrator or G-VTOL f.f 16-9-71 Mk.T.52 and was damaged in a crash on 6-10-71 but rebuilt.

XW174-175 c/n T1-2	XW925-927 (ex XW778-780) c/n T14-16
XW264-274 c/n T3-13	XW933 c/n T17

THE HA.200 "SAETA" IN SPANISH AIR FORCE SERVICE

by G.Avila

Although the "Saeta" was designed from the outset as a basic trainer, "La Hispano Aviacion, S.A.", trying to fulfill the requirements of the SAF (Ejercito del Aire), accomplished some modifications in one prototype to make the small aircraft suitable for the ground attack rôle. In 1967 forty aircraft of the D version (HA200D) were fitted with these modifications, which included provision for underwing rockets (four 80mm Oerlikon) or bombs (ten of 10kg.) and more advanced electronic equipment. These a/c received the SAF designation C-10B instead of E-14B which was to be allotted to them (E Meaning Escuela or training and C meaning Caza or Fighting).

In the autumn of 1967 the E.d.A. was involved in a major reorganisation and as a result, new units were formed. One of these was 21st Group, a tactical unit consisting of No.211 and 212Sgns based at Villanubla and Valladolid resp.. The first one could be considered a redesignation of the old No.431 Sqn and was like its ancestor, equipped with about 20 E-14B's (a variant of the E-14A, fitted with underwing launchers for ground attack purposes), the latter being issued with the new C-10B's. In 1969 a new reorganisation resulted in the 21st Group being deactivated. The a/c of No.211Sqn were handed over to the Basic School at Mataran, Salamanca, and No.212 was redesignated No203. At the same time one of the 46th Mixed Wing's (based at Gando, Gran Canaria) squadrons, No.462, phased out its B-21's (a Merlin-engined version of the wartime He-11H) in favour of a number of C-10B's.

Both squadrons, Nos.203 and 462, continue to exist as Tactical Aviation Command's elements.

At present, it is expected that when the C-10C - an optimised version of the C-10B for the close support ground attack, whose back seat has been suppressed to make room for a large fuel tank, 25 of which were ordered by the SAF- attain operational status, a second squadron will be formed at Villanubla. Furthermore about 30 E-14A/B's are operated in its intended rôle of basic trainer with 794 Esc. at San Javier, Murcia.

Gonzalo Avila, June 1973.

THE UNITED STATES AIR NATIONAL GUARD UNITS

Assigned to Tactical Air Command:

103TFG/118TFS	F-100D	Bradley Field, Windsor Locks, Conn.
104TFG/131TFS	F-100D	Barnes Airport, Westfield, Mass.
114TFG/175TFS	F-100D	Joe Foss Field, Sioux Falls, S.D.
116TFG/128TFS	F-100D	Dobbins AFB, Ga.
121TFG/166TFS	F-100C	Lockbourne AFB, Columbus, Ohio
122TFG/163TFS	F-100D	Bear Field, Fort Wayne, Ind.
127TFG/107TFS	F-100D	Selfridge AFB, Detroit, Mich.
131TFG/110TFS	F-100D	Lambert Field, St. Louis, Mo.
132TFG/124TFS	F-100C	Des Moines MAP, Iowa
138TFG/125TFS	F-100D	Tulsa Int. Airport, Okla.
140TFG/120TFS	F-100C	Buckley ANGB, Denver, Colo.
149TFG/182TFS	F-100D	Kelly AFB, San Antonio, Texas
150TFG/188TFS	F-100C	Kirtland AFB, Albuquerque, N.M.
159TFG/122TFS	F-100D	New Orleans NAS, New Orleans, La.
162TFG/152TFgS	F-100C/F	Tucson Int. Airport, Arizona
178TFG/162TFS	F-100D	Springfield MAP, Ohio
179TFG/164TFS	F-100D	Lahm Airport, Mansfield, Ohio
180TFG/112TFS	F-100D	Express Airport, Toledo, Ohio
181TFG/113TFS	F-100D	Hulman Field, Terre Haute, Ind.
185TFG/174TFS	F-100C	Sioux City MAP, Iowa
188TFG/184TFS	F-100D	Fort Smith MAP, Arkansas
123TRG/165TRS	RF-101G	Standiford Field, Louisville, Ky.
152TRG/192TRS	RF-101B	Reno MAP, Nevada
186TRG/153TRS	RF-101C	Key Field, Meridian, Miss.
189TRG/154TRS	RF-101G	Little Rock AFB, Little Rock, Ark.
113TFG/121TFS	F-105D	Andrews AFB, Washington, D.V.
177TFG/119TFS	F-105B	McGuire AFB, Atlantic City, N.J.
184TFG/127 TFGs	F-105D	McConnell AFB, Wichita, Kansas
192TFG/149TFS	F-105D	Sandston, Va.
117TRG/106TRS	RF-4C	Birmingham MAP, Alabama
155TRG/173TRS	RF-4C	Lincoln AFB, Lincoln, Nebr.
187TRG/160TRS	RF-4C	Donnelly Field, Montgomery, Ala.
83TFG/170TFS	F-4C	Capital Airport, Springfield, Ill.
174TFG/138TFS	A-37B	Hancock Field, Syracuse, N.J.
175TFG/104TFS	A-37B	Martin Airport, Baltimore, Maryl.
156TFG/198TFS	F-104A	San Juan, Puerto Rico
190TBG/117TBS	B-57G	Forbess AFB, Topeka, Kansas
126ARG/108ARS	KC-97L	O'Hare IAP, Chicago, Ill.
128ARG/126ARS	KC-97L	Gen Billy Mitchell Field, Milwaukee, Wisc.
134ARG/151ARS	KC-97L	McGhee-Tyson Ap. Knoxville, Tenn.
136ARG/181ARS	KC-97L	Dallas NAS, Dallas, Texas
139ARG/180ARS	KC-97L	Rosecrans Airport, St. Joseph, Mo.
151ARG/191ARS	KC-97L	Salt Lake City IAP, Utah
160ARG/145ARS	KC-97L	Lockbourne AFB, Ohio
161ARG/197ARS	KC-97L	Sky Harbor Airport, Phoenix, Ariz.
171ARG/147ARS	KC-97L	Greater Pittsburgh Airport, Pa.
129SOG/129SOS	C-119G/U-10D	Hayward AFB, Hayward, Cal.
130SOG/130SOS	C-119G/U-10D	Kanawha County Airp. Charleston, W.Va.
143SOG/143SOS	C-119G/U-10D	Green Airport, Providence, R.I.

109TAG/139TAS	C-130A	Schenectady MAP, N.Y.
118TAG/105TAS	C-130A	Berry Field, Nashville, Tenn
133TAG/109TAS	C-130A	Minneapolis IAP, Minn
145TAG/156TAS	C-130B	Douglas Airport, Charlotte, N.C.
146TAG/115TAS	C-130A	Van Nuys MAP, Calif.
153TAG/187TAS	C-130B	Cheyenne MAP, Wyo.
157TAS/133TAS	C-130A	Pease AFB, Portsmouth, N.H.
166TAG/142TAS	C-130A	Newcastle County Airport, Dela.
167TAG/167TAS	C-130A	Martinsburg MAP, W.Va.
172TAG/183TAS	C-130E	Hawkins Airport, Jackson, Miss.
195TAG/195TAS	C-130A	Van Nuys MAP, Calif.
176TAG/144TAS	C-123J	Anchorage AFB, Alaska
193TEWG/193TEWS	EC-121S	Olmsted AFB, Middletown, PA.
105TASG/137TASS	O-2A	Westchester County Airport, N.Y.
110TASG/172TASS	O-2A	Kellogg Airport, Battle Creek, Mich.
111TASG/103TASS	O-2A	Willow Grove NAS, Pa.
135TASG/135TASS	O-2A	Martin Airport, Baltimore, Md.
182TASG/169TASS	O-2A	Peorio MAP, Ill.
170TAG/150TAS	C-7	McGuire AFB, N.J.

Assigned to Aerospace Defence Command:

101FIG/132FIS	F-101B	Dow AFB, Bangor, Maine
107FIG/136FIS	F-101B	Niagara Falls IAP, N.Y.
119FIG/178FIS	F-101B	Hector Field, Fargo, N.Dakota
141FIG/116FIS	F-101B	Spokane IAP, Wash.
142FIG/123FIS	F-101B	Portland IAP, Oregon
148FIG/179FIS	F-101B	Duluth IAP, Minnesota
106FIG/102FIS	F-102A	Suffolk County AFB, N.Y.
112FIG/146FIS	F-102A	Greater Pittsburgh Airport, Penna.
115FIG/176FIS	F-102A	Truax Field, Madison, Wisc.
124FIG/190FIS	F-102A	Boise MAP, Ohio
125FIG/159FIS	F-102A	Imeson Airport, Jacksonville, Fla.
144FIG/194FIS	F-102A	Fresno MAP, Cal.
147FIG/111FIS	F-102A	Ellington AFB, Houston, Tex.
158FIG/134FIS	F-102A	Burlington IAP, Vermont
163FIG/196FIS	F-102A	Ontario IAP, Calif.
169FIG/157FIS	F-102A	McEntire ANGB, Columbia, S.C.
154FIG/199FIS	F-102A	Hickam Field, Honolulu, Hawaii
102FIG/101TFS	F-106A	Otis AFB, Mass
120FIG/186TFS	F-106A	Great Falls IAP, Montana
177FIG/119FIS	F-106A	Atlantic City N.J.
191FIG/171FIS	F-106A	Selfridge ANGB, Detroit, Mich.

Aircraft assigned to Military Airlift Command:

137MAG/185MAS	C-124C	Will Rogers Fd., Oklahoma City, Okla.
164MAG/155MAS	C-124C	Metropolitan Apt. Memphis, Tenn.
165MAG/158MAS	C-124C	Savannah MAP, Georgia

 ADVERTISEMENTS --- ADVERTISEMENTS --- ADVERTISEMENTS

- Wanted: Good negs of Dutch F-86K and Hunter, and F-4E crashed in Italy. Write to: K.Kesteloc, Kragerlaan 25, Zeist, Holland.
 - If you are interested in coach trips to Military airshow in England you can write for information to: K.G.Wright, 11 Beaconsfield Road, St.Margarets, Twickenham, Middlesex, England.
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HOT NEWS:

- Groundworkers at Twenthe AB have discovered the wreck of an RAF Spitfire which must have crashed there during World War II.
- On Wednesday 22/8 an Alconbury Phantom crashed 30 km from Leeuwarden AB, near Lauwersoog. The crew of the aircraft (probably 66-426), which was en route to Spangdahlem, ejected safely.
- On 3 September the twelve last Fokker S-11 Instructors (based at Gilzen-Rijen) have been officially withdrawn from the inventory of the Koninklijke Luchtmacht. The aircraft will not be replaced by another type.
- Royal Norwegian Air Force's 335 squadron at Gardermoen has phased out its last four C-47 Dakota's recently.
- On September 1st work started on the first of three Fokker F-27 of the Klu, which will be converted to navigator-trainers for the Marine Luchtvaart Dienst.
- A small open day will be held at RAF Laarbruch on 29 September. On this very same day Rheine-Hopsten (WGAF) will be open to the public. Always check before going!!!

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CORRECTIONS AND ADDITONS

FLASH Nr.32: Page 7&8&9: the following N-2501D's were observed at Diepholz 8/72: 5383, 5284, 5308, 5309, 5310, 5313, 5315, 5316, 5317, 5324, 5326, 5329, 5335, 5338, 5342, 5344, 5349, 5350, 5353, 5354, 5357, 5323. All N-2501's carried civil-registration: D-AMFA/AMFV resp.

FLASH Nr.34: Page 5: Chambery: SE3130 326-RY has to be 328-RY
5-OR is a Mystere 2 (an ancestor of The Mystere 4)
and not a Mystere B.2

Page 7: Additions to the squadron-service of Luftwaffe G-91's:
WS-50 : 30-55, 59, 61, 65, 67, 69, 72, 79, 88, 94, 31-09, 10, 11,
31-13, 17, 20, 21, 31, 74, 77, 91, 95, 97, 32-00, 03, 04,
32-06, 26, 39, 44, 49, 50, 66, 84, 92
LKG-41: 30-60, 63, 64, 91, 99, 31-00, 54, 57, 60, 62, 63, 64, 66,
31-67, 75, 79, 32-02, 05, 21, 24.
LKG-42: 30-49, 32-14, 15, 38, 42, 54, 81, 33-19
LKG-43: 30-53, 66, 78, 81, 82, 84, 31-51, 70, 32-98, 99, 33-02
LKG-44: 30-44, 46, 52, 54, 57, 70, 71, 31-16, 28, 29, 32, 34, 35,
31-76, 85, 86, 96, 98, 99, 32-23, 25, 27, 36, 43, 46, 47
32-48, 58, 61, 62, 73, 75, 76, 77

Page 12: Paris Air Show: MB326K ItAF MM5491 has to be MM54391
M-5 Milan FAF: M-5 is not the reg.; 61-ZO C-160F has to be 61-MO/43;
Harrier XV802 has to be XV806 of 20Sqn; 158925 Orion has to be 158920
D-9575 B8105 has to be D-9574 c/n S7; the correct serials of the
F-4J's of the Blue Angels are: 1/153072, 2/153081, 3/153084, 4/153839,
5/153876, 6/153076; CH53G Heer has c/n V65-026; 0690 is a KC-130F and
has Buz.no 150690; I SA321G Fr.Navy has c/n 44;

Page 13: To the team of the 4 ATAF should be added: 17TRS/86TFW
with RF-4C from Zweibrücken.

Page 19: AFD Bentwaters: 67956 C-141A is of 436MAW
XW346 should be XV348 of 12Sqn. Valence Air Show: Vautour 33-MN
has to be 30-MN; Fouga VC534 has to be VC543; SE4130 JAW has
c/n 1117 instead of 117. Deelen Air Show: XR593 is not a Gnat, so
should be crossed out.

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HOTTER NEWS:

- On 4/9 Norvenich got very interesting visitors, namely 6 F-100's of the Turkish AF. They were there for a rotation till 11/9. 4 Serials being: F-100D: O-41826, ~~O-62546~~, O-41766, F-100F: O-63946.
In the next issue you can see how they look like.
- On 4/9 Eindhoven spotters saw 4 RF-104G's of the Italian AF landing at EHV. This also was a rotation but till 13/9. The regs: 3-39/41/42/43.
- On 6/9 a Harrier from W' Rath crashed near Echt (Holland).
- On 6/9 the Belgian AF lost two Mirages above Kreta.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: A brilliant shot of two Dutch Thunderstreaks landing at Kleine-Broegel AB. Copyright: H.v.Tuyn
- PHOTO 2,3 and 4: Different stages in the life of a F-86K; all three pictures show the same aircraft, 38305. More information on page 17. All copyright: G.A.Hiltermann
- PHOTO 5: This camouflaged RAF Lightning of No.92Sq (XN730/J) was photographed at Gutersloh last July. Copyright: Th.Rombout
- PHOTO 6: About the only aircraft of the Air National Guard visiting Europe frequently are Boeing KC-97L Stratotankers. This photo was taken at Frankfurt/Rhein-Main where the machines are based. Copyright: Th.de Bröwer
- PHOTO 7: A T-bird operated by the National Guard Bureau (ANGB), the HQ of this organization, is O-35226. Copyright: J.W.Cichy
- PHOTO 8: Hercules 130310 is already wearing the new CAF colour-scheme. Copyright: P.v.Gemert
- PHOTO 9: Photographed at Emmen AB is this Swiss Air Force (Schweizerische Flugwaffe) Hunter J-4090. Copyright: G.A.Hiltermann
- PHOTO 10: This photo shows the Volkel fire-brigade in action when on 6-7 F-104G D-6694 suddenly aborted take-off, probably due to an engine-explosion. Copyright: H.P.Mulder
- PHOTO 11: F-104G C8-9 of the 104 Esc. SpAF, based at Torrejon. On the starboard side of the nose you can see the insignia of this unit (a cats head), which was disbanded on May 31, 1973. Its a/c were returned to the USAF which sold them to the Greek and Turkish Air Forces. Copyright: J.L.G.Serrano
- PHOTO 12: A F-4C Phantom of the SpAF is C12-22, of No.122 Esc. of the Ala 12 (12th Wing). The a/c is coded 122-11 the eleventh plane of the 122 Sq. Ala 12' home base is Torrejon. Copyright: J.L.G.Serrano
- PHOTO 13: Participating in the Aalborg airshow (see the report in this issue) was French Navy Crusader 4. Copyright: Palle Sick
- PHOTO 14: One of the new CH-53G's of the WGAmy is 84-02, seen here while taking off from Manching. This helicopter is with E.S.61. Copyright: G.A.Hiltermann
- PHOTO 15: Also at Manching was this Sabre. Note the presentation of the code. Copyright: G.A.Hiltermann
- PHOTO 16: This Thunderflash was photographed at Kaufbeuren in July 73. Copyright: G.A.Hiltermann
- PHOTO 17: A T-33A of ES-61 wearing a dayglow nose. Note the badge of ES-61 on the air-intake. Copyright: G.A.Hiltermann
- PHOTO 18: A very remarkable aircraft is Fiat 34-07 with an extra long nose. Photo (of course) taken at Manching in July. Copyright: G.A.Hiltermann
- PHOTO 19: Another Fiat G-91R wearing the badge of ES-61 is 32-72. Copyright: G.A.Hiltermann
- PHOTO 22 to 27: Some pictures we took at this year's AIRSOUTH Weapons Meet "Best Hit 73" at Istrana. Copyrights: F.Klaassen & H.Engels
- PHOTO 28: Your two reporters Frank Klaassen (left) and Hans Engels (right) portraited in front of a USNavy Corsair during the Best Hit Meet.
- FIGURE 29: Spanish Air Force 203 Esc's badge consists of a light-blue shield with a piece of chain crossing it. The chain is light-grey and black; the small shield is yellow, the bow and the star being lightblue. Drawing by G.Avila
- FIGURE 30: A Casa C-10B of the 203 Esc. The ray running along the fuselage is red outlined while, the trails trim and the wingtip are red. Drawing by G.Avila
- PHOTO 31: Present at the Paris Salon in 1971 was this Casa C-10C. Copyright: G.A.Hiltermann

