

FLASH

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HEER



Editorial team: editor : G.A.Hiltermann
co-editor: F.J.Klaassen
J.J.v.Tuyn

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

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Dear Reader,

This month we give you our last article on the West German Air Power. Herewith comes our ad end to our extensive article, which started in the January issue of 1973. But don't worry, "Luftwaffe Gijs" is now busy writing an article called "Italian Air Power", which must be madly interesting.

In the last weeks we had to disappoint some readers who ordered back-issues. A number of back-issues is now totally sold out. Moreover, also our March issue is sold out, just after a month! Please mind you that you pay in time when your subscription has expired, otherwise it will be possible that you will have to miss an issue.

But don't worry, in May we shall increase our circulation again!

The Editors.

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The subscription-fee of FLASH, which should be regarded as a doantion, amounts to a minimum of DFL.15,- or equivalent for a one year- or DFL.7,50 for a six month subscription. Dutch readers may also sent DFL.4,- for a three month subscription.

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-- All advertisements in FLASH are free of charge.

-- If you publish information out of FLASH elsewhere, please mention the source.

-- The following back-issues are still available: Nrs.10,23-27,29, Nrs.31-33,35-41, for DFL.1,25 each.

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COVER PHOTOGRAPH

Taken during a squadron-rotation last summer was this Danish Hunter E-408 at Leeuwarden.

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NEWS ---- NEWS

With special thanks to:

C.J.van Gent, P.v.d.Krommenacker, H.Riemersma, J.Serrano, J.Struben, ASA, Luftfahrt Illustriert, SCAN.

NETHERLANDS AIR SCENE

- The remaining 8 DHC-2 Beavers of the Koninklijke Luchtmacht will be phased out on 1 September this year; no decision has yet been taken regarding a replacement. Meanwhile 6 Alouette 3 helicopters will fullfill the tasks that were carried out by the Beavers
Totally 9 Beavers were bought in 1956, regs. S-1 up to S-9 s/n 55-3485 up to 55-3489 and 55-4582 up to 55-4585 resp. The S-2 crashed on 22-4-68 after a collision with a parachutist near Ermelo.
- At Soesterberg and Deelen several Alouettes 3 and Piper Cubs have received black registration instead of the white ones. Especially on the Alouette it is very difficult to read the registration now. Camouflage above all.....
- At Valkenburg Piper Cub R-156 (base-flight a/c) has been replaced by the R-140.
- From 19 till 28 March a squadron-rotation took place at Leeuwarden between 323Sqn and 726Sqn of the RDAF. A/c involved were R-343, R-698, R-703 and R-754, all F-104Gs.
Other movements from Leeuwarden are:
March 4: R-707 (12707) and R-755 (17755) F-104G RDAF
7: RT-654 CF-104D RDAF
19: FX-44, 45, 57, 60, 64, 90 F-104G BAF 1st Wing
20: FX-44, 48, 57, 60, 64 F-104G BAF 1st Wing
26: RT-660 (104660) CF-104D RDAF (also on 27/3)
28: N-242 C-54 RDAF
29: OT-CWE/K-10 C-47 BAF 15 Wing
April 1: R-756, R-832 F-104G RDAF (also on 2/4)
- Movements at Eindhoven included:
February 26: BR-15, BR-21 Mirage 5BR BAF 42Esc. Florennes
April 1: XV485/H Phantom FGR.2 RAFG 2Sqn (plus another one)
2: XV485/H, XV494/N Phantom FGR.2 RAFG 2Sqn
BA-20, BA-28, BA-51 Mirage 5BA BAF 2 Wing/2 Sqn
BR-19 Mirage 5BR BAF 2 Wing/ 42 Esc.
3: XV417/E, XV430/S Phantom FGR.2 RAFG 2Sqn
23-64, 25-63 F-104G Lwttwaffe JG-71
4: 104829, 104891 CF-104G CAF
9: XW921 Harrier RAFG
11: 61-ZZ F-160 Transall C-160F FAF 61 Esc. Orleans-Bricy

BELGIAN AIR SCENE

- A Mirage 5BR of the 42Esc. crashed near Huy on 4 April. The pilot, who tried to make a forced landing in a field, was killed when the aircraft exploded. Mirage BD-16 crashed on 7-12-73 (see FLASH Nr.40).
- The Belgian Starfighter that crashed near Borwede (Germany) was the FX-37 from Kleine-Brogel.

ITALIAN AIR SCENE

- Observed at Rome-Ciampino was on 12-1-74 a Douglas DC-9 in Italian Air Force colours. The a/c will be used as VIP-plane and is serialized SM-12, MM62012 c/n 47595.
- The Torino Carabinieri received the first of their two new AB-205's in December. The helicopter is serialized CC.34 MM80778 c/n 4136 and will be used for alpine-help and for supply to isolated zones.

- On 13-10-73 an AB-204B (15-31 MM80380) crashed near Lizzano, while on 23-11-73 C-47 SM-16 (MM61832) crashed at Porto Marhera, causing the death of 4 crewmembers.
- To update your knowledge of Milano-Malpensa movements: In 1973
 - August 16: ON-ANN C-119 R.Maroc.AF
 - 23: YBI-508 MB-326 Tunesian AF
 - September 19: AD.1-B12 (51-5295) HU-16A Spanish AF
 - 24: 5-154 C-130H IIAF
 - October 4: 5-147 C-130H IIAF
 - 9: 0 22129 C-119 R.Maroc.AF
 - November 1: 6-4363, 6-4364 AB-205 IIAF
 - 10: 2459 C-130 REC/SAR F.A.Frazileira
 - 16: 2-4122, 2-4164 AB-206A IIAF; 6-4369 AB-205A1 IIAF
 - December 7: 6-2401, 6-2402, 6-2403 AB-212 Irian Navy

NORWEGIAN AIR SCENE

- A number of well-maintained aircraft are preserved in a hangar at Kristiansand-Kjevik for instructional purpose. On 29 June 1972 the following aircraft were noted:

AG-U 6326 SAAB Safir	AZ-H 51-17055 RF-84F
LD-M 36487 Fairchild PT-26	T3-E 51-17051 RF-84F Silver
HA-B 4279 Sikorsky S-55	ZK-L F-86K
AZ-D 51-17050 RF-84F	AH-D F-86K
- The c/n's of the Sea Kings of No.330 Sqn are WA-746 up to 755, regs. 060, 062, 066, 068-072 resp.

PORTUGUESE AIR SCENE

- The Portuguese Air Force has signed a contract with the Construcciones Aeronauticas S.A. (CASA) for the acquisition of 28 Casa C-212 Aviocars, with an option on 12 more. The contract was signed last February.

BRITISH AIR SCENE

- Interesting visitors at Prestwick during February included:
 - February 4: OT-CDC/KY-3 DC-6A BAF 15 Wing/21 Esc.
 - 7: 133542 T-33A CAF to Scottish Aviation for storage
 - 14: 954 C-130H R.No.A.F. 335Sqn
 - 16: N93434 U-6A Beaver ex USArmy 60381 of the Colemann
 - 17: 133345 T-33A CAF (camouflaged) /Barracks
 - 18: 50-88 C-160D Luftwaffe LTG-63
 - 25: 133069 T-33A CAF (camouflaged)
- Wildenrath movements:
 - February 20: OT-CDB/KY-2 DC-6A BAF 15 Wing/21 Esc.
 - 21: K-681 C-47 RDAF
 - 25: BR-14, BR-15, BR-17, BR-18 Mirage 5BR BAF 42Esc.
 - 26: R-349, R-699 F-104G RDAF
 - 27: AR-110, AR-115 Draken RDAF 729Esk.; 2322 F-104G WGNavy
 - March 8: 38084 C-141A USAF
 - 11: DT-289 T-33A RDAF
- No.2 Sqn at Learbruch received a new Phantom FGR.2: XT-903. The a/c is still uncoded.

SPANISH AIR SCENE

- The Ejercito del Aire is receiving 10 Beech King Airs for the Escuela de Polimotores (Multi-engine school) based at Matican AB. As you may know, the Spanish Air Force received 6 Piper Aztecs (E.19), one Piper PA-31P Press Navajo (E.18.B-1) and 7 Beech BA-55 Barons (E.20) for the training role; these aircraft replaced the majority of the old C-47's serving with 744 and 745 Escuadrones of the

school and so, with the acquisition of the 10 King Airs the faithful Dakota is to disappear from Mataban. The King Air has received the designation E.21.

-- On Sunday 3 March No.301 Escuadron based at Valenzuela AB received its second C-130H Hercules, numbered 301-02.

-- Observed at Las Palmas last years:

August 28: AD.1-1, 4, 5, 7 HU-16B
 461-01,02,06,07,08,10,13,14 C-47
 604-02,05,07,14,18,27 and 463-13 T-6 Harvard
 462-04,06,07,09 CASA C-2111D; 351-2 CASA Azor
 352-16 Douglas C-54
 September 1: 461-03,04,05,16 C-47
 3: 462-65,71,72,73,75 HA-200 Saeta
 41-74 Atlantic Marinavia (Italian Navy)
 463-10 T-6 Harvard; 352-06 C-54
 plus 5 unidentified Caribous
 4: 351-10,16 Casa Azor
 604-09 Beech Baron; VG Noratlas FAF
 7: 51-12 C-160D WGAF; 46-10 C-130H ItAF
 462-48,52,68,84,89 HA-200 Saeta
 604-04,07, 463-02,04,05,07,13,21 Harvard
 T6-4 Caribou

WEST GERMAN AIR SCENE

- During the month March the Luftwaffe lost 3 Starfighters:
 11 March: a F-104G of JB-31 crashed 3 miles from Norvenich
 12 March: a TF-104G of WS-10 crashed on the approach of Jever
 20 March: a starfighter crashed in the Baltic
- The Bundesmarine shows a great interest in the Grumman S-3A Viking
 It is possible that a number of approx.20 Vikings will be ordered in the nextcoming months.
- Last month the 55th CH-53G of the 110 ordered was delivered to the HEER. The a/c will go to HFB-200 at Laupheim.
- A Sea King of the Bundesmarine has been w/o after a crash near Yeovil on 16 January. This a/c being 89-61. Another accident occurred the day, when the 89-55 was forced down near the mouth of the Helford river. This a/c was lifted out by a CH-54A of the USArmy on 25/1. There are rumours of a third crash in these days.
 The c/n's of the Sea Kings seems to be:
 WA-744/745,756-775 regs 8950-8971 resp.
- The Luftwaffe seems to have bought 2 Boeings 727 from a civil operator, now the order for the Boeing 737 is cancelled. The a/c would get the regs 17-01 and 17-02.
- LEKG-44 at Leipheim got a prize as the German Geschwader which flew the safest in 1973. Their Fiats flew last year 11680 hours and made about 10000 starts and landings without any accident.
 AG-52 at Leck also got a prize because this Geschwader flew without accidents since they got the RF-4E in 1971-72.

AIR SHOWS 1974

In the nextcoming months following "Open Days" will be held:

5 May Memmingen (Germany)	7 July Bremgarten (Germany)
19 May Cognac (France)	7 July Greenham Common (UK)
29 May Saint Dizier (France)	25 Aug or 1 Sept Wittmundshafen (W.Ger)
8 June Eggebeck (Germany)	22 Sept Saint Etienne (France)
16 June Melun-Villaroche (France)	6 Oct Perpignan (France)
7 July Biarritz (France)	

WEST GERMAN AIR POWER (part 15)

Compiled and written by G.A.Hiltermann,
this time with special thanks to:
P.v.Gemert and E.Ragas.

THE HEERESFLIEGEREI

Like most countries the West German Army has an own army air service, in German called "Heeresfliegererei".

This air corps has three Commando Battalions, each with one leading battalion. This leading battalion has one liaison/observation staffel with UH-1D (former DO-27) and Alouette 2 and two transport staffel with H-34A and CH-53G (former H-21C). The H-34A will be replaced by the CH-53G in 1974.

These three leading commando battalions are:

HFB-100	at Rheine-Bentlage	reg.code was PZ
HFB-200	at Laupheim	reg.code was PY
HFB-300	at Niedermendig	reg.code was PX

(HFB means Heeres Flieger Battalion)

Each commando battalion has 4 divisions, each with two flying staffels: a liaison/observation staffel with Alouette 2 and a transport staffel with UH-1D. So there are 12 divisions which

HFB-1	at Hildesheim	reg.code was PA
HFB-2	at Fritzlar	reg.code was PB
HFB-3	at Rotenburg	reg.code was PC
HFB-4	at Roth	reg.code was PD
HFB-5	at Fritzlar	reg.code was PE
HFB-6	at Itzehoe	reg.code was PF
HFB-7	at Celle	reg.code was PG
HFB-8	at Oberschleisheim	reg.code was PH
HFB-9	at ???	reg.code was PI
HFB-10	at Neuhausen	reg.code was PJ
HFB-11	at Celle	reg.code was PK
HFB-12	at Niederstetten	reg.code was PL

Moreover there are a number of training and some liaison units:

HFS-207	at Niedermendig	reg.code was QF with CH-53 and DO-27
HFS-307	at Buckeberg	reg.code was QK with CH-53 and H-34A

(HFS means Heeres Flieger Staffel)

HFW's (which means Heeres flieger Waffenschule) can be found at Buckeberg, codes QW (with Alouette 2 and DO-27) and QA (with H-34A and Alouette 2), Rheine-Bentlage, codes QB and QC, both with H-34A and Alouette 2 and one at Laupheim, code QE with H-34A and Alouette 2.

Some information concerning the old registration codes of the HEER; as you will have seen in the units-list only the letters P and Q were used as first letter. Till 1968 these letters meant:

P for Heeresflieger Battalione, Heeresflieger Instandsetzungsstaffeln
Q for Heeresflieger Waffenschulen, Heeresflieger Verbindungsstaffeln

With this we gave you all interesting information available concerning the Heeresfliegererei. Leaving only one thing:

AIRCRAFT OF THE HEER:

Since 1956 the Heeresfliegererei used the following types of aircraft:

BELL UH-1D/BF

342 of these liaison, observation and light transport helicopters were delivered to the Luftwaffe and the HEER to replace the DO-27. Most of the helicopters are built by Dornier at Oberpfaffenhofen.

First 384 s/c were ordered, but 42 Bells were cancelled. Of the 342

remaining a/c the Luftwaffe got 132, the others went to the HEER.
7001, 7002 c/n 8001 and 8002 (prototypes)
7003 upto 7036 cancelled order
7037 upto 7040 c/n 4368, 4369, 4513, 4588 resp., ex USAF 64-13661/13662/
64-13806/13881 resp.
7041 upto 7172 c/n 8101 upto 8232 which all went to the Luftwaffe
7173 upto 7180 cancelled order
7181 upto 7384 c/n 8301 upto 8504 which all went to the HEER
7103 c/n 8163 crashed near Munich on 14-1-69 during a pre-delivery test-
flight. 7143 c/n 8203 and 7284 c/n 8404 have also been w/o.

DORNIER DO-27

A great number of the 432 German DO-27's went to the HEER. We already
gave you a registration list on the DO-27 in FLASH Nr.39.

HUNTING PEMBROKE

One of the 33 German Pembrokes temporarily flew with a transport squadron
of the HEER: HFB-1 (later HFB-2). This Pembroke was c/n 1010, reg. PA-223
(later PB-223, to 5418).

PIPER L-18C CUB

The Army used one Piper Cub in former days (c/n 18-3437, s/n 54-737
reg. PX-901, to QZ-030). Nowadays they seem to use another Piper at
Nieder Mendig as a glider-tug.

SARO SKELTER Mk.50

The HEER used six of the 10 German Skeeters (the other four went to the
Bundesmarine, see FLASH Nr.42). These Skeeters (all delivered in 1958)
are: c/n S2-5061/5062/5063/5073/5077/5082, regs. PC-117 upto 122 resp.,
later PF-156 upto 160, PF-155 resp. The Skeeters were sold to Portugal
in June 1966.

SIKORSKY CH-34J

5 of these transport helicopters were bought. As no old codes are known
we don't know which unit(s) has used them. They are probably replaced by
the CH-53G now. The regs are:
8201 upto 8205, s/n 58-1590, 1602, 1619, 1733, 1737 resp.

SIKORSKY H-34A

139 Sikorsky's were bought, some of which went to the air force (where
they have been replaced by the UH-1D) and some to the navy. Most of the
army H-34A's will be replaced by the CH-53G this year. Some months ago
25 Sikorsky's were already sold to civil, while in former days some
others had been sold. Here is our registration list:
On 1-1-1968 the armed forces had exactly 111 H-34A's, regs 8001 up to
8111, c/n 58-532, 690, 701, 721, 727, 740, 748, 749, 750, 782, 783, 801, 802, 827, 828,
58-833, 834, 855, 856, 857, 879, 882, 883, 1089, 1090, 1091-1112, 1135, 1458, 1459,
58-1493, 1502, 1503, 1504, 1505, 1512, 1513, 1514, 1515, 1516, 1523, 1524, 1525, 1526,
58-1527, 1536, 1537, 1538, 1539, 1547, 1548, 1553, 1557, 1561, 1562, 1563, 1564, 1565,
58-1566, 1567, 1569, 1570, 1575, 1576, 1577, 1578, 1582, 1583, 1584, 1589, 1594, 1596,
58-1605, 1617, 1618, 1630, 1631, 1632, 1658, 1662, 1663, 1664, 1665, 1671, 1672, 1673,
58-1677, 1678, 1679, 1732, 1813.
Old codes known are: 8002 ex AS-343; 8003 ex GD-232; 8004 ex QB-461;
8006 ex QB-462; 8012 ex PB-208, QB-471; 8016 ex QB-466; 8020 ex QB-469;
8023 ex AS-345; 8027 ex PF-332; 8033 ex QA-469; 8034 ex CA-351; 8035 ex
PZ-464; 8037 ex PH-262; 8039 ex PH-264; 8040 ex PH-265; 8043 ex PH-268;
8044 ex PH-269; 8046 PH-270; 8051 ex QA-474; 8053 ex PZ-468; 8054 ex QA-477
8063 ex GD-239; 8075 ex WE-572; 8077 ex PZ-350; 8095 ex SC-256; 8098 ex
WL-559
Withdrawals are: 8002 to D-HMBB; 8003 to D-HAGB; 8009 to D-HMBC; 8009
to D-HMBD; 8010 to D-HAAA; 8013 to D-HAAB; 8019 to D-HMBE; 8023 to D-HAAC;
8028 to D-HMBA; 8031 to N-82808; 8033 to N-82811; 8036 to LN-OSA; 8038

to N-82813; 8039 to N-82814; 8046 to N-82817; 8060 to D-HKFG; 8069 to N-82828; 8099 to N-82844 plus 8025 to N-82806 and 8027 to N-82807. 8034 went to the air force museum at Uetersen. The c/n and serials of the remaining 28 H-34A's, which were all withdrawn before 1-1-68, are not known to us.

SIKORSKY CH-53G

In 1973 the first units switched over from the H-34A and H-21C to the CH-53G. The training school at Buckeburg was the first operational CH-53 unit in the spring of last year.

Totally 110 CH-53G's will be delivered, of which three went to ES-61 at Manching (regs 8401, 8402, 8404).

Till now the following c/n's are known:

8401 ex USNavy 154885, no c/n known

8402 c/n 65-157, ex USNavy 154886

8403 up to 8411 c/n 65001 up to 65009

8412 up to 8414 c/n 6510 up to 6512

SUD DJINN

5 Djinn's were used in the first days of the "new" army with HFB-2 at Fritzlar. These Djinn's were:

PB-156 upto PB-160, c/n 1015, 1016, 1019, 1020, 1022 resp.

PB-156 was sold to F-BIEU, later G-AXFS and F-BSKU: PB-158 was sold to F-BIEV. PB-157 became PB-119 later and crashed on 15-3-60. What happened to PB-159 and 160 is not known. (N.b. PB-160 has also been reported as PB-122).

SUD AVIATION ALOUPTE 2 AND ALOUETTE ASTAZOU

247 Alouette 2 and later 50 Alouette Astazou were bought as liaison, observation and training helicopter. Some of them are used with the Luftwaffe (HFS at Fassberg).

Unfortunately we cannot give you a complete registration-list, perhaps one of our readers can help?

On 1-1-68 224 Alouettes 2 were in service, these got the regs 7501 up to 7724. The 50 Alouette Astazou got the regs 7725 upto 7774. However some sources say yhat 7775 upto 7789 are also flying which should mean that another 15 astazous would have been delivered.

From the Alouette 2 we have the c/n's: 7501 up to 7724 are resp.:

1178, 1180, 1188, 1191, 1193, 1194, 1195, 1196, 1215, 1216, 1217, 1265, 1266, 1267, 1274, 1275, 1276, 1277, 1286, 1287, 1288, 1289, 1298, 1299, 1300, 1301, 1310, 1311, 1312, 1313, 1324, 1325, 1326, 1327, 1337, 1338, 1339, 1340, 1349, 1350, 1351, 1352, 1361, 1362, 1363, 1364, 1388, 1189, 1390, 1391, 1402, 1403, 1405, 1406, 1416, 1417, 1418, 1419, 1420, 1431, 1432, 1433, 1437, 1448, 1449, 1450, 1451, 1452, 1462, 1463, 1464, 1465, 1466, 1477, 1478, 1479, 1480, 1481, 1482, 1493, 1495, 1496, 1497, 1498, 1511, 1512, 1513, 1514, 1515, 1516, 1527, 1528, 1529, 1530, 1532, 1533, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1559, 1560, 1561, 1562, 1563, 1564, 1575, 1576, 1577, 1578, 1579, 1580, 1590, 1591, 1592, 1593, 1608, 1609, 1610, 1611, 1612, 1613, 1622, 1623, 1625, 1627, 1630, 1632, 1633, 1639, 1640, 1641, 1642, 1643, 1655, 1656, 1657, 1658, 1659, 1660, 1672, 1673, 1674, 1678, 1690, 1691, 1692, 1693, 1694, 1697, 1698, 1705, 1706, 1707, 1708, 1712, 1718, 1719, 1720, 1721, 1722, 1732, 1733, 1734, 1735, 1737, 1746, 1747, 1748, 1749, 1951, 1760, 1761, 1762, 1763, 1764, 1765, 1774, 1776, 1777, 1778, 1788, 1789, 1790, 1816, 1832, 1833, 1834, 1836, 1839, 1840, 1841, 1842, 1843, 1846, 1847, 1848, 1849, 1850, 1853, 1854, 1855, 1857, 1858, 1861, 1862, 1863, 1864, 1865, 1868, 1869, 1870, 1871, 1872, 1873, 1876, 1877, 1878, 1879, 1880.

Some old codes are:

7516 ex PC-131; 7524 ex PH-237; 7525 ex QA-203; 7531 ex PC-138; 7544 ex PD-138, 7558 ex PX-205; 7562 ex PB-137; 7571 ex QW-735; 7572 ex QW-736; 7594 ex PD-139, PD-209; 7611 ex PG-134; 7613 ex PN-134, 7626 ex QW-218, QW-743; 7658 ex PN-143; 7679 ex PP-144; 7683 ex PG-137; 7684 ex PG-209; 7718 ex AS-365; 7724 ex AS-371.

Some w/o's:

7537 crashed near Erpfing on 16-9-68, 7541 crashed near Greding on 7-1-69, 7644 crashed near Odernich on 20-12-68.

c/n 1641 crashed 30-4-68	c/n 1775 crashed 12-9-66
c/n 1658 16-7-68	c/n 1815 17-3-66
c/n 1691 28-2-68	c/n 1817 28-6-67
c/n 1720 7-12-67	c/n 1835 25-6-64
c/n 1736 10-65	c/n 1856 1966
c/n 1748 26-2-70	c/n 1860 10-65
c/n 1750 1966	c/n 1763 24-5-66
c/n 1574 12-7-61	c/n 2098 21-8-70

Some Alouettes which got no new reg on 1-1-68 because they were wfu before that date: 1401, 1434, 1494, 1531, 1626, 1628, 1629, 1775, 1788, 1867. The c/n's of the Alouettes Astazou are in the 20.. and 21.. range, but are not exactly known to us.

VERTOL H-21C

26 and later another 6 "Flying Bananas" were bought as transport helicopters. These Vertols were replaced by the OH-53G last year. Registrations are 8301 upto 8332 c/n WG-1 upto WG-32 resp. 8308 was ex PG-208, QF-462 and PX-337 while 8332 was an ex Sabena s/c.

GRUMMAN MOHAWK

In 1963 two USArmy OV-1 Mohawks temporarily flew with the iron cross and German military registrations, because the German Government had the intention to buy 50 of these observation s/c. They got the two Mohawks for test-purposes, but as the Mohawk was not chosen for the army they went back to the USArmy in 1964. The two German Mohawks carried QW codes.

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After 16 months our article has come to an end. We have given you many pages of next, registrations, serial numbers, construction numbers, photos and drawings, but this article cannot be more than a short survey on the post-war German armed forces. Our article has ended, but I hope to give you corrections and additions to my article in the nextcoming months, and all news concerning the West German armed forces will immediately be published in FLASH. To end the "greatest story on the Luftwaffe ever published" I like to thank all persons who ever helped me with my articles, especially the Bundesministerium der Verteidigung, G.Joos, J.v.d.Oever, A.Luft, H.Sloot, E.Ragas, P.A.Jackson, K.Kramer, Ch.Emrich, P.v.Gemert, Th.de Brouwer, H.Huber of ES-61, P.Vercruysse and all Luftwaffe PRO's. Thanks.....

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We received some additional information in respect to last month's article in the West German Naval Air Arm; especially the early years of the Marineflieger haven't been covered extensively enough. There for once again:

MARINEFLIEGER by Christian Emrich

Well before the first steps in building up the Marineflieger were actually undertaken, it was planned to set up 6 front line Marineflieger squadrons plus 1 SAR squadron and to combine them into the following three Marinefliegergruppen:

- Gruppe Nordsee (group North Sea) based at Nordholz
- Gruppe Ostsee (group Baltic Sea) based at Jagel
- Gruppe Seenotrettung (SAR group) based at Kiel-Holtensau

In order to fulfill these plannings the Marine ordered the following

6



7



8



9



10



11



12



13



Aircraft: 48 Sea Hawk plus 20 reserve a/c
10 Gannet plus 6 reserve a/c
5 Albatross
plus some Piaggios-P-149, Fouga Magisters and Saro Skeeters.

The actual build-up of the Marineflieger units, the headquarters of which was to be based at Kiel-Holtenau bearing the name Marinefliegerkommando, followed roughly along the lines which had been set up in the planning stage. On 1st August 1958, the first two Marineflieger squadrons were put into service at Jagel: one squadron with 12 Sea Hawks and one squadron with 12 Gannets. These two squadrons were part of I Marinefliegergruppe (based at Jagel) which was put under the command of the Marinefliegerkommando in August 1958.

Early in 1959 the flying units of the Marineflieger consisted of 2 Sea Hawk squadrons with 12 aircraft each, 1 Gannet squadron with 10 aircraft in active service and the SAR squadron with 6 Helicopters (Bristol Sycamore and Saro Skeeter). Some time later, the originally planned 3 Marinefliegergruppen had been established, their aircraft using the bases Jagel, Nordholz and Kiel-Holtenau.

The registration scheme for the Marineflieger aircraft, which was valid from 1958 until the mid-sixties, was the following:

- first letter : R reconnaissance aircraft (recce version of the Sea Hawk)
S liaison aircraft, incl. SAR aircraft and helicopters
V attack aircraft
- second letter: A I Marinefliegergruppe
B II Marinefliegergruppe
C III Marinefliegergruppe (SAR group at Kiel-Holtenau)

In the mid-sixties, when the replacement of the Sea Hawk and the Gannet got under way, a re-organization of the Marineflieger took place. The Sea Hawks were formed into Marinefliegergeschwader 1 (MFG-1) based at Jagel, and into MFG-2, based at Eggebeck (Eggebeck became a Marine AFB early 1965 after Aufklärungsgeschwader 52 had moved to Leck). Each of the above mentioned MFGs had two Sea Hawks squadrons. The Gannet squadron moved to Nordholz, where it was transformed into MFG-3 in August 1964. MFG-3 is until now the youngest Geschwader of the Marineflieger. It got the name "Graf Zeppelin" in 1966.

As for MFG-5, it steadily grew from the initial SAR squadron with 6 helicopters to a fully equipped Geschwader with three flying squadrons: one helicopter squadron with H-34 and Sycamores, one liaison squadron with Pembroke and DO-27 and one SAR squadron with Albatrosses. The helicopter squadron and the Albatross squadron were later put together and the Sycamore replaced by the H-34.

1. staffel of MFG-5 is today the SAR squadron of the Marineflieger. It is to receive the Sea King for the Marineflieger, replacing the Albatross as well as the H-34. On 1st April 1974 1. Staffel/MFG-5 is to be operational on the Sea King. The 2. Staffel of MFG-5 is as already stated in FLASH. a liaison and transport squadron. It has got 20 Skyservants DO-28d-2 to replace the DO-27 and Pembroke. As for MFG-4, this geschwader has not yet been formed. It was and still is planned as an ASW wing, equipped with helicopters, but as the Marineflieger have not yet any helicopter to perform ASW duties, MFG-4 could not be formed until now. The current plans for the Marineflieger envisage the purchase of an ASW helicopter type for the Marine and the formation of an ASW helicopter wing (MFG-4). In the mid-sixties, a helicopter squadron was formed out of MFG-5 at Kiel. This became a trials unit for ASW and for detecting mines. It used H-34, coded WD- Some persons derived from the existence of the WD-reg the existence of MFG-4, which was not correct.

METEORS IN KLU SERVICE

by G.A.Hiltermann

Totally 269 Gloster Meteors were bought by the Royal Netherlands Air Force in the first years after the war.

Registrations and deliveries were as follows:

- F.mk.4 -- 5 ordered on 27-6-47, delivered from 26-6-48 till 1-10-48 by Gloster LTD. Registrations I-21 up to I-25
-- 5 ordered on 31-8-47, delivered from 30-7-48 till 1-10-48 registrations I-26 up to I-30
-- 24 ordered on 30-4-48, delivered 17-1-49 till 17-6-49 Registrations I-31 up to I-54
-- 4 ordered and delivered in 1950, regs unknown (I-83-86???)
-- 28 delivered by the RAF, these being I-55 up to I-82
- F.mk.8 -- 5 delivered on 26-7-51 by Gloster, regs I-90 up to I-94 ex WF-694, 695, 697, 698, 699
-- 155 built by Fokker in licence, registrations I-101 up to I-255
- T.7 -- 43 bought from Gloster, regs I-1 up to I-20, I-301 up to I-320 and I-322
In 1958 10 of these Klu aircraft went to the navy. These were I-312 and I-316 (in autumn 1957) and I-4,9,14,18,304, I-305,306 and 309 in December 1958.
The first four were broken up, the others became U-50 up to U-55 resp, later 21-50 up to 21-55 and at last the registration was 132 up to 137 resp.
The last 2 T.7's were withdrawn in January 1962 in the navy.

The following KLu squadrons were flying the Meteor:

322 Sqn. reg code 3W	326 Sqn. reg code 9I
323 Sqn. reg code 9Y	327 Sqn. reg code 7E
324 Sqn. reg code 3P	328 Sqn. reg code 8S
325 Sqn. reg code 4R	

Meteor crashes

A great number of Meteors was written off by accident during their Klu service. Here is our list:

- I-1 (T.7 prototype, ex G-AKPK) short after its arrival in Holland
I-5 on 2-6-50 near Tiel
I-35 on 25-3-52 at the Isle of Vlieland during shooting exercises
I-50 during delivery flight at Thorney Island
I-52 on 29-10-51 near Hengelo
I-56 on 8-7-52 near Twenthe AFB
I-61 on 1-4-52 near Derselo after a collision with the I-42
I-63 on 15-8-53 near Markelo
I-67 on 18-5-53 near Markelo
I-67 on 18-5-53 near Twenthe AFB
I-93 on 4-2-57 in the IJsselmeer
I-107 on 25-10-51 near Borne
I-181 on 27-9-55 near Tiel after a collision with I-246 (also w/o)
I-230 on 2-6-55 near Deventer after a collision with I-308 (also w/o)
I-301 on 17-3-54 near Harderwijk in the IJsselmeer

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ADVERTISEMENT: Wanted: Correspondents all over the world to exchange negs and slides. K.Kesteloo, Paul Krugerlaan 25, Zeist, Holland.

Portuguese AF aircraft and serial numbers

By Jose Luis Gonzalez Serrano

The serial numbers of the Forca Aerea Portuguesa's planes are formed by four digits. The first one denotes the specific mission of each aircraft; the second one signifies the type of aircraft and the third and fourth ones denote the number of very plane into each serie. For example: the serial 2427 means that this plane is a twin engined trainer because it begins with a 2; the plane is a T-37C because the type number is 4, and the plane is the 27th in the serie.

FIGHTERS

type	serial number
F-84G	5101-5200
	5201-5225
F-86F	5301-5350
CL-13.B	5351-5400 ex WGAF
G-91R.4	5401-5440 ex WGAF

TRAINERS (single-engined)

type	serial number
DHC-1	1301-1310 De Havilland built
	1311-1376 OGMA built
T-6D/G	1601-1700
	1701-1800
T-33A	1901-1905 ex CanadianAF
	1906-1950
	1951-1960 ex WGAF?

TRAINERS (twin engined)

type	serial number
T-37C	2401-2430
T-11.B	2501-2535

LIAISON

type	serial number
L-21.B	3201-3226
MH-1521M	3301-3304 out of service
DO-27	3321-3400
	3401-3500
OGMA D5/160	3501-3600
	3601-3645

ATTACK/MARITIME PATROL

type	serial number
PV-2	4601-4642
P-2E	4701-4712

CARGO TRANSPORT

type	serial number
C-47	6101-6200
	6201-6225
JU-52	6301-6330
N-2501	6401-6418
N-2502	6419-6430
C-54	6601-6608
DC-6B	6701-6710

SAR and RESEARCH

type	serial numbers
HU-16A	7101-7103 out of serv.
SB-17G	7401-7405 out of serv.
SC-54D	7501-7514
B-26B	7101-7107 previously assigned to HU-16A

VIP TRANSPORT

type	serial number
Boeing B-707	8801-8802

HELICOPTERS

type	serial number
H-19A	9101 (single a/c) out of service
Alouette II	9201-9207
Alouette III	9251-9375
SA-330	9401-9412

NOTE: News on the theme will be welcome.

Jose Luis Gonzalez Serrano,
Vizconde de Matamala 28,
2º Centro Madrid-28,
Spain.

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BRIEF HISTORY OF THE Nos. 14/17/31 SQUADRON RAFG

Compiled by P.J.v.Gemert, GCA PHOTO SERVICE, with special thanks to Squadron leader J.Lamb (RAF Bruggen) and Mr.Chris Whitehead (HQ RAFG) for their cooperation.

No.14 Squadron was formed at Shoreham in February 1915 as a bomber squadron. Later on in the same year the unit moved to Egypt for three years. During those years it was carrying out photo-reconnaissance and bombing sorties against the Turkish which were invading Palestine at that time.

Between the first and second World War the squadron remained in the Middle East. At the time of the outbreak of the 2nd WW. the squadron was based at Ismalia. The day after Italy's declaration of war No.14 was in full activity. Targets were bombed in Eritrea and convoys were escorted through the Red Sea. During the last three years of the war the squadron was in the Mediterranean area. There it carried out a variety of tasks such as patrols, offensive sweeps, torpedo droppings, mine laying, day and night bombing and reconnaissance. After the end of the war the squadron returned to Britain after 24 years of service in the Middle East and Mediterranean.

In 1946 the squadron was sent to Germany where it remains up till present. In the past years the squadron was based at the bases of Celle, Fassberg, Oldenburg, Ahlhorn, Gutersloh, Jever, again Gutersloh and Wildenrath where it became re-equipped with the Canberra B(1)8. On May 31, 1970 the squadron was disbanded, awaiting the delivery of its Phantoms FGR.2 at Bruggen 24 hours later. Thus No.14 squadron became the first RAF Germany unit flying the Phantom FGR.2

Registrations of the present Phantoms:

XT912, 914, XV411, 413, 421, 435, 439, 463, 464, 473, 501, 399, 425

No.17 Squadron was formed in February 1915 at Gasport and left for Egypt the same year. The first operational duties consisted of reconnaissance of the Moghare Oasis. During the battle of El Fasher the ground forces were supported by ground attacks and reconnaissance duties carried out by the No.17 Squadron. To support the XII and XVI Corps the squadron moved to Salonika in July 1916, where it had a hard time until the Armistice on 29 December 1918. Exactly after two years serving overseas the squadron was disbanded in November 1919. Till April 1924 the squadron was non active. At that time the squadron was re-equipped with Sopwith Snipes.

After the outbreak of the 2nd World War No.17 Squadron, flying Hurricanes, carried out air defence duties as part of II Group. Later on it took part in sorties over France and in the Battle of Britain. After this the squadron was temporarily withdrawn from the battle field. In November 1941 it moved to the Far East where it became part of an organisation known as "Burwing", operating against the Japanese. After flying some time from bases in Northern-Burma and Yunnan the squadron had to be withdrawn due to the rapid Japanese advances for the air defence of Calcutta in India. After spending two years in India the squadron was sent to Ceylon, where it was re-equipped with brandnew Spitfires.

By the end of 1944 it returned to Burma to support the 4th Corps. After the Armistice the squadron was based in Malaya till 1946 when it was transferred to Japan, to remaining service until the disbandment in February 1948. When we drew up the balance-sheet of the 17 Squadron we'll see that 111 enemy aircraft were destroyed plus a further 51 probably destroyed.

In February 1949 the squadron reformed at Chivenor in Fighter Command.

After disbanding in 1951 the squadron was send to Germany in 1956 with the Canberra PR.7. Its first base was Koln/Wahn which was the squadrons host till April 1957, when it moved to Wildenrath. On December 12, 1969 the 17th was disbanded and on 1st September 1970 the squadron became R.A.F Germany's second Phantom squadron at R.A.F Bruggen. Registrations of the present Phantoms:
XT905, XV397, 462, 468, 469, 471, 474, 475, 483, 487, 488, 428

No.31 Squadron was formed at Farnborough in 1915 and left Britain in 1916 for Risalpur in India, flying the Valentia transport aircraft. The first major operational task was flying troops to Iraq to help crushing the Rashid Ali revolts in April and May 1941. By this time Valentias had been added by some DC-2's. In December 1941 freight was carried between Rangoon and Calcutta. Later it received six Dakotas and as the Japanese increased their tempo of operations, air-, ground-crews and aircraft were working almost to the point of exhaustion. One of the most intensive period of the Burma War came in the spring of 1944 when No.31 Squadron was flying over 2000 hours per month, supporting the second Chindit Operations and the defence of Imphal.

After the war the squadron joined Transport Command at Hendon as the Metropolitan Communications Squadron.

In 1955 the squadron reformed as a photo-reconnaissance squadron at R.A.F Leamington with the Canberra PR.7. In the 16 years at Leamington the squadron got an international reputation in the reconnaissance field, e.g. very high results during the "Royal Flush". In March 1971 No.31 Squadron was disbanded but a few months later it re-equipped at R.A.F Bruggen with the Phantom FGR.2 in the Strike/attack role.

Present registration list:

XV393, 402, 426, 427, 431, 433, 460, 476, 484, 491, 480, 422

Now the air- and ground-crews of R.A.F Bruggen are awaiting the replacement of their Phantoms FGR.2 by the new Jaguars in 1975. The Phantoms will be supplied to the Lightning units to take over their intercepting task. One more Jaguar Squadron will join the 14, 17 and 31 Squadron at Bruggen, making up a total of four Jaguar squadrons at R.A.F Bruggen in the near future.

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WEST GERMAN AIR POWER CORR. AND ADD.

Now our article on the West German Air Power has ended, we shall give you a new column every month with corrections and additions to our lists given in the previous issues.

DO-27

5708(c/n 434) to F-BSGH
5710(c/n 436) to F-BSGI
5714(c/n 441) to F-BSGJ
5723(c/n 451) to F-BSGK
5725(c/n 453) to F-BSGL
5625(c/n 293) to D-EHQT

P-149D

9054 c/n 071 to D-EGUT
9071 c/n 089 to D-EFON
9094 c/n 114 to D-EOGE
9102 c/n 122 to D-EIOH
9121 c/n 143 to D-ENOF
9138 c/n 160 to D-EFWP
9137 c/n 159 to D-EGWF
9047 c/n 061 to D-EGOS
9060 c/n 078 to D-EMHS

Sygamore

7811 c/n 13463 to D-HFRO

F-104G: Following went to scrapyard Erding the last months:

2040, 2055, 2346, 2359, 2360, 2401, 2415, 2418, 2420, 2436, 2478, 2486, 2500, 2589.

P-149D: c/n 087 must be SC-332 not 322

UH-1D: a new batch reg 7173 up to 7180 seems to be delivered now.
c/n are unknown till now.

Sea Hawk: VA227 is c/n 6650 not 6660 which is an Argosy N6502R

Gannet: the Gannet on page 8 of Nr.42 is an AEW Mk.3 in German colours while the Marineflieger used the AS.mk.4. Sorry!!

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: After a Luftwaffe and an USAF Phantom in our last issue this time a RAF FGR.2, with two others on the background (being XT-914 and XV463). XV501 belongs to No.14 Sqn.
Copyright: GCA/P.v.Gemert
- PHOTO 2: This CASA 2111D (462-07) was taken at Las Palmas-Gando (see Spanish AF movements this month)
Copyright: C.J.van Gent
- PHOTO 3: We are still publishing photos from the the "Best Hit" of two years ago at Larissa (Greece). This yearss Best Hit will be held in Turkey. The Corsair is registrated 154415 of the VA-15 Squadron. Copyright: F.Klaassen
- PHOTO 4: 461-15 (T3-34) is the registration of this Spanish Dakota, taken at Las Palmas-Gando on 29-11-73.
Copyright: G.Joos
- PHOTO 5: This beautiful photo shows us two Corsairs LA68-231 and LA69-190 and on the background a F-100D LA-256.
Copyright: P.Balkhoven
- PHOTO 6: The H-34A's will be withdrawn very soon now from the strenght of the HEER, some have been sold to civil operators in last months.
Copyright: GCA/P.v.Gemert
- PHOTO 7: A "Flying Banana" during a fuel-stop at Bindhoven.
Copyright: G.A.Hiltermann
- PHOTO 3: Another HEER aircraft which will soon disappear from the aviation-scene is the DO-27. Copyright: GCA/P.v.Gemert
- PHOTO 9: This photo shows us a C-47 Dakota in Japanese AF colours.
Copyright: K.Rienersma
- PHOTO 10: This photo of F-4C GL-37629 was taken in Japan some years ago
Copyright: GCA/P.v.Gemert
- PHOTO 11: Another print of the "Best Hit" at Larissa 1972 is this F-84F (27061) of the Hellenic AF.
Copyright: K.Flaassen
- PHOTO 12: This DC-6B belongs to the Congolese AF. Registration is 9T-TLA and the photo was taken at Melsbroek.
Copyright: G.Joos
- PHOTO 13: 8S-11 on the fuselage, the later registration I-171 on tail. This Meteor belongs to 328 Sqn. Photo: R.Neth.A.F.
- PHOTO 14: A RF-84F of the Belgian AF at Bierset in 1969 during the Open Day.
Copyright: F.Klaassen
- PHOTO 15: Mirage 5BR of the Belgian AF, BR-25 during a start from Brustum
Copyright: GCA/P.v.Gemert
- PHOTO 16: FU-91 was a Belgia 1 F-84F. Copyright: F.Klaassen
- PHOTO 17: All 14 C-130H's have now been delivered to the A.M.I. This photo shows the Pisa flight-line, 46-09 on the fore-ground.
Copyright: G.A.Hiltermann

