

FLASH

DECEMBER 1974



military aviation magazine

TO ALL OF YOU:

A PROSPEROUS 1975





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Dear reader,

First we regretfully apologize for our 50th issue; instead of a special celebration edition, it became a bad printed one, due to the changed lay-out.

To better this and the next magazines, two new editors have been added; Mr. Hans Engels, who returned after 2 years absence and Mr. Peter van de Krommenacker. The latter being the fresh "National Champion of Aircraft Recognition 1974". This title he gastured in this year's competition in the Hague.

The crew wishes you all and your relatives a merry X-mas and a prosperous New Year.

What will this crew do for the next year?

1. Further specialization in the Royal Neth. Air Force:
 a full survey on the Dutch inventory on the air bases.
 a monthly revision of this survey
 more detailed movements reports by publishing all-non based visiting aircraft.
 2. Further specialization in air arms of our neighbour countries, with more detailed news.
 3. A complete story on the C-130 will appear; starting next issue.
- An inquiry among several readers showed a bad reception of the the article on the Italian Air Force; after discussion with the compiler and the editorial staff, this article will be stopped.
- To realize our new set-up, we need some time for preparations; due to this we will combine the January and February issue's.
 The usual summer combination will of course be separated.

The editors.

COVER PHOTOGRAPH:

TF-104G 27-35 of the Luftwaffe during the Royal Flush at Ramstein in 1971. It acted as judge together with 2 other Luftwaffe Starfighters.

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NEWS ---- NEWS

With special thanks to: J.v/d.Feen, P.Jackson, H.Jockers, J.v/d.Oever, H.Ploegstra, M.Tabak, G.Weinmann, Luftwaffe, Scottish Air News, JP-4 and Falcon Air Mail.

HOLLAND

- Movements at Eindhoven included:
 - Nov.19: FT-14 T-33A BAF and on Nov.20 FT-22
 - Dec.10: BA-41 and BA-43 Mirage 5BA BAF 2sqn/2Wing Florennes
FX-51, 91, 17, 98 F-104G BAF 10Wing Kleine Brogel
- Visitors at Valkenburg MVK included:
 - Nov. 4: 158932/LA-2 P-3C Orion USNavy VP-5
 - 5: 141021 C-131F USN/Mildenhall; MT-5, 25 CM-170R BAF "Red Devils"
 - 6: WJ629 Canberra TT.18 RAF 7Sqn
 - 8: 141002 C-131F USN/Rota (also on 9/12-11)
 - 11: 158565/LN-32 P-3C Orion VP-45 USNavy
 - 13: 59-18 DO-28D MFG-5 WGNavy
 - 22: 158927/LA-7 P-3C Orion USNavy VP-5 (also on 28-11)
- Movements at Leeuwarden:
 - Oct.28: 221K, 225K, 226K, 227K UH-1D's (poeke) MLD
 - 29: 89-52, 89-53, 89-54, 89-56 Sea King Mk.41 WGNavy MFG-5
 - Nov. 5: XX887 Buccaneer S.2 RAF 15Sqn (emergency)
 - 12: XT681/BA Wessex HC.2 RAF 18Sqn
 - 13: 30-50, 31-02 G-91R WGAF LEKG-41
 - 18: 72-30 UH-1D HBER; XT676/BG Wessex HC.2 RAF 18Sqn c/s DKK-96
 - 19: 4755 CF-104G, 4633 CF-104D RNoAF 334Sqn (till 20-11)
 - 26: XT905 Phantom FGR.2 RAF 17Sqn (till 27-11)
 - Dec. 2: 37-27, 37-47 F-4F WGAF JG-71; FT-21 T-33A BAF
 - 4: FT-22, FT-29 T-33A BAF; 30-03, 31-48(c/s 4407) G-91R WGAF LG41
WR960 c/s MPBYA Shackleton RAF 8Sqn "dougal"
 - 10: RT-682 TF-104G RDanAF
 - 11: 37-45, 37-59 F-4F WGAF JG-71

In November, Leeuwarden AB was visited by 6 WF-5's each day during four weeks. These aircraft flew several times to the Vliehors Range, equipped with experimental bombs. It was said that, in this connection, USAF F-4's from the States would come to visit Leeuwarden...., but they didn't show up yeast.
- An intersetting visitor at Schiphol Int.Air. on 7 October:
was TC-66, a C-130H of the Argentine AF.
- Soesterberg movements:
 - Oct.22: 33535 c/s TUG-02B T-29D USAF
 - 23: c/s TUG-05B T-29 USAF Oct.24: c/s MOT-38A prob. 24477 T-39A
 - Nov. 2: c/s MOT-80A T-39A USAF Nov. 5: c/s R15235B ? USArmy
 - Nov.16: c/s MOT-38A T-39A USAF Nov.18: c/s SADDLE-12 ? USAF.
- In the morning of Tuesday 17 December, an F-104G of 311Sqn from Volkel AB, crashed near Achel in Belgium. The pilot managed to use his ejection-seat and to survive this accident. This is the third F-104G of the RNethAF, which crashed in 1974.
- According to a "secret report"; published in the Dutch newspapers, it's almost certain that Holland, Norway and Denmark will choose the Northrop YF-17 Cobra to replace their F-104 Starfighters. Belgium feels more attracted to the Mirage F.1-M53. This Mirage made its first flight on 22 December and reached a speed of about 1300 km/h. As replacement of the F-104's, some 350 new aircraft are needed by Holland, Norway and Denmark. The USAF will choose between the YF-16 and the YF-17, but it's likely that the USAF will select the Cobra; 650 new a/c will be needed by the Americans, of which 200 will be based at USAF bases.

- On Saturday 16 November, the fact was memorated that USAF's 32nd TFS had been based at Soesterberg for 20 years. To symbolize these 20 years as an era of extreme cooperation and friendship, a fanion was handed over to the present commander of the 32nd TFS, Col.K.D.Cobb, by HRH Prince Bernhard.
A small static display consisted of a Lightning, a Phantom, an F-104G, an NF-5 and an F-111E, and an airshow concluded the day.
- Fly-over Report by H.Ploegstra and J.v/d.Feen:
This F.O.Report takes place between 4 important radio beacons:
TEL: Telde, near Groningen. PAM: Pampus, North of Muiden
SPY: Spierboor, North of Amsterdam.
NIKY: in Belgium RKN: Rekken, South of Hengelo
FL means flight-level, e.g. FL-110 is 11,000 feet
Behind one beacon stands the (Dutch) time, and sometimes the time is reported behind the second beacon (then only in minutes), e.g.:
RKN1442 to PM54 (is PAM1454)
RAF transport is not copied, it's too much, as well as 'normal' USAF C-130
Dec.2 : Mission 4875 EEL1002 to PAM FL-100 DO-28D WGN
WGAF 1004 RKN to SPY1015 FL-310 Boeing 707 WGAF
Kipper-49C RKN1439 to SPY FL-310 a/c type not known
R10-02 BEL1710 to RKN FL-090 C-118 USAF
3: TUG-07B RKN1025 to Soesterberg (final destination)
LNY-85 EEL1336 FL-370 Dominie RAF (LNY-18 on 5-12)
4: Airwack-67948 RKN1150 to SPY FL-310 66-7948 C-141A USAF
MAC-40638 SPY0003 FL-330 64-0638 C-141A USAF
6: Navy41009 PAM1112 to EEL36 FL-090 141009 C-131F USNavy
R10-02 PAM1330 to EEL53 FL-130 C-118 USAF
HOURI-34 RKN1215 to SPY FL-180 C-130 USAF
7: Navy-41009 EEL1333 to PAM57 FL-100 C-131F 141009 USNavy
8: SAM-24126 SPY1224 FL-310 62-4126 VC-135B USAF
9: WGAF-5065 RKN1255 to PAM15 FL-220 C-160 WGAF
WGAF-1001 RKN1100 to SPY12 FL310 probably Boeing 707 WGAF
TUG-02A RKN1025 to BEL FL-110 T-29 USAF
CONY-51 RKN0850 to SPY11 FL-180 C-130 USAF
10: Mission-4884 EEL0856 to PAM30 FL-100 DO-28D WGNavy
TUG-07B RKN1745 to EHSB(Soesterberg AB) FL-080 T-29 USAF
MAC-00467 PAM1849 to RKN02 FL-230 to FL-090 70-0467 C-5A USAF
11: MAMGX RKN1331 to Berlin/Gatow FL-130 Argosy RAF
DCN-8023 EEL1414 to Ahlhorn FL-210 C-160 WGAF
WGAF-1001 RKN to PAM1452 FL-280 Boeing 707 WGAF
Mission-4875 PAM1530 to Kiel FL-110 DO-28D WGNavy
R10-02 EEL1551 to RKN FL-180 C-118 USAF
Mission-4880 SPY1744 to EEL19 to Kiel FL-100 DO-28D WGN
DanishAF-682 SPY1753 to EEL27 FL-100 to FL-050 C-47 RDanAF
12: Spaider-06B RKN to Frankfurt2135 probably C-130 USAF
13: WGAF-5098 EEL1556 to Hohn FL-210 C-160 WGAF
R10-90 RKN1052 to SPY FL-200 probably C-130 USAF
14: DCN-8003 PAM1008 to RKN19 FL-190 C-160 WGAF
MAC-40616 RKN1010 FL-260 64-0616 C-141A USAF
DanishAF-682 EEL1548 to PAM21 FL-100 C-47 RDanAF
15: DC-80214 RKN1002 to SPY13 FL-310 68-0214 C-5A USAF
DanishAF-682 EEL1943 to DHE (Helgoland) FL-090 C-47 RDanAF

FRANCE

- A new squadron has been formed at Nancy-Ochey, namely "Escadrille de Chasse 3/3 Ardennes", equipped with Mirage 5F's.

IRAN

- Early 1974 the 2 first Boeing 707 were delivered to the IIAF:
5-241 c/n 20830 and 5-242 p/n 20831
Five more will be delivered, 5-243/246, p/n 20832/20835.

ITALY

- Noted at the scrap-yard of Castrette:
 F-84F: 52-10524(50-09); 53-6875(50-18); 53-6682(50-06); 53-6910(50-16); 53-6646(50-30); 53-6072(50-23); 53-6695(50-10); 53-6.....
 RF-84F: 51-1928(3-); 52-7456(3-..); 51-11200(3-06); 51-7459(3-..); 51-11265(3-..); 52-7461(3-08); 51-11266(3-04); 52-7471(3-16); 52-7339(3-..); 53-7585(3-07); 52-7339(3-16); 52-7479(3-14);
 F-86K: 54-1261(36-..); 55-4844(36-21); 54-1266; 55-4860; 54-4815(51-39); 55-4863(51-50); 55-4819(36-27); 55-4892(36-..); 55-4821(36-25);(51-67); 55-4832(36-16);(36-0.);
 T-33A: 55-3037(36-67)
 Furthermore a F-100D of the USAF 55-2.65

- Scrap-yard Pisa:
 F-84F: 53-6825 50-12; 53-6937 8-45; ..-... 8-38
- Scrap-yard Livorno: F-86K: 51-70
 F-84F: 52-10533(8-38); 53-6812; 53-6732; 53-6957(8-..); 53-6668(50-19); 53-6819(36-49) and 50-07

UNITED KINGDOM

- Some notes on RAF Phantom's: XV417 ex 2Sqn to 41Sqn; XV486 ex 2Sqn to 41Sqn and XV493 crashed 9/8/74 over Norfolk.
- The first major accident involving an RAF Jaguar occured on 9 Sept. when T.2 XX144/K made a heavy landing at Lossiemouth. The a/c sustained Cat.3 damage to the underside of the fuselage and to the wings and flaps; it is currently under repair on the RAF station.
- Currently stored at Lossiemouth are Gannet T.5's XG884 and XG888, Gannet AS.4's XA470 and XG790, in various stages of cannibalisation are Gannet AE.3's XL473, XL476, XP227 and XR432, with AS.4's XA430 and T.5 XG882.
- Runway resurfacing-work is scheduled to start at Leuchars in January 1975; for the duration of these works, the Lightnings of 23Sqn will be detached to Kinloss, the Phantoms of 43Sqn to Lossiemouth. Decoy a/c at Leuchars are 23Sqn Lightnings F.1A XM144/X, XM178/Y and XM169/Z, while camouflaged Varsity TF334 is stored too.
- Some notes of the RAF Wessex HC.2 and Puma HC.1:
 72Sqn: Wessex XV719/AL, XR520/XB, XV725/AC, XT671/AD, XS678/AF; XR524/AF; XR525/AG; XV726/AJ; XV721/AK; XR511/AL; XR523/AM; XR517/AN; XT506/AO; XT607/AP; XV723/AQ; XR675/AR; XT668/AS; XT669/AT; XT670/AU; XR506/AV; XR499/AW; XR498/AX; XR522/AY; XT672/AZ
- 18Sqn: Wessex XT681/BA; XR501/BC, XR519/BD; XR516/BE; XR5C4/BF; XR676/BG; XV722/BH; XR507/BJ; XR521/BK; XR502/BL; XR509/BM; XR529/BN; XV724/BQ; XV723/BR; XR505/BS; XV720/BT
- 2400CU: Wessex XT674/BU; XS676/BV; XS677/BY; XR528/BZ
- 28Sqn: Wessex XR500/A; XR527/C; XR588/D; XT678/H; XR515, XT605
- 103Sqn: Wessex XT603/A; XV730/B; XS675/C; XR508/D; XT680/E; XT604/J; XR497/M; XV729/O; XS674
- Rescue Flight (72Sqn); Wessex XR518, XT602
- Queens Flight: Wessex HC.C4: XV732, XV733
- RAE Bedford: XR503 A&AE; XS679 15MU Wroughton: XT601, XV731
- Location not known: XR501, XR527, XT667, XT679, XT673
- 33Sqn : Puma XW204/CA; XW205/CB; XW206/CC; XW207/CD; XW208/CE; XW209/CF; XW210/CG; XW211/CH; XW212/CJ; XW213/XK; XW227/CL; XW215/CM; XW225/CN; XW228/CP
- 2400CU: Puma XW200/CX, XW199/CY; XW198/CZ
- 230Sqn : Puma XW217/DA, XW229/DB; XW219/DC, XW220/DD; XW221/DE; XW222/DF; XW223/DG; XW224/DH; XW216/DJ; XW226/DK; XW201/DL; XW202/DN; XW203/DN; XW231/DO; XW232/DP
- A&AE; XW233 Royal Radar Estab.: XW234 Store: XW214, 230, 235
- RAE Bedford: XW241

Serial batches Wessex HC.2: XR588(prototype), XR497/511, 515/529, XS674/679, XT601/607, XT667/681, XV719/733.
 Serial batches Puma HC.1: XW198/237; XW241(French built prototype).
 18 Sqn. Formed at Odiham 27-1-1964 (presently at Gutersloh)
 33 Sqn. Formed at Odiham 14-6-1971
 28 Sqn. Formed at Kai Tak 1-3-1968 with Whirlwind
 72 Sqn. Formed at Odiham 15-11-1961 with Belvedere
 103 Sqn. Formed at Seletar 1-8-1963 with Whirlwind
 230 Sqn. Formed at Odiham 7-1-1972
 2400CU. Formed at Odiham 1-1-1972 from A.T.S.

UNITED STATES

- The first Boeing 747 is delivered to the USAF, 74-0787 p/n 20684.
- Some interesting notes from the States: outside the Naval Aviation Museum at Pensacola NAS are UH-34 Seahorse 150227, F6F-5 Hellcat 94203, Beech JRB-2 Expeditor 09771, TF9-J Cougar 147276 and UH-13 Sioux 143143. Among several aircraft in store for the new museum are TS-2A Tracker 129153, EA-1F Skyraider 132532, T-28C Trojan 140076 and F9F-2 Panther 123050.
 Located at Eglin AFB is the Eglin Armament Museum and parked outside this building, surrounded by missiles, bombs and armament-pods, are four a/c: F-104 57-1331, F-101B 56-0250, F-100 54-1986 and F-84F 51-9495.
- The 2 F-5E's (00928 and 00929), which were observed at Ramstein last September, and which were scheduled to go to Saudi Arabia, were in fact not delivered to this country. Both a/c have returned in the US.
- A new RF-4C at Zweibrucken is 68-0600/ZR, which replaced 65-0867, which was reassigned to the 10th TRW "AR" at Alconbury, UK.
- Some movements at Ramstein AB are:
 - Nov. 20: 15880 RU-21A USARMy; 64-0523 C-130E USAF 7th SOS
 63-7810/PB C-130E USAF; 63-7781/DB C-130E USAF
 64-0635, 66-0167 C-141A USAF 437MAW; 67-0228 C-141A USAF 62MAW;
 66-7948, 67-0027 C-141A USAF 438MAW
 65-0242, 67-0030 C-141A USAF 60MAW
 68-0571/ZR (17TRS) and 69-0374/ZR(38TRS) RF-4C USAF 26TRW
 66-8737/LN F-4D USAF 48TFW; 35-83 s/n 69-7530 RF-4E WGAF AG-51
 3-26, 37, 38, 43 F-104G ItAF 3 Aerobrigata Villafranca
 9-34, 44 F-104G ItAF 9 Stormo Grosseto
 K-3042, 4004, 4022, 4013 NF-5A/B RNethAF
 FG-05 TF-104G BAF 1wing; FT-03, 16 T-33A BAF
 133450 CT-33A CAF/Solling; K-682 C-47A RDanAF 721Sqn
 58-60 DO-28D WGAF JB-34; 68-18449, 18457 CH-54A USArmy 295AvCo.
 - Dec. 7: 65-0793/WR, 65-0772/WR, 65-0739/WR F-4D USAF 81TFW
 65-0688/LN F-4D USAF 48TFW; 51-7899 T-29E USAF 513TAW
 65-0777/SP, 66-7579/SP F-4D USAF 23TFS/52TFW
 69-0243/HR F-4E USAF 496TFS/50TFW; DT-404 T-33A RDanAF/Vaerlose
- Rhein/Main movements:
 - Oct. 28: 66-0188 C-141A USAF 63MAW
 29: 67-0018(62MAW), 66-0160(63MAW), 65-0234(60MAW) C-141A's USAF
 64-IZ/198 N.2501 PAF
 30: 65-0240(62MAW), 67-0001(63MAW); 64-0646(63MAW), 65-0236(60MAW)
 C-141A's USAF
 31: 63-8075, 65-0278, 65-0254 all 60MAW and 66-0128(63MAW) C-141A's
 USAF; TC-61 c/n 4308 C-130H Argentine AF
 - Nov. 1: 63-8087, 65-0277, 66-7946 C-141A USAF all 63MAW
 65-0255, 64-0635, 66-0153 C-141A USAF all 62MAW
 2: 65-0278, 65-0252 C-141A USAF 60MAW
 5: RP-100 C-130 Rep. of Philippine AF (also 6-12)
 20: 46-94 C-119G ItAF
 26: XS600 Ardover C.1 RAF; 71-32 UH-1D WGAF; 50-61 C-160D WGAF
 27: 62-4127 VC-135B USAF 89MAW Andrews AFB /FFS"S"

Rhein/Main cont.

- Dec. 2: 18072 U-21A USArmy
T10-4/301-04 C-130H Spanish AF 301Sqn c/s EC-ZHA
- 3: 46-99 C-119G ItAF

-- Wiesbaden movements:

- Oct. 28: 66-0154 C-141A USAF 438MAW
- 31: 153446/LL-17 P-3B Orion USNavy VP-30/Patuxent River NAS
- Nov. 7: 131597/RV C-118B USNavy VR-51/det. Whitbey (c/n 43700, ex 51-9: 50-06, 50-73 C-160D WGAF LTG-63 / 17647)
- 12: 159362/JM CT-39G USNavy VR-24
- 15: 131618/JT C-118B USNavy VR-52 (c/n 43721, ex 51-17659)
- 19: 50-13 C-160D Luftwaffe LTG-61
- 20: 18037 U-21A USArmy; D8272, 8297 F-104G RNethAF 322/323Sqn
- 23: 66-0186 C-141A USAF 437MAW
- 28: K-4020 NF-5B RNethAF 314Sqn; 58-98 DO-28D WGAF AKG-52
- Dec. 5: 58-11 DO-28D WGAF (no unit markings)
DT-923 51-8923 T-33A RDanAF Advanced Training Sqn.

WEST GERMANY

-- From 26 August till 9 September the AFNorth Reconnaissance Competition "Big Click" was held at Leck AB.

The first "Big Click" was organized in 1965, and the competition will be held every 2 years in the future. This year's team were as follows:

- 717Sqn of the RNoAF with RF-5A's from Sola
- 729Sqn of the RDanAF with RF-35's from Karup
- 42Sqn of the BelgianAF with Mirage 5BR from Florennes (guest team)
- 41Sqn of the RAF with F-4M from Conningsby
- 1 Sqn of MFG-2 of the Bundesmarine with RF-104G from Eggebeck
- 521Sqn of the Luftwaffe with RF-4E from Leck (host team)
- 1CAG of the CAF with CF-104G from Sollingen (guest team)
- 433Sqn of the CAF with RCF-5A from Bagotville (visiting team)

The winner of the "Big Click Trophy" for the best team, turned out to be the host-team of AKF-52 with their RF-4E's. This same team also won the prizes for the best crew, the best photo-interpretation team, and the best photo-lab team. The final results were:

- | | |
|-----------------------|------------------------|
| 1. 521Sqn WGAF 61.01% | 4. 42Sqn BAF 49.97% |
| 2. 41Sqn RAF 53.34% | 5. 2/1Sqn WGAF 38.71% |
| 3. 729Sqn RDAF 50.69% | 6. 717Sqn RNoAF 35.18% |

Some noted registration

- RAF F-4M: XV418, 412, 466, 492 and 486 all of 41Sqn
- CAF RCF-5A: 116726, 116728, 116731, 116739 all of 433Sqn
- WGN RF-104G: 21-32 of MFG-2 RDanAF RF-35: AR102, 106 of 729Sqn
- BAF Mirage 5BR: BR17, 21 of 42Esc. RNoAF F-5B: 908 of 717Sqn

-- On 1-8-74 the Luftwaffe had the following first line squadrons:

- 4 Sqdns RF-4E photo-reconnaissance with 15a/c each
- 10 Sqdns F-104G fighter-bomber with 18 a/c each
- 4 Sqdns F-104G fighter (F-104 in near future)
- 8 Sqdns G-91R strike a/c with 21 a/c each
- 4 Sqdns C-160 transport a/c with 18 a/c each
- 4 Sqdns UH-1D with totally 92 helicopters

Moreover the Luftwaffe has the following training units (Waffen- and Flugzeugfuhrerschulen): 2 Sqdns G-91, 1 Sqn F-104G, 1 Sqn C-160 and 1 Sqn UH-1D.

-- WGAF UH-1D 70-45 crashed 22-7-1974 near Hamburg-Ochsenzoll.

-- Convair CV440 12-05 is now OO-VGW of Delta Air. For some time this a/c has been registered D-AGWA.

-- 36 F-104G's of the WGAF will go the two Marine Geschwaders.

-- Lately two squadron-rotations took place:

- 727Sqn of the RDanAF (F-100D) visited JABOG-33 at Buchel (F-104G)
- 2/12Esc. of the FAF (Mystere B.2) visited LEKG-42 at Pferdsfeld (G-91).

By Hans van de Lear, with thanks to Paul Jackson, Pieter van Gemert, H.R. Prod.Sp.Dep. and USAFE for their co-operation.

Starting with some corrections and additions to the first part, which I received from J. Ruben: RF-4C 17TRS, 68-0555, 0567 and 0571 also flew temporary with tail code ZS. 68-0559 has been noted this year (coded ZR), so this one has evidently been repaired after its crash in 1971. You can add the following RF-4C's to the list of the 17TRS: 65-0841/ZR (ex 38TRS, 26TRW/RR), to 38TRS, 26TRW/ZR; 65-0852/ZR (ex 363TRW/JOY, to 32TRS, 10TRW); 65-0867/ZR, to 10TRW/AR; 65-0891/ZR (ex 38TRS, 26TRW/RR), to 38TRS/26TRW/ZR; 65-0901/ZR (ex 22TRS, 26TRW; 22TRS/67TRW/KS; 38TRS, 26TRW/RR resp.), to 38TRS, 26TRW/ZR. F-4C 81TFS, 63-7487 was noted 5/8/74 at Lakenheath, flying with 5 TFS, 52TFW/SP, so most probably history of this F-4C should be: DM-ZS-WS-SP; 64-0879/ZS to 5TFS, 52TFW/SP.

In this second part of the USAFE article you will find some information about the 32nd, 496th, 525th FIS's/TFS's. I hope it will be interesting for you, and remember, do send your additions, corrections and comment to our post-box, as these will only help to make the article as complete as possible.

The 32nd Tactical Fighter Squadron

The 32nd TFS, which is the only American unit in NATO's Second ATAF (Allied Tactical Air Force), is located at Camp New Amsterdam, a part of Soesterberg AB in the Netherlands. The 32nd, together with the air forces of the Netherlands, England, Belgium and the northern part of West Germany is controlled by the 2nd ATAF, and it maintains the Air Defense in Sector 1 of the Allied Air Forces of Central Europe's air defense. The 32nd TFS also receives commands and support from its direct headquarters, the 17th Air Force at Ramstein AB, and operates under direct R.NethAF control. The 32nd was formed on 1 February 1940, and operated from several bases in the USA, before its move to Puerto Rico in 1941. The unit served on Dutch territory for the first time, when it was sent to the Dutch West-Indian Islands in September 1941. There the 32nd flew daily interception missions, from sunrise till sunset, to check all unknown aircraft, defend the islands and to join in the intensive anti-submarine patrols. The squadron moved to the Panama Canal zone in 1945, and was inactivated in 1946. It was reactivated in 1954, as the 512th Fighter Day Squadron and moved to Soesterberg AB. In July 1959, it was redesignated the 32nd Fighter Interceptor Squadron, when the unit was scheduled to receive the F-102 Delta Dagger in mid 1960. At that time the 32nd was assigned to the 86th Air Division. In 1968, the 86th A.D. was inactivated and in July 1969, the 32nd was again redesignated the 32nd Tactical Fighter Squadron and came under the joint control of the 17th AF and the R.Neth.AF.; one month later the 32nd became the first squadron of the USAFE to fly the new F-4E Phantom II.

The 32nd FIS has been awarded several times, amongst others by winning the "William Tell" Fighter Interceptor Weapons Meet for F-102's in 1965, the "Hughes Award" for being the best air defense squadron within the USAF and the USAFE Loading Competition for F-102's in 1968.

The emblem of the 32nd TFS characterizes a wolf-hound's head with opened mouth and denudated teeth. The background is turquoise-blue with a light yellow-orange edge. This emblem was drafted by the Walt Disney studios in California, and was approved for squadron-use by the Commander of the U.S. Armed Forces on 19 December 1942. The emblem represents a fighter squadron, hungry for action - evidently to attack what enemy so ever. In 1959 the crown and wreath were added to this emblem, to make clear that the 32nd TFS is part of the R.Neth.AF. The crown is a symbol of royalty, while the wreath and the 12 oranges in it, represent a tree - the traditional symbol of the Royal Dutch Family (the House of Orange), who are direct descendants of William of Orange, the first Prince of the Netherlands.

Types of aircraft, flown by the 32nd:

- 1940: North American P-36 Mustang, North American AT-6A texan, YP-37
- 1941: Bell P-39 Airacobra, Curtiss P-40 Warhawk
- 1945: Lockheed P-38 Lightning
- 1946: Republic P-47N Thunderbolt
- 1954: North American F-86F Sabre
- 1956: North American F-100C Super Sabre
- 1960: Convair TF/F-102A Delta Dagger
- 1969: McDonnell-Douglas F-4E Phantom II

Tail-code since 1970 is CR and the tail-tip colour is orange.

Special thanks to Jerome P. Lagemann, Captain USAF and Information Officer of the 32nd TFS, Soesterberg AB.

Registrations:

F-86F: 52-5384 (additions please)

F-100C :54-1861;1872;1876;1877;1878;1881;1883;1884;1885;1888;1890;1893; 54-1894;1898;1899;1900;1908;1911;1912;1914;1915;1923;1926;1929; 54-1936;1938;1939;1944;1965;1967;1968;1972;1978;1982;1985;2013; 54-2015;2016;2019;2034.

with: After service with the 32nd FIS, the following were noted later

- 7235th Combat Support Squadron, Wheelus AB, Libya, later at Zaragoza AB, Spain: 54-1877,1911,1926,1929,1944.
- 166th TFS,121st TFG Ohio ANG, Lockbourne AB: 54-1872.
- 121st TFS,113th TFG D.C.ANG, Andrews AFB: 54-1883(later to N.Y.ANG);1890;1908 all noted in 1964.
- 152nd TFS,162nd TFG Arizona ANG, Tucson MAP: 54-1877 (in 1971)
- 110th TFS,131st TFG Missouri ANG, Lambert Field:54-1915;1929 /(both in 1970)

T-33A : 52-9833; 53-4958; 57-0539,0544
The latter two both to Saudi Arab AF.

TF-102A: 54-1363;1365;1370

F-102A : 55-3362;3445;3447;3454;3456; 56-0967;0973(w/o 12-12-1962);0975;0977;0980;0982;0983;0984;0985; 56-0986;0987;0991;0992;0993;0995(w/o 25-9-1961);0996;0997;0998; 56-1002;1006;1013;1014;1021;1023;1027;1028;1029(w/o 1966);1030; 56-1032;1038;1042;1043;1044;1045;1046;1122;1130;1163;1170;1211; 56-1236;1244;1245.

In the early seventies, the following ex 32nd FIS aircraft were; noted with:

- 186th FIS,120th FG, Montana ANG, Great Falls MAP: 56-0996;1211; 56-1236 (all noted in 1972)
- 194th FIS,144th FG, California ANG, Fresno ANG Base:56-1046/19
- 157th FIS,169th FG, South Carolina ANG, McEntire ANG Base: 56-0985(in 72 and 74);0987(72);0993(72 and 74);1006(74) and 56-1211/90(in 72).
- 159th FIS,125th FG, Florida ANG, Jacksonville MAP: 54-1363(72); 1370(w/o 1971);56-0977(72);0980(72);0987(72);1013/07(72); 1023/09(72);1027(72);1028(72);1032/12(72);1122(72);1130/14(71); 56-1163(72) and 1244(also in 1972).

F-4E :Coded CR: 68-0321/CR (ex 479TFW/GD), to 401st TFW/TJ; 36TFW/BT resp.; 0388/CR (ex 4452CCTS,479TFW/GC; 401TFW/TJ resp.); 0401/CR, to 526TFS/RS 0405/CR; 0408/CR (ex 4535CCTS,479TFW/GA; 0411/CR; 0412/CR; 0413/CR; 0422 (w/o 1969 near Aviano AB); 0426/CR, to 308TFS, 31TFW/ZP; 0433/CR (w/o 21-6-71); 0438/CR, to 526TFS/RS; 0440/CR, to 496TFS/HR; 0441/CR, to 526TFS/RS; 0442/CR; 0443/CR; 0444/CR; 0445/CR; 0446/CR, to 526TFS/RS; 0447/CR, to 526TFS/RS; 0452/CR to 526TFS/RS; 0538/CR (ex 4533TFS,33TFW/EG; 526TFS/RS resp.); 69-0237/CR(ex 526TFS/RS); 0239/CR (ex 526TFS/RS); 0244/CR (ex 401TFW/TK-TJ; 36TFW/BT resp.); to 496TFS/HR; 0246/CR (ex 401TFW/TK-TJ resp.); 0249/CR (ex 526TFS/RS); 0254/CR (ex 401TFW/TK-TJ);

32nd TFS F-4E cont.

0263/CR (ex 526TFS/RS); 0264/CR (ex 401TFW/TL-TK-TJ resp.), to
36TFW/BT; 7558/CR;
67-0259/CR (ex 476TFS, 479TFW/GD; 308TFS, 31TFW/ZF; 526TFS/RS resp.)

The 496th Tactical Fighter Squadron

Surrounded by the beautiful hills of the German Rheinland-Pfalz, you can find a very interesting USAFE-airbase, called Hahn AB. This is the home-base for the 50th TFW, with only 2 squadrons presently assigned, namely the 10th and the 496th TFS's. History of the 496th Tactical Fighter Squadron (known by me at least, as the Information Officer of this squadron didn't answer my requests for historical details) starts in 1960, when the unit was named 496th Fighter Interceptor Squadron. It then was assigned to the 86th Air Division and operated TF/F-102A Delta Daggers. After the inactivation of the 86th AD in November 1968, the 496th FIS was redesignated the 496th TFS and reassigned to the 50TFW at HahnAB. Its F-102's were replaced by McDonnell-Douglas F-4E Phantoms II not until early 1970. This same year saw the coding of the 496th TFS's F-4E's (HS); in 1972 luminous formation strips were placed on the Phantoms and mid 1972, all F-4E's were recoded HR (base-wing code of the 50th TFW).

Registrations:

TF-102A ; 54-1366; 55-4045 and 4056.

F-102A : 56-1021; 1022; 1036; 1045; 1046; 1048; 1050; 1053; 1061; 1062; 1063; 1065; 56-1066; 1072; 1080; 1081; 1082; 1083; 1090; 1092; 1093; 1095; 1097; 1098; 56-1099; 1101; 1121; 1136; 1138; 1162; 1221; 1261; 1384 and 1107; 1096.

After service in Europe following ex 496th FIS TF/F-102A's were noted (in the early seventies) with the following units:

- 194th FIS, 144th FG, California ANG, Fresno ANG-base:
54-1366/02; 55-4045/01; 56-1061/04; 1062/05; 1063/06; 1072/08;
56-1081/10; 1082/11; 1096/13; 1093/14; 1099/15; 1101/16; 1121/17;
56-1136/18; 1046/19; 1050/20.
- 157FIS, 169FG, South Carolina ANG, McEntire ANG-base: 56-1048;
56-1083; 1107; 1261.
- 199FIS, 154FG, Hawaii ANG, Hickam AFB: 56-1162
- 186FIS, 120FG, Great Falls Aprt., Montana ANG: 56-1093; 1036.
- 196FIS, 163FG, California ANG, Ontario Aprt.: 56-1093

F-4E: coded HS, in 1972 recoded HR.

67-0266/HS-HR, to 401st TFW/TJ; 36th TFW/BT resp.
68-0377/HR (ex 4452nd CCTS, 479th TFW/GC; 401st TFW/TJ-TK-TJ resp.)
68-0384/HR (ex 401st TFW/TL-TJ resp.)
68-0391/HR (ex 479th TFW/GA-GB; 401st TFW/TL-TJ resp.), to 36th TFW
68-0393/HR (ex 401st TFW/TL-TJ resp.)
68-0394/HR (ex 401st TFW/TL-TK-TJ resp.), to 36TFW/BT
68-0404/HR (ex 401st TFW/TJ; 35th TFW/GA resp.)
68- 440/HR (ex 32nd TFS/CR)
68-0495/HR (ex 525th TFS/BU-BT; 401st TFW/TJ; 36th TFW/BT resp.)
68-0496/HS-HR, to 36th TFW/BT
68-0503/HS-HR; 68-0506/HS-HR; 68-0507/HS-HR; 68-0508/HR(ex 525th
TFS/BU-BT resp) 68-0512/HS-HR; 68-0513/HS-HR; 68-0514/HS-HR;
68-0515/HS-HR; 68-0516/HS-HR; 68-0517/HS-HR; 68-0527/HS-HR, to
401st TFW/TJ; 496th TFS/HR; 36th TFW/BT; 526th TFS/RS resp.;
68-0528/HS-HR; 68-0529/HS-HR; 68-0530/HS-HR; 68-0531/HS-HR;
68-0532/HS-HR; 68-0533/HS-HR; 68-0535/HS-HR; 68-0536/HR (ex 401st
TFW/TK-TJ; 36th TFW/BT resp.); 69-0243/HR (ex 401st TFW/TK-TJ;
36th TFW/BT resp.); 69-0244/HR (ex 401st TFW/TK-TJ; 36th TFW/BT;
32nd TFS/CR resp.); 69-0247/HR (ex 526th TFS/RS); 69-0251/HR (ex
401st TFW/TK-TJ; 36th TFW/BT resp.); 69-0257/HR (ex 526th TFS/RS);
69-0259/HR (ex 526th TFS/RS; 401st TFW/TK-TJ; 36th TFW/BT resp.);
69-0273/HR (ex 401st TFW/TK-TJ; 36th TFW/BT resp.); 69-7550/HS-HR

The 525th Tactical Fighter Squadron (Bulldogs)

The 525th TFS was first activated on 10 February 1942, as the 309th Light Bombardement Squadron (dive) at Will Rogers Field, Oklahoma. Shortly after activation the 309th, as a unit of the 86th Light Bombardment Group, moved to Key Field, Mississippi. In August 1942, the 309th started operating the A-20 and in February 1943, the unit transitioned into the A-31. Two months later, the 86th LBG was ordered to Camp Kilmer, New Jersey, for embarkation to Europe. The 309th moved to Oran, Algeria, and after a period of intensive training the squadron received its first taste of combat on 6 July 1943, over the island of Sicily. In February 1945, the 309th was relocated at Tantoville, France, to be put in operation over Germany. Two months later the 309th moved together with the 86th LBG to Germany, and flew its last combat mission of "W-2" on 8 May 1945.

In March 1946 the 309th LBS was deactivated at Bolling Field, Washington, D.C., but was again reactivated at Nordholz, Germany, in August 1946. It was then equipped with P-47's and one year later it became part of the 86th Fighter Wing and was redesignated 525th Fighter Bomber Squadron. In October 1947, the 525th was the first squadron in Europe to receive the F-84E Thunderjet. Its new mission was the Mutual Defense Assistance Program, and the 525th was going to train pilots and groundcrews of many European and Middle Eastern countries in the maintenance of the F-84E. In February 1952, the 525th PBS moved to Landstuhl (now Ramstein AB) and some months later it received its first F-86F and was redesignated 525th Fighter Interceptor Squadron. In 1957 squadrons of the 86th FIW were dispersed throughout Europe, to provide better coverage and to render them less vulnerable to an enemy attack. The 525th FIS was sent to its present location at Bitburg AB, Germany, as a tenant unit of the 36th TFW.

In February 1959, the 525th FIS transitioned into F-102's, and while flying these fighters, the unit was selected several times to represent USAFE in several competitions in the USA. In November 1968, the 525th FIS became part of the 36th TFW, when the 86th AD was inactivated and merged with the 17th Air Force. Prior to the intergration into the 36th TFW, the 525th FIS was the largest squadron at Bitburg AB. In October 1969, the 525th FIS officially became the 525th Tactical Fighter Squadron and one month later received its first F-4E Phantom II. In July 1970, Bardenas Reales Gunnery Range became saturated and the 525th was sent to Deccimomannu AB, Sardinia, to open a new gunnery camp, which was later closed due to political complications.

In the summer of 1971, the 525th TFS was committed to move to Erding AB and in July 1971, the unit was placed under the command of the 52nd Tactical Fighter Group at Erding AB. The remaining part of the squadron at Bitburg AB became Det.1 under the control of the 36th TFW. Problems with low priority construction and Deutschmark reevaluation caused delays and the idea of moving the 525th to Erding AB was finally dropped. On May 5th, 1972, the 52nd TFGp and Det.1 were officially deactivated; actually, the 525th TFS moved to Erding on paper only and upon deactivation of the 52nd TFGp and Det.1, the 525th TFS was returned on paper to its rightful owners at Bitburg AB.

At present, the 525th TFS provides a Counter Air Offensive Force in peace and war, for both the NATO and the USAFE. Aircraft and crews are on alert, around the clock 24 hours a day, ready to scramble, to assist an aircraft in distress, to intercept, to identify or to destroy the enemy when called upon. The 525th TFS has a good record only because of the spirit and enthusiasm of its officers and men, that can best be expressed by its squadron-motto; CAN DO !!!

Aircraft: 1942: A-20

1943-1945: A-31, N.A. A-36A Mustang and Curtiss P-40 Warhawk

1946: Republic P-47 Thunderbolt

1947: Republic F-84E Thunderjet

1952: North American F-86F Sabre

1959: Convair TF/F-102A Delta Dagger

1969: McDonnell-Douglas F-4E Phantom II

Tail code since 1970 is BU, recoded BT in 1972. Tail-tip colour is blue. Special Thanks to Donald H. Bechtel, Chief of Public Information, 36th TFW Bitburg AB.



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SQUADRON EXCHANGES

by P.J.van Gemert and J.van Tuyn

Each year lots of squadron exchanges are taking place. But what is a squadron exchange actually? We decided to take a closer look into this matter.

The organizing committee for squadron exchanges is AFCENT (Allied Forces Central Europe) in Brussum, the Netherlands. Each year AFCENT assigns to all NATO and French tactical squadrons a squadron of another NATO-member. A general rule is that each squadron of each air force is exchanging with another NATO-member. After the squadrons are informed by AFCENT with which unit an exchange is to take place, the squadrons contact each other to make an appointment. Two weeks before the exchange starts, the exchanging units come together to discuss the details, like the accomodation of crews and maintenance people. Then after two weeks the exchange starts: about "four" aircraft of squadron "A" are going to the home-base of squadron "B" and vice versa.

Sometimes it happens that an exchange is a one-side one; then after a few months the other side is being executed. During this years Tactical Weapons Meet such an exchange took place between the Canadian 439Squadron and No.14Squadron RAFGermany. The Canadians who had to move out for the TWM in June, went to Bruggen and in September the RAF 14Sqn went to Sollingen. Another example is the rotation of 306Sqn of the RNethAF and 729Esk. of the RDanAF. In October six RF-104G's went to Karup for an exchange but no Drakens returned (rumours say that is was due to an excursion in Denmark and that the Drakens will come in January after all.

Although the rule goes for four aircraft, the number of s/c involved with an exchange is put in quotation marks as this rule is often being broken. One of the reasons is the expense. Prior to the exchange both squadrons decide how many aircraft will participate so the costs for both squadrons will be the same. A nice example was Volkel where an exchange took place with four Mirage F.1's of the FAF and no less than nine Starfighters from Volkel went to France. This was possible as the petrol-price in France is much lower than in the Netherlands.

The actual aim of a squadron exchange or rotation is that both the air-crews and the maintenance people are getting familiar with the facilities and procedures used by other NATO-members. This must be indicated as quitean important metter because in time of war all NATO's tactical units must be capable to operate from bases of other NATO members. During these squadron xchanges lots of experiences can be acquired.

Below you can find a list of the to us known exchanged held this year. Making up a list of squadrons within the NATO and France, we come to 120 squadrons that should have had an exchange this year. This leaves many unknown ones.

Before we start the list one little note: Other rule in the exchange-business is that a squadron only rotates one time per year. This rule you might call a "99% -rule as this rule is almost never broken. But looking through the list, you can find the other 1%: JABOG-32 had two exchanges this year. Why, perhaps it had to skip an exchange last year?????

Binbrook Lightnings	with	MFG-1 Jagel F-104G
26-2 till ??		23-03, 12, 16, 18, 19, 71
14Sqn(RAF) Bruggen Phantoms	with	36TFW(USAF) Bitburg Phantoms
In January		
?Sqn(RAF) Wattisham Lightnings	with	10Esc(FAF) Creil Mystere B.2
7-3 till 14-3		10-SN/91, -SL/172, -SG/111, -SI/140
323Sqn(RNAF) Leeuwarden F-104G	with	726Esk.(RDAF) Aalborg F-104G
19-3 till 28-3		R343, 698, 703, 754

29Sqn(RAF) Wattisham Lightnings with 350Sqn/1Wing Beauvechain F-104G
1-4 till ? FX06,44,53,54,57,64

496TFS/50TFW Hahn Phantoms with 43Sqn Leuchars Phantoms
2-4 till 9-4 HR68-377,517,529,530

51Stormo/22Gruppo Istrana F-104S with 349Sqn/1Wing Beauvechain F-104G
16-4 till ?

2/11Esc.(FAF) Toul F-100D with 4Sqn(RAF) Wildenrath Harrier
2-5 till 10-5 11-MP/42265,-MQ/42154,-MT/42152, MW/42269

31Sqn(RAF) Bruggen Phantoms with JB-32(WGAF) Lechfeld F-104G
XV439,431,465,476 21-02,23-32,24-06,24-21,24-97,
25-19,25-32,25-42 and 27-83(TF)

Lechfeld to Bruggen was from 3-5 till 13-5; Bruggen to Lechfeld in August.

1Sqn/3Wing(BAF) Bierset Mirage 5BA with JB-32(WGAF) Lechfeld F-104G
7-5 till 16-5

19Sqn(RAF) Gutersloh Lightnings with 13Esc Colmar Mirage IIIE
10-5 till 17-5 13-QO/479, QE/466, QL/475, QM/471,
13-QC/452, QF/489

2Sqn(RAF) Gutersloh Lightnings with 36 TFW (USAF) Bitburg Phantoms
11-5 till 17-5 BT68-509,481,370,406,386 and 67-260

2Sqn (RAF) Laarbruch Phantoms with 717Sqn Sola RF-5A
17-5 till at least 20-5 105,107,108,489

17Sqn(RAF) Bruggen Phantom with 439Sqn Soellingen CF-104G
17Sqn to 439Sqn was in Sept. 104714,743,749,808,822,845 and
439Sqn to 17Sqn was in May. 104653(CF-104D)

316Sqn(RNAF) Gilze-Rijen NF-5A with 421Sqn Soellingen CF-104G
421Sqn to 316Sqn: 27-5 till 11-6 104751,786,827,839,843,866,875,
316Sqn to 421Sqn: in August 104892 and 104661(CF-104D)

32TFS(USAF/RNAF) Soesterberg F-4E with 111Sqn(RAF) Wattisham Lightning
4-6 till 11-6 XR762/C, XP740/B, XP754/R, XP748/M

? Sqn(RAF) Laarbruch Buccaneer with 38TRS/26TRW(USAF Zweibrucken RF-4C
6-6 till 14-6 ZR69-369,373,365,366,372,364

314Sqn(RNAF) Eindhoven NF-5A with 51Stormo/155Gruppo Istrana F-104S
6-6 till 14-6 51-33,51-38,51-40,51-42/MM6795

23Sqn(RAF) Leuchars Lightning with 36TFW(USAF) Bitburg Phantom
9-7 till at least 16-7 BT69-253,266,267,68-464,465,480

91TFS(USAF) Bentwaters Phantom with JB-36(WGAF) Hopsten F-104G
23-7 till 1-8 21-42,23-88,24-72,26-18,20,26,17

315Sqn(RNAF) Twenthe NF-5A with 718Sqn(RNAF) Sola F-5A
898,896,567,895,577,133 and 244,
906 F-5B

6 Stormo(ItAF) Ghedi F-104G with TurkAF Murted F-104G
middle July 6-02,14,18,21

48TFW(USAF) Lakenheath Phantoms with 23Sqn/10Wing(BAF) Kl.Brogel F-104G
17-9 till ? FX13,17,24,52,94,100

312Sqn(RNAF) Volkel F-104G with 5Sqn(RAF) Binbrook Lightning
28-8 till ? XR768/P, XR726/N, XR772/E, XR755/O

31Sqn/10Wing(BAF) Kl.Brogel F-104G with 5 Stormo(ItAF) Rimini F-104G
beginning August 5-02,5-11,13,20

JB-33(WGAF) Buchel F-104G with 727Sqn(RDAF) Skydstrup F-100D
September/October

LEKG-42(WGAF) Pferdsfeld G-91R with 2/12Esc.(FAF) Cambrai Mystere B.2
September/October

2/30Esk.(FAF) Reims Mirage F.1 with 311Sqn(RNAF) Volkel F-104G
30-MK/20,ME/8,MI/18,MJ/10 D88047,8258,8300,6684,8268,8114,
8-10 till 15-10 D-8259,8112 and 5807 (TF)

729Sqn(RDAF) Karup Draken with 306Sqn(RNAF) Volkel FF-104G
22-10 till ? D8013,8052,8059,8107,8145,8065
This was a one-way rotation, but rumours say that the Draken will come to Volkel in January after all.

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THE SPANISH AF V.I.P. TRANSPORT FLEET

by G.Serrano

Actually the V.I.P. transport fleet of the Ejercito del Aire is divided into two organizations which performs the civil V.I.P.(members of the Government and the Royal Family) and the military V.I.P. roles respectively.

These organizations are: the "Servicio de Comprobacion de Ayudas a la Navegacion", dependent of the "Subsecretaria de Aviacion Civil", based at Madrid-Barajas Int. Airport, and the Escuadron 911 of the Grupo 91 based at Getafe AFB.

The first one has three Mystere 20 planes crewed by military pilots but civil registered as EC-BVV, EC-BXV and EC-BZV, although they are military assigned as T.11-1, T.11-2 and T.11-3 respectively but these designations are not painted on the tails of the planes.

The second one depends of the High Command ("Estado Mayor") of the Air Force and is equipped with four CV-440 acquired from Iberia Airlines in 1973 and two C-54s.

The 911 Escuadron was created in 1971 but formerly was named Escuadron 901 belonging to the Grupo 90 also based at Getafe AFB. Its main equipment was formed by twelve C-47, several CASA C-352.L, CASA C-2.111D/E, Casa C-207 and C-54. Curiously, with the change of numeration occurred 1971 one of the C.352.L was "sold" to the United States for permanent exhibition in a museum at Dayton. This plane was the T.2B-244, coded 901-20.

The 91st Group poses one more squadron, the Escuadron 912, which performs the light transport, liaison and training roles. This unit is equipped with one Piper PA-31P(E.18B), some Piper PA-23Es and about sixteen T-6Ds(C.6), SNJ-5s(C.6) and T-6Gs(E.16). Last year some Beech Barons were included into its inventory but these planes now belong to the Multi-Engined School at Natican AFB; in all manners, apart the seven Baron-55 acquired in 1972, some more planes of this type, in the Baron-58 version, seem to have been acquired, and in consequence it is very likely that the Escuadron 912 have a little quantity of these planes in service.

Apart the units already named there are five more ones also serve in the High Command transport and liaison roles. Its planes are flown by H.C. pilots with ground commitments and high ranking officers of the different bases. These units are the following Flights(Escuadrillas):

Escuadrilla 901, based at Getafe AFB and equipped with AISA I-115s(E.9), CASA C-127s(L.9), T-6Ds(C.6) and Piper PA-23E(E.19).

Escuadrilla 902, based at Tablada Aerodrome and equipped with one C-47 (T.3), six I-115s, four C.6s and two L.9s.

Escuadrilla 903, based at Velenzuela AFB, and equipped with C.6, E.9, L.9 and probably some Piper PA-23Es.

Escuadrilla 904, based at Gando AFB and flying C.6s.

Escuadrilla 905, based at Torrejon AFB and equipped with six E.9s and four L.9s. This Flight had one Aztec, E.19-1 905-15, but this plane was transferred to the 912 Escuadron late last year.

Some of the planes used by the Escuadron 911 until 1973 were:

C-47 T.3-2 911-2 C-207 T.7-17 911-3

A/c of Esc.911 cont.

Type	serial number	code	Type	serial number	code
C-54	T.4-5	911-5	C-47	T.3-16	911-6
C-47	T.3-27	911-7	C-47	T.3-8	911-8
C-47	T.3-29	911-9	C-54	T.4-10	911-10
C-47	T.3-42	911-11	C-47	T.3-62	911-12
C.352.L	T.2B-211	911-16	C-2.111D	BR.2I-116	911-15

Later carried by the T.2B-112

Aircraft of the Escuadron 911 in the actually:

Type	serial number	code	Type	serial number	code
C-54	T.4-5	911-5	C-54	T.4-10	911-10
CV-440	T.14-1	911-21	CV-440	T.14-2	911-22
CV-440	T.14-3	911-23	CV-440	T.14-4	911-24

Aircraft of the Escuadron 912 at present (no complete list):

Type	serial number	code	Type	serial number	code
PA-31P	E.18B-1	912-07	T-6D	C.6-131	912-29
SNJ-5	C.6-128	912-39	T-6G	E.16-192	912-40
T-6D	C.6-170	912-38	T-6G	E.16-196	912-47
T-6G	E.16-195	912-48	T-6G	E.16-105	912-49
T-6G	E.16-101	912-50	T-6G	E.16-200	912-51
T-6G	E.16-201	912-52	PA-23E	E.19-3	912-57

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CORRECTIONS AND ADDITIONS

FLASH Nr.47/48:

Page 5: Schiphol: DO-28D 5902 not of Bundesmarine but of the Luftwaffe
 SU-ARP shs to be SU-APB

Page 17: Norvenich 96608 UH-1N is of the USAF

Page 24: C-121C 54-157 has to be EC-121S; XV581/E, XV571/A are FG.1's

FLASH Nr.49:

Page 5: Lightning XV328/T is an T.5

Page 8: Bruggen: Hunters XK190, XJ668 are both incorrect

Page 10: Binbrook: XR727/F is only of 5Sqn

Page 11: Yeovilton: Hiller XD480 has to be XB480; Sea Vampire LZ351
 has to be LZ551

Zweibrucken: ZR66-469 has to be 67-469 and ZR69-301 has to
 be 69-361

Page 20: Twenthe: Harriers: XV766 has to be X766 and XV770 XW770
 Cambrai: 12-ZN c/n 27 has to be c/n 127; 12-ZO has to be 12-YO
 add. 12-Y./79 and 12-../173

Page 21: Leucahrs: Lightning XP750 has to be XR750; Phantom XV576/P
 has code D (XV585 is P)

Page 22: Farnborough: Viggen 73808 has to be 37808

FLASH Nr.50:

Page 4: Ypenburg: Caravelle CF-AAR has to be 6V-AAR

Page 7: Replica of Fairey: 30; Santa Cruz:17 has to be Replica of
 Fairey type 30 Santa Cruz: 17 (one aircraft)

Sintra: DHC.1 1375 has to be 1335

Page 8: Rhein-Main: DO-28D 5903 is of the "GAF

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THE ABU DHABIAN AIR FORCE

by J.v/d.Weil

Situated on the south coast of the Arabian Gulf, better known as Persian Gulf, between the peninsulars of Qatar and Dubai lies the sultanate of Abu Dhabi.

Until the mid sixties Abu Dhabi was a very poor and for this reason a very unknown country and only a couple of local Arabs lived here, earning their money with smuggling and doing business with Iran and Pakistan, In 1965 however this situation changed drastically when oil was found. Abu Dhabi had been a British mandated territory for almost eighty years and the local Ruler asked the British Government for help to explore his country. But he turned out to be a very old fashioned man and the British Government realized that he might cause troubles in the future and thus a coup d'etat was organized and the Ruler's son acceded to the throne, this all happened bloodless.

One of the first achievements was to leave the Arab manner of living and to introduce the Western prosperity. Today no Arabs are living in the desert but they do have a real house of their own (paid by the Government), an American car and a colour T.V. Thinking that these Arabs are still using camels and having harems is about the same as thinking that Dutchmen are still using wooden shoes and building windmills!!!

In 1967 an Army aviation detachment was established and this was named Abu Dhabi Defence Forces Air Wing. Their first equipment were two Italian built Jetranger helicopters and this batch was increased to four during the next year. Transport capacity was also obtained in 1968 when two BN-2A Islanders were received. In 1969 a third Islander was delivered whilst in 1971 a fourth arrived, especially equipped for local dust control. Further transport was provided with four Cariboux delivered between February and November 1969. A tactical element was to be introduced in 1969 when twelve Strikemaster dual-role aircraft were ordered but this order was cancelled in favour of the Hawker Siddeley Hunter of which seven ground-attack aircraft, three reconnaissance versions and two, formerly Dutch, duals were acquired. As the principal airport in Abu Dhabi was not ready to receive these Hunters it was decided to keep these aircraft in stock in Great Britain and they were delivered during 1970 and 1971. More recently an additional batch of two Hunters was ordered.

In 1971 the helicopter fleet was expanded when five Alouette III's and three Pumas arrived. In 1973 a further two Pumas were delivered. The three surviving Jetrangers were reserIALIZED and transferred to the armed forces of the new formed United Arab Emirates of which Abu Dhabi is the principal leader.

A rather strange bird was delivered in 1971 being a Lake Skimmer single engined amphibian.

More recently fourteen Mirage 5 fighter bombers were ordered and the first two were delivered in January of this year. Aircraft currently on order include the two Hunters already mentioned., thirty-six Mirage 5's and two Lockheed Herculeses.

Originally the ADAF aircraft were flown and maintained by British Airwork firm and some former RAF pilots but recently the Abu Dhabi Air Force has signed an agreement with the Pakistan Air Force and currently the ADAF is commanded by a Pak.AF. senior officer whilst the Mirages are being flown by Pakistani pilots.

In case of an emergency the Mirages, Alouettes and Pumas will transferred into Pak.AF inventory.

The two main bases of the ADAF are Abu Dhabi which is housing all transport helicopters and Mirages, and the former RAF airfield of Sharjah where the Hunters and UDF Jetrangers are based. Gunnery practice is done at ranges near Abu Dhabi and the Bahrain isles. An instrument flying area is located near the Abu Dhabi-Saudi Arabian border.

As the importance of countries like Abu Dhabi, Saudi Arabia, Kuwait, Qatar and Bahrain is still growing it will be logical that the air forces of these countries will rapidly expand. Currently negotiations are going on

for the acquisition of Jaguar and Mirage F.1's.

EQUIPMENT ABU DHABIAN AIR FORCE (delivery dates are not included)

Agusta-Bell AB206A Jetranger:

101 c/n 8047 to Union Defence Forces as 121
102 c/n 8090 to Union Defence Forces as 122
103 crashed
104 c/n 8142 to Union Defence Forces as 124, registered as 123.

Sud Aviation SA315B Alouette III:

101c/n 1990; 102 c/n 1992; 103 c/n 1994; 104/c/n 1996; 105/1998

Sud Aviation SA330F Puma:

111 c/n 1113; 112 c/n 1127; 113 c/n 1169; 114 c/n 1224 ex F-^WMHC
115 c/n 1233

Britten-Norman BN-2A Islander:

201 c/n 34 ex G-A^WNV; 202 c/n 47 ex G-A^WVX; 203 c/n 117 ex G-51-44 and
G-AXPE; 204 c/n 648 ex G-^AYSU

De Havilland Canada DHC-4A Caribou:

301; 302 crashed during landing at Abu Dhabi 1970; 303; 304; 305 replace-
/ment for 302

Lake LA-4A Skimmer: 401 c/n 473 probably reserialled

GAM Dassault Mirage 5AD: 401 up to 410

GAM Dassault Mirage 5ADR: 411 and 412

GAM Dassault Mirage 5ADB: 413 and 414

BAC 167 Strikemaster Mk.85: 701 to 712 c/n 64 to 75 (cancelled)

Hawker Siddeley Hunter FGA.76:

701 ex XE589, G-9-270 702 ex XG341, G-9-260 703 ex WV389, G-9-245
704 ex WV402, G-9-247 705 ex XF362, G-9-251 706 ex XF367, G-9-252
707 ex XF935, G-9-253

Hawker Siddeley Hunter FR.76A: 708 ex WV592, G-9-292

709 ex XF971, G-9-257 710 ex WV400, G-9-259 crashed during landing at
/Abu Dhabi 1972

Hawker Hunter T.77

711 ed N-312, G-9-288 712 ex N-301, G-9-289

Short SC-7 Skyvan: 1153 s/n SH1921 ex G-BBRR; 1155 SH1922 ex G-BBRU

On order: 2 Hunters; 36 Mirage 5s and 2 C-130H Herculeses

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CORRECTIONS AND ADDITIONS TO THE ITALIAN AIR POWER

As you can read in the preface there will be no Italian Air Power article this month (perhaps later), but we will carry on with corrections and additions the the previous parts:

F-84F list: add 53-6666(reg 6-30); 53-6953 is not ItAF but luftwaffe DB-338/DC-117 and went to the TAF as 36953.

According to JP-4 following F-84F were broken up at Castrette: 52-10524 (50-09); 53-6628(50-06); 53-6646(50-30); 53-6695(50-10); 53-6...; 53-6875(50-18); 53-6910(50-16); 53-6072(50-23). B/u at Pisa: 53-6825 (50-12); 53-6937(8-45);and 8-38. Bu/ at Livorno: 52-10533(8-38); 53-6668(50-19);53-6732; 53-6819(36-49); 53-6812; 53-6957(8-.) and 50-07

RF-84F list: 53-7640 is not ItAF but BAF FR-4; according to JP-4 following a/c were b/u at Castrette: 51-1928, 51-11200(3-06), 51-11265, 51-11266 (3-04), 52-7339, 52-7399(31-6), 52-7456, 52-7459, 52-7461(3-08), 52-7471(3-14), 52-7479(3-14), 52-7585(3-07).

Add: 51-1829; 51-1858(3-38); 51-1884; 51-11260(3-60, 3-38, 3-06); 51-11263(3-25); 51-11266(3-166); 51-11267(3,3, 3-167, 3-50); 51-17031 (3-27); 52-7235; 52-7320 (3-8, 3-20); 52-7363; 52-7387(3-38); 52-7394(also 3-45); 52-7395(3-42, 3-12, 3-10); 52-7401(3-01); 52-7446 (3-06); 52-7456(also 3-56); 52-7461(3-08, 3-10); 52-7474(3-49, 3-04).

Delete: 51-17027 which is FAF 33-NA; 52-7309 is WGAF EB-307; 52-7447.

Canadair Sabre Mk.4: add 19724 and 19792, resp. coded 4-25 and 13-1, which are both stored at Vigna di Valle

add 19483(2-37); 19493('9 of Frece Tricolori); 19503 (2-.); 19508(2-12); 19544(ex Frece Tricolori); 19573(4-51); 19663(4-73); 19668(wreck at Cameri); 19683(4-83); 19768(4-50); 19821(4-46); 19822(4-21); 19839(4-. coll with BEA Viscount G-ANHC over Nettuno on 22-10-1958.

Units equipped with the Sabre were; 2 Aerobrigata: 13 and 14 Gruppo at Cameri and 8 Gruppo at Montichiari(Brescia)

4 Aerobrigata: 9, 10 and 12 Gruppo based at Pratica di Mare since 16-6-56.

In September '63 12 Gruppo moved to Gioia ddl Colle, equipped with F-86K and 10 Gruppo with F-86E moved to Granzanise, 9 Gruppo (now with F-104G) moved to Grosseto.

2 Aerobrigata was formed 1-7-56 and disbanded 1-10-62 and 4 Aerobrigata was formed 1-11-54 and disbanded in 1967.

F-104G list: add MM6504 also 51-05, delete 6-01 and 5-10; MM6514 6-03 (June 1968); MM6518 5-06; MM6520 5-02; MM6525 53-05; MM6543 5-16; MM6550 3-26; MM6555 w/o at Cameri; MM6559 is not w/o (this was MM6659); MM6561 also 9-12; MM6569 9-20; MM6574 was not 9-; MM6583 4-47; MM6584 4-.; MM6587 5-09; MM6588 5-14; MM6589 5-31; MM6597 5-.; MM6598 9-03; MM6599 9-02; MM6608 5-.; MM6635 3-21; MM6636 5-27; MM6637 3-23; MM6645 4-18 to 3-20; MM6646 3-22; MM6651 3-30; MM6503 was w/o w/o 8-9-71 and not 11-9-71; MM6543 was w/o 2-6-69 and not 2-9-69; MM6598 was w/o 8-9-71 not 11-9-71; on 25-7-69 6-. w/o near Ghedi; 29-7-69 4-. w/o near Cecina; 16-2-70 9-. sunk near Castelvoturno; 28-4-70 9-. w/o near Cupramontana; the a/c crashed 14-10-72 near Padova were two G-91R and not F-104G; the a/c crashed 1-3-73 was not a RF-104G but a F-104G of 6 Stormo near Ghedi; the a/c crashed on 19-9-73 was in fact on 18-9-73(the a/c sunk near San Vito Lo Capo, Sicilia); the a/c crashed on 20-12-73 was probably MM6638 3-23 (RF-104G), which crashed and burned out after take off from Granzanise; the a/c crashed on 26-6-73 was in fact w/o on 27-6-73 and it was a RF-104G(not F-104G of 6 Stormo); on 15-7-71 an F-104G of 4 Stormo crashed near Grosseto; MM6572 crashed on 24-1-66 at Grazzanise; two RF-104G's of 3 Aerobrigata were destroyed on the ground at Villafranca on 1-10-71 during the crash of a RF-84F, m6-6-74 a F-104G of 6 Stormo crashed during landing

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: The General Dynamics YF-16 is one of the competitors in the race for the Starfighter replacement; pictured here is 01567 while being checked at Edwards AFB.
Copyright: P.v.Gemert/GCA
- PHOTO 2: The McDonnell-Douglas F-15B at Ramstein 22 September. The next day the aircraft, 10291, flew direct to Edwards AFB for a ten-days demonstration tour. Pilot was Col. Wendell Shawler, head of the F-15 programm.
Copyright G.v/d.Veen
- PHOTO 3: One of the surviving Hunters of 325 Squadron at Soesterberg in 1967. N-283 went to the R.Jordan AF. in 1969.
Copyright: H.Engels
- PHOTO 4: At the scrap-yard in the town of Castrette the majority of the withdrawn R/F-84F's and F-86K's is to be found. Thunderflash 3-04 is one of the many.
Copyright: R.Bonetti
- PHOTO 5: T-29's are still regular visitors at Soesterberg.
Copyright: C.Vermolen
- PHOTO 6: Those were the days, unforgettable to Eindhoven spotters, that autumn-holidays of 1968. But it is already four years ago the streaks were phased out in Holland.
Copyright: J.v.Tuyn
- PHOTO 7: Catalina L-866 on a test-flight, two weeks before its delivery to the RAF museum, on 13 May 1974.
Copyright: N.H.Larsen
- PHOTO 8: Two Danish Hunters, E-418 and E-424 on take-off from Skrydstrup AB, 19 March 1974. All Hunters are withdrawn now and other air force closed its Hunter era.
Copyright: N.H.Larsen
- PHOTO 9: Sikorsky S-61A U-481, the last delivered aircraft photographed at Beldinge airport on 17 June 1974.
Copyright: N.H.Larsen
- PHOTO 10: Refuelling somewhere over Europe, Phantom F-4D BT66-507 on 22 March 1974. Note the luminous (lichtgevende) strips on tail and fuselage. These are to prevent collisions during formation flights at night.
The KC-97L from which the pictures are taken is the o-3027.
Both copyright: P.J.Hooper
- PHOTO 11: A C-97G, not a tanker version, of the Utah ANG is O-22728, called "Salt Lake City". Nevertheless the C-97G's are divided between the tanker-squadrons of the ANG.
Copyright: P.Kimberley
- PHOTO 12: A Luftwaffe Starfighter in USAF colours is 38455.
Copyright: P.Kimberley
- PHOTO 13: Finally an oldie, O-26465, a Thunderstreak of the Massachusetts ANG, 131TFS. Copyright F.Klaassen

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