

FLASH

53

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military aviation magazine

just another mission



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Dear Reader,

To start this year FLASH presents you a combined January and February issue; we hope we have succeeded again in making this one as interesting and attractive as possible.
No changes in the editorial team are to be reported this month, although this has become one of FLASH's troubles during the last few years.

Overlooking 1974 we must conclude that this has been a rather favourable year for us: a slow but steady increase of subscribers. The main problem however has remained: a steady increase of production-costs! Therefore subscription-rates had to be raised last year for which we ask your understanding once again.

Although we promised to start the new set-up of our news-column this month, it proved to be impossible. This because the preparation took more time than foreseen.

To make this new set-up a real succes we sincerely need the cooperation of all local spotters in Holland, Belgium and Germany. Therefore we ask them: Heb je waarnemingen van Nederlandse of Belgische bases, stuur ze allemaal naar ons op. Jouw waarnemingen lijken misschien onbelangrijk maar voor een ander kunnen ze zeer interessant zijn en denk eens aan het omgekeerde.

Till next month....

the editors.

COVER PHOTOGRAPH:

'Another mission'; for the outsider yes, but for the pilot no. For him it is very important to make the very best of this mission, as it is one of the missions during the "Royal Flush 1973 at Florennes.

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NEWS ----- NEWS

With special thanks to: P.Bizzoco, J.v.d.Feen, G.Hiltermann, P.Jackson, H.Jockers, J.v.d.Cever, H.Ploe, J.Serrano, F.Smith, W.Sorhagen, E.Tammer, G.Weinann and C.v.d.Heuvel.

HOLLAND

- Presently No.314Sqn at Eindhoven has the following NF-5A/B's in service:
 K-3008,3013,3015,3027,3029,3033,3034,3036,3044,3047,3055,3058,3059,
 K-3060,3067,3068,3069,3070,3072,3075 (all NF-5A) and K-4004,4007,4017,
 K-4019,4021,4022 (all NF-5B).
 During the month January several NF-5's of 315Sqn (from Twenthe) operate
 from Eindhoven, being: K-3020,3007,3006,3056,3019,3025,3040 (all NF-5A)
 and K-4002,4025,4027 (all NF-5B).
 Other movements:
 Jan.28: XV460, XT909 Phantom FGR.2 RAF 31Sqn; 30-08, 31-43 G-91R LKG-41
- Leeuwarden movements included:
 Dec.1 : 58-06 DO-28D Luftwaffe; Dec.19: CR68-513 F-4E USAF 32TFS
 Jan. 6: CR69-254 F-4E USAF 32TFS Jan.7: 226K AB-204B MLD
 Jan. 8: WL745 "sage" Shackleton RAF 8Sqn
 Jan.10: WL747 "florence" Shackleton RAF 8Sqn
 Also Leeuwarden was visited by many 313/315 Sqn NF-5's
 K-3014,3011,3040,3028,3012,3061,3032 (all NF-5A) and K-4003,4005,4015
- Due to the continually rainfall in November and December of last year,
 the runway at Twenthe AFB sagged a few inches. To prevent accidents
 NF-5's of 313Sqn and 315Sqn were temporarily detached to other air
 bases (see Eindhoven and Leeuwarden notes) and the runway repaired.
- Valkenburg movements included:
 Dec. 4: K-687 Dakota C-47A RDanAF 721Sqn
 Dec.13: XN398 "Altair" Britannia C.2 RAF A&AEE
 Dec.19: XW230 Puma HC.1 and XS482/DA Wessex HU.5 RAF both A&AEE
- Movements at Soesterberg included:
 Oct.11: AR64-1003 RF-4C USAF 10TRW
 15: 24130 VC-135B USAF 89MAW; XS790 Andover RAF 60Sqn
 16: 10654 T-39A USAF; XS611 Andover RAF 46Sqn Thorney Island
 17: 21094 T-29C USAF 7101ABW; 21-26, 21-21 F-104G WGNavy MFG-2
 4X-JYA Boeing 707 ID/FAF
 21: 35-17 RF-4E Luftwaffe AKG-52; WH718 Canberra TT.18 RAF 7Sqn
 22: 33535 T-29D USAF 7005ABS; 6V-AAR Caravelle Senegal Govt.
 WL754 Shackleton AEW.2 RAF 8Sqn Lossiemouth
 23: 34-50 G-91T Luftwaffe WS-50; SP64-0790 F-4C USAF 5TFS/52TFW
 24: 222K AB-204B MLD 7Sqn; AR64-1083 RF-4C USAF 10TRW
 WR65-0687, 65-0696 USAF USAF 92TFS/81TFW
 WR65-0687 collided with Cessna 172 PH-NOE, the latter crashed
 while the Phantom managed to land safely at Soesterberg
 25: 24477 T-39A USAF HQ 17AF; AR64-1067, 65-0836 RF-4C USAF 10TRW
 In the meanwhile 32TFS received several new Phantoms:
 68-0516 (ex 496TFS/HR); 68-0528(ex.496TFS/HR); 69-7214(ex RAAF);
 69-0265(ex 526TFS/RS); 69-0283(ex 401TFW/TJ); 69-0275(ex 401TFW/TJ);
 68-0513(ex 496TFS/HR); 68-0514(ex 496TFS/HR) and 68-0532(ex 496TFS/HR).
 The reason for all these changes, is caused by the fact that all F-4E's
 must undergo a modification to the slats at the wing's front-side.
 For this modification all Phantoms have to go to Spain and from there
 the F-4E's are sent to god knows where.
- At the UTS Anthony Fokker School in The Hague one can see the following
 aircraft:
 045 Avenger MLD; 184H CS2F-1 Tracker MLD; 134V SH-34J MLD
 P-254 53-6600 F-84F, M-50 T-33A, TA-26 Spitfire, all ex RNethAF
 Further: one Retriever, two T-6G's and one S-14
- This year the Koninklijke Luchtmacht will organise two Open Days:
 one at Volkel (rumours say 30 August) and Leeuwarden.
- The Starfighter of No.311Sqn from Volkel that crashed on 17-12-74
 was D-8283. The accident happened near Achel (Belgium).

-- Schiphol movements included:

Dec. 4: 63 and 65 Nord 262A French Navy
 17: TC-65 C-130H Argentina AF
 20: 5-204 F-27 Iran AF; 7T-WAL F-27 Algerian Government
 28: PH-FRD F-27, ex Nigeria AF NAF-901, without Nigerian markings and reg., probably for demonstrations. Left Jan.3 to Madrid, so it probably returned.
 Jan. 2: PH-EXM F-27 Ghana AF

-- Maastricht/Beek movements included:

Dec. 2: 41-AO (c/s F-SCAO) Paris FAF
 3: 41-AM (c/s F-SCAM) Paris FAF; 18035 U-21 USArmy
 9: 109160 CC-109 CAF; 148891/BH KC-130F USMarines VMGR-252
 10: 16299 UH-1H USArmy; 58-51 and 58-90 DO-28D Luftwaffe
 11: 18405 U-21 USArmy; XS637 Andover C.1 RAF
 12: 58-90 and 58-21 DO-28D Luftwaffe; XW788 HS-125 RAF 32Sqn
 130323 C-130E CAF; 15905, 18035 U-21 USArmy
 17: XX508 HS-125 RAF 32Sqn; XP779 Beaver RArmy; WV729 Pembroke RAF

BELGIUM

-- Brussel Air Museum:

Except for New Year's Day, Eastern and Xmas, the museum is always open to the public. In the museum the following:

XH292 Vampire T.11 RAF	18534 CF-100 RCAF
UQ c/n 320 Ouragen FAF	YL-D FZ-132 F-84G BAF
FU-30 s/n 52-7169 F-84F BAF	FR-28 s/n 51-1945 RF-84F BAF
R-P2 EG-247 Meteor F.8 BAF	K-5K EG-224 Meteor F.8 BAF
ID-44 044 Hunter F.4 BAF	F-7J ID-46 Hunter F.4 BAF
OT-CWG K-16 C-47 BAF	H-39 T-6G BAF
210-C T-6G ex BAF (painted in Congolaise colours)	
5S25 SV-4 Stampe Aeronavale	V-28 SV-4Bis BAF and V-56, V-64
OL-A87 L-18C Piper Cub BAF	A-16 Auster 6 BAF
P-4 Proctor 5 BAF	O-16 Oxford C.1 BAF
OT-ZKM B-13 H-34A BAF (crashed a/c)	MB-24 ND-N Mosquito NF.30 BAF

Further, wreck of Spitfires and a B-25J Mitchel serialled 9895, possibly

-- Within a short while the Heli-flight at Koksijde will become a real "Smaldeel" (Squadron). It is to become the 40th Heli-Smaldeel.

The 40th Heli-smaldeel (ex C-119's at Melsbroek) will consist of four flights:

- Maintenance-flight: maintenance of all helicopters in first line.
- Zeemacht-flight (Navy-flight): with Alouette III
- SAR-flight: with H-34A's
- SRT-flight: also with H-34A's

DENMARK

-- Regarding the Danish Hughes 369, H-245-247 they are probably c/n 109-0245M to 0247M.

-- On 3-12-74 the forth Starfighter crashed, being R-698 which crashed into the sea near Skagen. The other three w/o's are:
 R-346 w/o 7-10-69, R-648 w/o 1970 and R-759 w/o 8-6-73

FRANCE

-- Esc. II/7 has formed with the Jaguar. Despite previous information the unit is named "Argonne" and is made up of SPA-31 (Spartan archer) and SPA-48 (Chicken).

-- In our 50th issue our typist skipped one line of N-2501's at Evreux Open Day. Therefore once again all N-2501's spotted during the Open Day

64-ET/54	64-BF/	64-BH/50	64-BI/44	64-BW/92	64-BC/98
64-BJ/115	64-BV/166	64-BF/103	64-BM/121	64-BS/183	
64-IR/206	64-IG/47	64-IC/58	64-II/162	64-IT/181	64-IO/10
64-IA/38	64-IN/169	64-IV/177			

And codes XS, XA, XD, XH, BM

- On 18-1-75 two Mirages collided and crashed.
- On 28-10-74 the first flight was made of an Etendard Super at Istres 100 are ordered from this type.
- Mirage F.1M-53 made its first flight from Istres on 22-12-74

ITALY

- The "Reparto Volo III Regione Aerea (code RB) is formed by 304 Gruppo, is based at Palese-Macchie airport, 14 km from Bari. These are the aircraft noted during the past summer:

RB-2	T-6H-2M	MM54139	RB-42	AB-47J	MM80182
RB-3	T-6H-2M	MM54143	RB-43	AB-47J	unknown
RB-4	T-6H-2M	MM54146	RB-46	AB-204B	unknown
RB-5	T-6G	MM53866	RB-48	AB-47J	unknown
RB-6	T-6D	MM53143	RB-61	P-166M	MM61878
RB-7	T-6G	MM54111	RB-62	P-166M	MM61905
RB-8	T-6G	MM54110	RB-63	P-166M	MM61907 with VIP accomodation
RB-9	T-6G(?)	unknown	RB-64	P-166M	MM61932
RB-10	T-6D	MM53042	RB-65	P-166M	MM61904
RB-13	T-6H-4M	MM53786	RB-71	S-208/M	MM61941
RB-15	C-45	MM61679	RB-72	S-208/M	MM62008
RB-22	C-45H	MM61727	RB-73	S-208/M	MM61947
RB-39	AB-47J	MM80132	RB-77	S-208/M	MM61972
RB-40	AB-47J	MM80212	RB-79	S-208/M	unknown
			RB-80	S-208/M	unknown
			RB-81	S-208/M	MM62011

Duties of the unit are synthesized in the "logistic support" to those units under its jurisdiction, i.e. 36 Stormo at Gioia del Colle, 32 Stormo at Brindisi, 41 Stormo at Catania etc.

- A new G-91Y unit is the 32 Stormo. One of the first G-91Y's is 32-9 MM6445 c/n 2007. All G-91Y's are provided with a "shark-mouth" on jet-intake; that is explicable because the wing is an anti-shipping unit.
- Following aircraft were for sale on following bases on 21-11-74:
 Istrana: F-86K 54-1288, 55-4869, 55-4858
 Rimini: F-86K 53-8286, 53-8291, 53-8322, 54-1292, 54-1275 and 55-4906
 Ghedi: RF-84F 51-17026, 52-7453, 52-7437, 52-7475, 52-7392, 52-7397
 Villafranca: RF-84F 51-11270, 52-7451, 52-7445, 52-7467, 51-17025, 51-17032, 52-7393, 53-7398, 52-7391, 52-7469, 52-7400, 51-1884, 51-11288, 51-1940
- Some crashes:
 On 26-4-74 F-104S 36-38 burned out at Gioia del Colle
 On 19-9-74 a F-104S of 36 Stormo crashed near Gioia del Colle
 On 20-9-74 a TF-104G of 20 Gruppo crashed near Firenze, both pilots were killed
 On 23-9-74 a G-91R of the 2 Stormo crashed at Villafranca; the a/c will be repaired.

NORWAY

- The Bulls Eye 1975 will be held at Sola in May.

SPAIN

- The Spanish AF has already received 12 Beech F-330 Bonanzas for its Academia General del Aire in the 791 Sqn. The Spanish designation for this type of plane is E.24.
- Also the Spanish AF 803 SAR Sqn is to receive four AB-205 helicopters equipped with 1,400 H.P. turbines.

UNITED KINGDOM

- BAC Jaguar news:

Units formed: Jaguar OCU at Lossiemouth formed 5/73 re-named 2260CU
 54Sqn Lossiemouth 29-3-74 to Coltishall 8-8-74 /10/74
 6 Sqn Lossiemouth 30-9-74 to Coltishall 6-11-74
 The next two will be 41Sqn Coltis all and 14Sqn RAF G
 Followed by 17, 31 and 2Sqn as the Phantoms replace
 the Lightning as fighters

The current Jaguar strenght is:

2260CU Jaguar B: XX137/A, 138/B, 139/C, 141/E, 142/G, 143/F, 144/K, 145/H, 146/J, 147/L, 148/M, 149/N, XX828/P

Jaguar S: XX111/01, 114/02, 115/03, 116/04, 117/05, 118/06, 119/07, 120/08, 122/10, 128/18, 129/19, XX736/11, 737/09, 739/12, 741

54Sqn Jaguar B: XX140

Jaguar S: XX121, XX719, 721, 722, 723, 724, 725, 731, 732

6 Sqn Jaguar B: XX150

Jaguar S: XX726, 727, 730, 733, 734, 735, 738, 740, 743

Trials e/c with A&AEE and BAC: Jaguar B: XW566, XX136

Jaguar S: XX108, 109, 110, 112, 113, XX720

The first Jaguar lost: 22-11-74 XX136 T.2 at Wimborne St.Giles

-- SAL Bulldogs in service:

Central Flying School at Little Rissington. Used from 3-73

XX514/44, 515/40, 516/41, 517/42, 518/43, 538/45, 539/46, 540/47, 541/48
XX542/49

2 Flying Training School at Church Fenton. Used from 4/73

XX519/1, 520/2, 521/3, 522/4, 523/5, 525/7, 526/8, 527/9, 528/10, 529/11, 530/12, 531/14, 532/15, 533/16, 534/17, 535/18, 536/19, 537/6, 543/20

London University Air Squadron at Abingdon. Used from 9/73

XX544/01, 545/02, 546/03, 547/05, 548/06, 550/08, 553/07, 554/09

Manchester University Air Squadron at Woodvale. Used from 3/74

XX549, XX614, 615, 616, 617

Southampton University Air Squadron at Hamble. Used from 12/73

XX513/01, 551/03, 552/02, 555/04, 556/05, 558/06

Glasgow University Air Squadron at Abbotsinch. Used from 3/74

XX557/03, 559/01, 560/02 and XX611/04

Queens University Air Squadron(Belfast) at Sydenham. Used from 2/74

XX561/Q, 562/S, 613/A

Yorkshire University Air Squadron at Church Fenton. Used from 6/74

XX618/A, 619/B, 620/C, 621/D, 622/E

University Air Squadron of Wales at StAthun. Used from 8/74

XX625/45, 626/46, 627/47, 628/48

Northumberland University Air Squadron

XX629, 631

Production so far has been:

XX513-562 c/n 199-223, 230-238, 240-249, 253-258

XX611-640 c/n 259-261, 272-277, 285-297, 303-310

XX652- c/n 311-

-- Royal Air Force Museum, Hendon, London: Exhibits on view to the public

C/n16 Bleriot XI F938 SE5A (G-EBIC)

2345 Vickers FB.5 replica(G-ATVP) E449 Avro 504 (G-EBJE)

3066 Caudron G.111 c/n 7487 (G-AETA) N5912 Sopwith Triplane

F8614 Vickers Vimy replica (G-AWAU) F6314 "B". Sopwith Camel

K8042 Gladiator R9125 LX-L Lysander

T6296 Tiger Moth c/n 84711 J9941 Hart (J9933/G-ABMR)

nill Hind AfghanAF (ex K4762) N5628 Gladiator ex Norwegian Lake

K4972 Hart Trainer T9707 Magister (G-AKKR)

N1671 Defiant VX653 Sea Fury

MF628 Wellington 920"QN" Stranraer (RCAF serial)

R5868 "PO-S" Lancaster XG474"O" Belvedere

RD253 Beaufighter T7117 Mosquito (ex 7805M)

KK995"E" Hoverfly (ex "KL-110") XP831 Hawker P.1127

G-EBMB Cygnet MN235 Typhoon

NV778 Tempest P2617 Hurricane

PK724 Spitfire (7288M) K9942 Spitfire

WP185 Hunter (7583M) WE139 Canberra c/n 71110

XA847 EE. P.1 (Lightning proto.) c/n 95004 EE549 Meteor

XH124 Beverley (8025M) outside

The museum also has over 100 aircraft in store, which can be displayed in later years. Many of these are held at Colerne and Cosford.

New arrivals (not on view to the public) are Liberator KN751 from India, Catalina L-866 from Denmark and Vampire J-1172 from Swiss AF

The museum is open 1000-1800 Mon-Sat and 1400-1800 Sunday. Visitors should get a No.79 bus or leave the Underground at Colindale Station.

UNITED STATES AIR FORCE

- 26-10-74: Rockwell B.1 rolled out at Palmdale, Calif.. Its first flight was on 23-12-74.
- The very first squadron equipped with McDonnell-Douglas F-15 Eagle is 555TFS. The first complete Wing will be based at Langley AFB.
- Northrop news:
a new type is Northrop F-5F, the first one, 00889, rolled out 14-8-74
The two Northrop YF-17's are 01569(f/f 9-6-74) and 01570(f/f 21-8-74).
- Some Air National Guard news:
New Mexico 150TFG converted from F-100C to A-7D just like Ohio 121TFG, and Colorado 140TFG. While South Carolina 169TFG converted from F-102A to A-7D.
Oklahoma 137MAG, Tennessee 164MAG and Georgia 165MAG converted from C-124C to C-130. California 146MAG converted from C-130A to a newer type.
- All 19 Boeing T-43A have now been delivered to replace 57 T-29's of the Air Force Academy at Mather AFB, California.
- Rhein-Main movements included:
Dec. 8: 68307 C-5A USAF 436MAW
13: 61-10 Atlantic WGNavy MDG-3
17: XR505/BS Wessex RAF 18Sqn; 50-35 C-160D WGAF
18: 46-33 MM52-6001 C-119G It AF 46 Aerobrigata
20: 90025 C-5A USAF (no badge); 150510/20 P-3A Orion USNavy VQ-2
23: 053 Mystere XX RNoAF
30: 4X-FBO C-130H Hercules ID/FAF
Jan 1: C-130E with Tactical Air Command are now Military Airlift Comm
63-854, 62-816, 63-815, 62-822, 63-861, 63-7786, 62-808,
63-813(ex DY), 62-809.
8: 027 C-160D Transall Turkish AF
9: 10924 HH/CH-53 from the States in a C-141A
- Wiesbaden movements included:
Dec.10: 131585 C-118B USMC "Fleet Marine Force Atlantic/ Norfolk NAS
149668/21 EP-3E USNavy VQ-2
17: 46-87 MM52-6007 C-119G ItAF
30: two new OV-10A's: (68-) 3831 and (67-) 14639
Jan. 6: new 8 OV-10A Bronco's based, but only 2 are flying
10: 149668/21 EP-3E Orion USNavy VQ-2
- On 30-1-75 an RF-4C (17TRS) from Zweibrucken crashed near Heilbronn. By the way, after eliminating the Phantom at Ramstein after the one that crashed on 20-9-74, these remained: 68-401, 489, 69-252, 260, 262, 272, and 69-7209, 234, 252, 264.
- The Grumman TF-9J has retired from training with the USNavy. The last ones, at Pensacola, have been replaced by TA-4J's.
- Ramstein houses a new Headquarter since mid 1974: Allied Airforces Central Europe (HQ. AAFCE). It is the combination of the 2 ATAF and 4 ATAF with american command.
- Ramstein movements included:
Dec.20: HR69-280 F-4E USAF 496TFS; 141021 C-131F USNavy Mildenhall NAF; OT-CWE K-10 C-47 BAF; 23873 U-21 USArmy; 34-05, 34-19 G-91T Luftwaffe both LKG-43; 32-30 G-91R WGAF WS-50; 27-83 TF-104G WGAF JB-32; 58-20 and 58-16 DO-28D WGAF; 133542 CT-33A CAF C-2 and C-4 F-27 RNethAF; 13816 C-131 USAF
Dec.23: SP63-683 F-4C USAF 52TFW/5TFS; HR66-698 F-4D USAF 50TFW/10TFS; ZR69-375 and 69-369 RF-4C USAF 26TRW/38TRS; D-8279 and 8280 F-104G RNethAF Volkel Wing; BA-43 and 47 Mirage VBA BAF 1Sqn/3 Wing; 15880 and 15885 RU-21A USArmy; 18454 CH-54A USArmy
Jan.27: SP66-7575 and 65-0777 F-4D USAF 52TFW/23TFS; SP63-7638 and 63-7440 F-4C USAF 52TFW/5TFS; No.173 Broussard FAF
Jan. 4: WR65-0682, 66-7561 and 65-0754 F-4D USAF 81TFW; TJ63-7530, and 63-7552 F-4C USAF 401TFW; LN66-7527, 66-0269 and 65-0701 F-4D USAF 48TFW; 15907 U-21A USArmy Stuttgart

ately the 100th Grumman F-14 Tomcat was handed over to the United States Navy. Two squadrons with Tomcats are already operational from aircraftcarrier USS Enterprise, being VF-1 and VF-2. Presently the USS Kennedy is being equipped with Tomcats. Squadrons being VF-14 and VF-32.

- At the moment the Blue Angels, stuntteam of the USNavy, operates six A-4F Skyhawks and one TA-4J:
154984/1, 154983/2, 154975/3, 154986/4, 155029/5, 154177/6 and TA-4J 158722/7

WEST GERMANY

- F-4F's noted during 1974 with JG-71 at Wittmundshafen are:
3701, 3705, 3717 up to 3731, 3734, 3735, 3736, 3738, 3739, 3742 up to 3747, 3749, 3751, 3754, 3756, 3759, 3761, 3762, 3765.
The first a/c delivered to JG-74 was 37-60. Before delivery the Wittmund technicians painted on the air-intake: "Entwicklungshilfe für Bayern" (Developmentshelp for Bayern).
- The following T-33A's were observed during 1974:
ES-61: 9487 JABOG-33: 9493, 9522 JABOG-34: 9489, 9191, 9518
WS-10: 9494 WS-50: 9500, 9505, 9507, 9508, 9509, 9510, 9513, 9514, 9515, 9516, 9517 JG-74: 9502, 9524, 9525, 9526
- The monument of DO-27B c/n 278 reg. PH-437 at Laupheim has been restored and registration has been changed in HF-201.
- G-91R.4 c/n 0098 is now a monument at Oldenburg in tiger-colours without any registration. The a/c was leased to the RHAf where it flew as 10098, after which it became a static airframe with the reg. BR-361. Later it was used for the exposition "Unsere Luftwaffe" where it had the reg. 33-36. "Unsere Luftwaffe" now uses G-91R.3 33-01.
- On 9-2-75 an C-160D crashed into sea near Kreta (greece). All occupants were killed. The a/c belonged to LTG-63.
- Accidents occurred with the Luftwaffe during 1974:
Nine Starfighters, one G-91 and 1 F-4 (doesn't mean they were written

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H T NEWS ***** HOT NEWS ----- HOT NEWS ----- HOT NEWS ----- HOT NEWS

This is the reason for the three days later appearance of FLASH.
A special FLASH "primeur" to our Dutch readers; a list of all squadron-exchanges, that are to be taken place this year:

- 323 Squadron at Leeuwarden with six F-104's to 43 Sqn (RAF) at Leuchars with Phantoms FG.1's. From 1 till 10 April
- 315 Squadron at Twenthe with six NF-5's to 2/10 Esc. (PAF) at Creil with Mirage IIIC. From 20 till 29 May
- 322 Squadron at Leeuwarden with 6 F-104's to 723 Sqn (RDanAF) at Aalborg with F-104's. From 26 May till 4 June
- 316 Squadron at Gilze-Rijen with 6 or 8 NF-5's to 156 Gruppo at Gioia del Colle with F-104's. From 18 till 27 June
- 314 Squadron at Eindhoven with 6/8 NF-5's to 102 Gruppo at Rimini with F-104's (but this is a one-way rotation). From 19-28 Aug.
- 312 Squadron at Volkel with 6 F-104's to 10 Gruppo at Grazzanise with F-104's. From 3 till 12 September
- 313 Squadron at Twenthe with 6/8 NF-5's to 48th TFW at Lakenheath with Phantom F-4D. From 9 till 19 September
- 311 Squadron at Volkel with 6 F-104's to 725 Sqn (RDanAF) at Karup with F-35 Drakens. From 16 till 25 September
- 306 Squadron at Volkel with 6/8 F-104's to 26 TRW (USAF) at Zweibrücken with Phantoms RF-4C. From 14 till 23 October
- 32 TFS at Soesterberg with 4/6 F-4E's to 23 Gruppo (ItAF) from 20-29 May

This is an official list, so don't blame FLASH if dates or something else proved to be changed in the meantime.

By Hans van de Laar, with special thanks to Paul Jackson, Pieter van Gemert, USAF, A.le Nobel and M. M.Tabak for their cooperation.

After two parts of this article, I have noticed that it's hard to say which information is reliable and which isn't. Even official USAF information sometimes isn't correct, and what registrations concerns, I could only be sure if I would have seen all the aircraft myself (but you can't see them all). I can imagine that some serial-lists are sometimes rather vague for people specialized in the USAF(E), e.g. there is the fact that several F-102's have served with different squadrons in Europe, but the order of succession of their service with different squadrons, is not known by me for the most part, so I decided not to mention this matter. The last two above-mentioned persons sent me some interesting corrections and additions

32nd FIS/TFS: Early 1956, following F-86's were based at Soesterberg AB: FU-272,274,275,276,281,284,285,291,293,297,308,311,312,314,317,318,331, FU-334,336,357,384,418,464. FU-317 s/n 52-5317, FU-384 s/n 52-5384, so presumably all aircraft are F-86F-25NH's from the batch 52-5272 thru 52-5530. However it's also possible that these are F-86F-25NH's from the batch 51-13170 thru 51-13510.

Add. the following F-100C's to the 32nd FIS's list: 54-1904, 1907, 1924 (all ex or to 36th TFW). In 1956/57 following T-33A's were observed at Soesterberg several times: TR356,386,556,41570,41571 and 18974, but it's not known for sure if all these belonged to the 32nd FIS. F-102A 56-0967 is doubtful; add the following F-102's to the 32nd FIS's list: 56-0974, 0989,0999,1000 and 1049.

Corrections and additions to the F-4E's of the 32nd: 67-0259/CR(ex GD, ZF,RS,HR, resp.); 68-0513/CR(ex HS-HR resp.); 68-0516/CR(ex HS-HR resp.) 68-0528/CR(ex HS-HR resp.); the last three delivered to the 32nd in November/December 1974; 69-0244 never was CR(so TK-TJ, BT,HR resp. is correct); 69-0246 is TK-TJ,CR,HR resp.; 69-0265, 0275 and 0283 were uncoded at Soesterberg 12-1974 (who knows their previous history??); 69-7214/CR (ex RAAF) was delivered 12/74; recently also 68-0514/CR(ex HR-HR) and 68-0532/CR(ex HS-HR) were reported to me. The continuous change in the F-4E's, is caused by the fact, that all F-4E's must undergo a modification to the slats at the wing's front-side.

Corrections and addition to the 496th TFS's F-4E's: 67-0259/HR(ex GD, ZF,RS, resp.) to CR; 68-0377/HR(ex GA,GC,TJ-TK-TJ, resp.); 68-0404/HR (most possible ex GA,TJ resp.); 68-0506/HS-HR, to BT; 68-0512/HS-HR to 1st TFW/FF; 68-0513,514,516,528,532 all to CR; 69-0259/HR(ex TL-TK-TJ, BT resp., never was RS); 69-0244/HR(ex TK-TJ, BT resp., never was CR); 69-0246/HR(ex TK-TJ, CR resp.); 69-0248/HR(ex TK-TJ,BT resp.); 69-0250 HR(ex RS,BT resp.); 69-7550/HS-HR to BT.

Corrections and additions to the 86th TFW(part 1): F-4C's: 63-7487/ZS(ex DM,WS resp.);to LA,SP resp.(hope this one is correct now); 63-7532/ZS (ex XN, 81TFW/91TFS, 50TFW/81TFS resp.) to GC, TJ resp.; never was WR; 63-7536 must be DM-ZS-DM-LA resp.; 63-7565/ZS to SP; 63-7574 never was ZS, but GC-GR-GL; 63-7576 never was ZS, but GC-GA resp.; 63-7593/ZS to SP; 64-0741 XT-ZS(temporary ZR)-SP; 64-0819 never was 81TFW and never ZS; 64-0879/ZS(ex 81TFW/91TFS, 50TFW/81TFS resp.) to SP; 64-0918 never was Z; 64-0922 must be 81TFW/78TFS, ZS,SP,TJ resp.;

17TRS RF-4C: 68-0562/ZR-ZS-ZR

Last month we ended with the 525th Tactical Fighter Squadron's history. This leaves us one possibility to begin with:

Registrations of the 525th TFS:

TF-102A: 55-4034; 56-2329,2331,2333

F-102A : 55-3372; 56-1006,1042,1043,1044,1046,1057,1060,1062,1065,1070,1071,1077,1083,1086,1093,1094,1098,1105,1107,1111,1120,1122,1130, 56-1131,1135,1141,1153,1160,1163,1170,1173,1175,1176,1178,1180, 56-1188,1202,1205,1206,1207,1209,1214(w/o),1216,1217,1223,1236, 56-1240,1242,1247,1251,1252,1253,1255,1256,1258,1261,1263,1264, 56-1265,1286 and 1260,1221.

After service in Europe, following ex 525th FIS's TF/F-102A's were noted with the following units in the early seventies:

- 157th FIS: 169th FG, South Carolina ANG, McEntire ANG-base: 56-1107 56-1111, 1086, 1006, 1261, 1083, 2331 and 55-4034
- 186th FIS, 120th FG, Montana ANG, Great Falls Aprt: 56-1093, 1236, 120
- 159th FIS, 125th FG, Florida ANG, Jacksonville Aprt: 56-1122, 1163, 56-1175/17, 1130/14
- 194th FIS, 144th FG, California ANG, Fresno ANG-base: 56-1046/19, 56-1098/14,
- 196th FIS, 163rd FG, California ANG, Ontario Aprt: 56-1093
- Davis-Monthan AFB, in storage: 56-1153 (noted in 1969); 1265 (in the colours of the 118th FIS, 103rd FG, Connecticut ANG, noted in 1972); (coded 20 of an unknown ANG, noted in 1973); 1258 (coded 15 of an unknown ANG, noted in 1973).

F-4E: coded BU, recoded BT in 1972

67-0260/BU-BT; 68-0437/BU-BT; 68-0457/BU-BT; 68-0459/BU-BT;
68-0460/BU-BT; 68-0461/BU-BT (ex 57th FWW/WD); 68-0464/BU-BT;
68-0465/BU-BT; 68-0467/BU-BT; 68-0474/BU-BT; 68-0475/BU-BT to 526TFS
68-0476/BU-BT; 68-0478/BU-BT to 526th TFS/RS; 68-0480/BU-BT;
68-0481/BU-BT; 68-0489/BU-BT to 526th TFS/RS; 68-0490/BU-BT to 526TFS
68-0491/BU-BT to 526th TFS/RS; 68-0495/BU-BT to 401st TFW/TJ; 36th
TFW/BT and 496th TFS/HR resp.; 68-0497/BU-BT, to 526th TFS/RS;
68-0498/BU-BT to 308th TFS/31st TFW/ZF; 68-0508/BU-BT to 496TFS/HR;
68-0509/BU-BT; 68-0526/BU-BT (ex 526th TFS/RS); 69-7302/BU-BT

More F-4E's have flown or are flying with the 525th TFS, but it's hard to say which ones, because the 2 other squadrons of the 36th TFW (22nd and 53rd TFS) are also operating F-4E's, which are also coded BT.

The 526th Tactical Fighter Squadron

The 526th TFS was activated on 10 July 1942, as the 310th Light Bombardment Squadron (Dive) at Will Rogers Field, Oklahoma, as a unit of the 86th Light Bombardment Group. Soon it moved to Hunter Field, Georgia, and Key Field, Mississippi, where it stayed until March 1943. In May 1943, it arrived at Le Senia, Algeria, to fly combat missions as a support for the Allies in World War II. Till February 1946 the 310th LBS was successively located in Mediouna (French Morocco), Taffaraoui (Algeria), Korba (Tunisia), Gela (Sicily), Barcelona (Sicily), Sele Airfield (Italy), Serebella Airfield (Italy), Pomigliano (Italy), Marcianise (Italy), Ciampino (Italy), Orbetello (Italy), Poretta (Corsica), Grosseto (Italy), Pisa (Italy), Tantonville (France), Braunschardt (Germany) and Schweinfurt (Germany). The 310th was redesignated the 526th Fighter Bomber Squadron on 23 August 1943, and again on 30 May, the 526th Fighter Squadron. In March 1946, the 526th FS was deactivated at Bolling Field, Washington DC., and it was reactivated at Nordholz, Germany, in August 1946, as a unit of the 86th Fighter Wing. End 1946, the 526th moved to Lechfeld, Germany, and in March 1947 the unit was located at Bad Kissingen, Germany; in June 1947, it operated from Neubiberg AB, Germany. On 20 January 1950, the unit was redesignated the 526th Fighter Bomber Squadron, when it received F-84E Thunderjets. August 1952, saw the squadron move to Landstuhl AB, Germany. In August 1954, the unit was renamed 526th Fighter Interceptor Squadron and was flying F-86F Sabrejets. In July 1958, the 526th was located at Ramstein AB and in 1960, it transitioned into F-102 Delta Daggers as a unit of the 86th Air Division. In September 1968, when the 86th AD merged with the 17th Air Force, the 526th became part of the 26th Tactical Reconnaissance Wing. In 1970, it was equipped with the F-4E Phantom II and then the unit was redesignated the 526th Tactical Fighter Squadron.

The 86th AD thus was inactivated in 1968, but was again activated end 1969 at Zweibrücken AB, as the 86th TFW, with control of the 81st TFS and the 17th TRS. On 31 January 1973, the 86th TFW at Zweibrücken and the 26th TRW at Ramstein exchanged numerical designations. The 26th TRW got control of the 17th and 38th TRS's at Zweibrücken AB, and the 86th TFW was relocated at Ramstein AB with only one squadron assigned, the 526th TFS.

Aircraft: 1942: A-20 and A-24
 1942-1944: North American A-36A Mustang
 1944: Curtiss P-40 Warhawk
 1944-1950: Republic P-47 Thunderbolt
 1950-1953: Republic F-84E Thunderjet
 1953-1960: North American F-86F Sabre
 1960-1970: Convair TF/F-102A Delta Dagger
 1970- : McDonnell-Douglas F-4E Phantom II

Tail-code since 1970 is RS; tail-tip colour is red.

Special thanks to Freddy Zedeck, Captain USAF and Information Officer of the 526th TFS at Ramstein AB.

Registrations:

TF-102A: 54-1366, 1367, 1370, 55-4054, 4059(w/o Ramstein 8-6-67), 56-2329

F-102A : 54-3408, 3411, 3434, 3449

56-1065, 1070, 1086, 1128, 1131, 1134, 163, 168, 1170, 1175, 1176, 1180,
 56-1184, 1186, 1202, 1206, 1208, 1209, 1210, 1214(w/o); 1216, 1218, 1219,
 56-1220, 1221, 1223, 1224, 1226, 1227, 1228, 1129, 1234, 1236, 1237, 1238,
 56-1239, 1240, 1241, 1242, 1244, 1245, 1247, 1248, 1249, 1253, 1256, 1258,
 56-1255, 56-1259, 1261, 1262, 1263, 1264, 1265, 1266, 1268, 1270, 1277, 1321, 1339

After service in Europe, following ex 526th FIS TF/F-102A's were noted with the following units in the early seventies:

- 159th FIS, 125th FG, Florida ANG, Jacksonville Aprt: 54-1370(w/o 1971), 56-1175/17; 1163; 1244
- 186th FIS, 120th FG, Montana ANG, Great Falls Aprt: 56-1202, 56-1208, 1210, 1236
- 190th FIS, 124th FG, Idaho ANG, Boise Aprt: 56-1227
- 157th FIS, 169th FG, South Carolina ANG, McEntire ANG-base: 56-1086, 1184, 1210/8B, 1261
- 176th FIS, 115th FG, Wisconsin ANG, Truax Fld.: 56-1248/02, 56-1268, 1270/08; 1277/11
- 118th FIS, 103rd FG, Connecticut ANG, Bradley Fld.: 56-1265
- 194th FIS, 144th FG, California ANG, Fresno ANG-base: 54-1366/02 56-1241/09, 1249/12
- 196th FIS, 163rd FG, California ANG, Ontario Aprt: 54-1367
- Davis-Monthan AFB, in storage: 56-1265, 1268, 1255/20 (unknown ANG), 1258/15 (unknown ANG)
- Royal Hellenic Air Force: 56-1259
- Turkish Air Force: 55-3408

F-4E: coded RS

67-0259/RS (ex 476th TFS, 473th TFW/GD; 308th TFS, 31st TFW/ZF resp.) to 496th TFS/HR, 32nd TFS/CR resp.
 68-0401/RS (ex 32nd TFS/CR); 68-403/RS (ex 4535th CCTS, 479th TFW/G, 401st TFW/TJ resp.); 68-0438/RS (ex 32nd TFS/CR); 68-0441/RS (ex 32nd TFS/CR); 68-0446/RS (ex 32nd TFS/CR); 68-0447/RS (ex 32nd TFS/CR); 68-0452/RS (ex 32nd TFS/CR); 68-475/RS (ex 525th TFS/BU-BT); 68-478/RS (ex 525th TFS/BU-BT); 68-0489/RS (ex 525th TFS/BU-BT); 68-490/RS (ex 525th TFS/BU-BT); 68-0491/RS (ex 525th TFS/BU-BT); 68-0497/RS (ex 525th TFS/BU-BT); 68-0526/RS, to 525th TFS/BT; 68-0527/RS (ex 496th TFS/HS-HR; 401st TFW/TJ, 496th TFS/HR, 36th TFW/BT resp.); 68-0534/RS, to 36th TFW/BT; 68-0538/RS (ex 4533rd TFS, 33rd TFW/EG), to 32nd TFS/CR;
 69-0237/RS, to 32nd TFS/CR; 69-0238/RS (ex 401st TFW/TL-TJ); 69-0239/RS, to 32nd TFS/CR; 69-0247/RS, to 496th TFS/HR; 69-0249/RS, to 32nd TFS/CR; 69-0250/RS, to 36th TFW/BT, 496th TFS/HR resp.; 69-0252/RS; 69-0253/RS, to 36th TFW/BT; 69-0255/RS, to 36th TFW/BT; 69-0257/RS, to 496th TFS/HR; 69-0260/RS; 69-0262/RS; 69-0263/RS, to 32nd TFS/CR; 69-0266/RS, to 401st TFW/TJ, 36th TFW/BT resp.; 69-0267/RS, to 36th TFW/BT; 69-0272/RS; 69-7209/RS (ex RAAF, 36th TFW/BT resp.); 69-7234/RS (ex RAAF); 69-7252/RS (ex 401st TFW/TK-TJ; 69-7264/RS
 Furthermore: 69-0241/RS, to 36th TFW/BT and 69-0265/RS with 32nd TFS end 1974

431st Fighter Interceptor Squadron, Zaragoza

Lineage: Activated on 14 May 1943 by special authority prior to constitution as 431st Fighter Squadron on May 15, 1943. Inactivated on 1 April 1949, but redesignated 431st Fighter Interceptor Squadron on 11 September 1952 and reactivated on 1 November 1952. Arrived in Spain end 1958 as part of the 65th Air Division and returned to the USA end 1964 when the 65th AD was inactivated.

Assignments and Stations: 475th Fighter Group, May 1943-April 1949 (stations resp.: Charters Towers, Australia; Amberley Field, Australia; Dobo-dura, New Guinea; Nadzab, New Guinea; Hollandia, New Guinea; Biak, New Guinea; Dulag, Leyte; Clark Field, Luzon; Lingayen, Luzon; Le Shima Kimpo, Korea; Tachikawa, Japan; Itazuke, Japan; Ashiya, Japan), attached to 347th Fighter Group, November 1947-August 1948.

4708th Defense Wing, November 1952-February 1953 (station: Selfridge AFB, Michigan)

575th Air Defense Group, Feb. 1953-July 1953 (station: Selfridge AFB)

17th Air Force, July 1953-September 1958

1603rd Air Transport (later 7272nd Air Base) Wing, July 1953-March 58 (station: Wheelus Field, Libya)

7272nd Operations Group, March 1958-September 1958 (station Wheelus)

65th Air Division, September 1958-October 1964 (station: Zaragoza AB)

USAFE (attached to 65th AD) July 1960-October 1964

Aircraft: Lockheed P-38 Lightning 1943-1946
North American P-51 Mustang 1946-1949
North American F-51 Mustang 1952-1953
North American F-86 Sabre 1953-1960
Convair TF/F-102A Delta Dagger 1960-1964

Registrations:

TF-102A: 54-1367; 56-2329

F-102A: 54-1379, 1382

55-3383, 3395, 3420, 3431, 3438, 3442, 3444, 3445, 3447, 3454, 3456, 3464,
56-0980, 1033, 1046, 1052, 1136, 1150, 1218, 1291, 1316, 1322, 1326, 1332
57-0832

497th Fighter Interceptor Squadron, Torrejon

Lineage: Constituted 302nd Bombardment Squadron (light) on 13 January 1942 and activated on 10 February 1942. Redesignated 302nd Bombardment Squadron (dive) on 27 July 1942 and since 10 August 1943 497th Fighter Bomber Squadron. Disbanded on 1 April 1944. Reconstituted and redesignated 497th Fighter Interceptor Squadron on 3 February 1953, and activated on 18 February 1953. Arrived in Spain in June 1958 as part of the 65th A.D. and returned to the USA end 1964, when the 65th AD was inactivated.

Assignments and stations: 84th Bombardment (later Fighter Bomber) Group, February 1942-April 1944 (stations: Savannah AB, Georgia; Drew Field, Florida; Harding Field, Louisiana).

503rd Air Defense Group, February 1953-August 1955 (station: Portland International Airport, Oregon)

84th Fighter Group, August 1955-July 1958 (station: Geiger Field, Washington)

65th Air Division, July 1958-October 1964 (station: Torrejon AB)

USAFE (attached to 65th AD), July 1960-October 1964

Aircraft: V-72 1942
A-24 1942-1943
Bell P-39 Airacobra 1943
Republic P-47 Thunderbolt 1943-1944
Lockheed F-94 Starfire 1953-1954
Northrop F-89 Scorpion 1954-1955
North American F-86 Sabre 1955-1960
Convair F/TF-102A Delta Dagger 1960-1964

The 57th Fighter Interceptor Squadron

The 57th FIS, known as "The Black Knights", was originally activated as a flying training unit at Hamilton Field, California, on January 15, 1941. In June 1942, the 57th FIS moved to Alaska for its part in the air defence of the US-territory. It was flying P-39 Aircobras, P-40 Warhawks and P-51 Mustangs at that time.

Already in December of 1942, the 57th returned to the continental US, and started training pilots again until its deactivation in April 1944. On March 27, 1953, the 57th FIS was reactivated at Presque Isle, Maine, and by November 10, 1954, all their F-89 Scorpions had arrived at Keflavik International Airport, Iceland, its present home. The new task of the 57th FIS was to defend the Isle of Iceland against enemy air attack. At that time it was the only fighter unit in MATS. In 1962 the F-89 Scorpions were exchanged with F-102A and TF-102A Delta Daggers, and the 57th was assigned to the Aerospace Defence Command at that time. This situation remained till today, thus making the 57th no part of the USAFE.

During the 11 years the F-102's were in Iceland, the Black Knight compiled an impressive record of over 1,000 intercepts of Soviet military aircraft. In 1973, the 57th FIS became the first squadron in ADC to be equipped with the McDonnell F-4C Phantom II; this increased the mission capabilities of the 57th, which maintains the motto: "If we didn't get 'em, they didn't come our way".

The 57th FIS is the air defence arm of the NATO-sponsored Iceland Defence Force (IDF); as the only ADC fighter squadron under the control of the IDF, the 57th plays a primary role in fulfilling the air defence obligation which NATO has to Iceland's defence however, is only one part of the dual role which the squadron plays. Of almost equal importance is its function as an intelligence gathering organization. The F-4C's and their aircrews are regularly called upon to intercept, identify and photographed aircraft of the Soviet Union, which come near to and often penetrate Icelandic airspace. The aircrews of the 57th are among the best qualified in the USAF. Each F-4C is named by a pilot and a weapons systems operator. Daily flying training keeps these men and machines at the peak of proficiency and serves to insure the availability of an adequate response in any time of need. The 57th has often demonstrated its superior capabilities in operational readiness tests, conducted by higher command levels and in actual performance of air defence missions against aircraft violating the Icelandic ADIZ (air defence identification zone). As an example of what is involved in just a routine response to an unknown aircraft violating Icelandic airspace, it's interesting to follow the steps and procedures, involved in such an occurrence.

One of the two things can trigger the 57th FIS's Phantoms into actions. First, Norwegian or European defense radar systems pass to USAF's naval intelligence network at Keflavik, information on the direction of travel, speed, location and altitude of the unidentified aircraft, which appear to be heading toward Iceland. Estimated penetration times of these "unknowns" are computed and to the basis of this, alert aircraft are scrambled to meet these unknowns as far out from Iceland as possible. On the other hand, aircraft flying at very low altitudes or coming from more northerly routes, may escape detection by Norwegian or other NATO radar systems and be picked up on Keflavik's own radar, or on the Radar-site on the east coast of Iceland. That also necessitates an immediate scramble by F-4C's on alert. Upon receipt of a scramble order, 2 F-4 crews who are on alert 24 hours a day, man their aircraft and are airborne and straking towards the unknowns within a matter of minutes. Guided toward the intruders by ground radar, these aircrews prepare their aircraft weapons systems and photographic equipment for the final phase of the mission: actual interception and identification. When within 70 miles or so of the unknowns, the F-4C's radar equipment begins to pick up and track them, guiding the interceptors to the most advantageous position in space from which to identify them visually, then as is usually the case, the aircraft, once identified and photographed, are

escorted out of the area. Of course, if the intruding force were found to be hostile or have hostile intentions, more drastic measures would be taken.

As a rule aircraft take to the skies five days a week, practicing over and over the complex business of interception, identification and destruction. This is the sum total of the mission of the 57th Fighter Interceptor Squadron in Iceland.

Special thanks to Robert M. Sihler, Captain USAF and Information Officer of the 57th FIS, Keflavik.

Registrations:

TP-102A: 56-2356, 2367

F-102A: 56-1047, 1097, 1314, 1319, 1321, 1341, 1350, 1355, 1356, 1367, 56-1378, 1384, 1391(196th FIS Calif.ANG, on detachment with 57th FIS), 1394, 1396, 1401, 1403, 1411, 1413, 1416, 1417, 1418, 56-1419, 1426(190th FIS Idaho ANG, on detachment), 1447, 1455, 56-1456, 1487, 1512 and 57-0870

F-33A : 53-5470, 56-1758, 57-0592, 0593, 58-0540, 0575 and 0583

F-4C : 63-7412(ex 4453rd CCTW/DM); 7436(ex 4453rd CCTW/DM); 7460(ex 4453rd CCTW/DM); 7475(ex 4453rd CCTW/DM); 7534, 7666, 7685(ex 4453rd CCTW/DM); 7688(ex 4453rd CCTW/DM)

next time, more.

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MORE SQUADRON-EXCHANGES INFORMATION

In the past two months some new info showed up concerning the squadron-exchanges of last year:

- The F-104G's visiting Binbrook were D-6683, 6700, 8062, 8256, 8281, D-8312, 8337.
- Another theory concerning the exchanges of JABOG-32 at Lechfeld(WGAF): It seems that this squadron after all had one exchange and not two as statdd. In the beginning of March the runway at Lechfeld was out of use due to runway-repair. Therefore one Staffel was temporarily based at Ingolstadt, while the other Staffel is supposed to be the one at Bierset.(Belgium): This means that the exchange with Bruggen(31Sqn) was the one and only rotation of JABOG-32.
- In October or November of last year JABOG-34 at Memmingen had an exchange with six Mirage VBA of the Belgian AF.
- At the end of this year we again want to compile a list of squadron-exchanges taken place this year. Therefore we ask you to send us all kind of news concerning the exchanges you can get hold off.

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CORRECTIONS AND ADDITIONS

- FLASH Nr.51: page 5 : Fly-over report: DCN stands for Diplomatic Clearance Number; Airwack has to be Airevac(uation)
- Page 6: RAF Wessex: 72Sqn XT506 has to be XT606 and XR675 is XT675
18Sqn XR676 has to be XT676, while 33Sqn XW213/XK has to be XW213/CK
- Page 7: The two F-5E's Tigers were not scheduled to go to Saudi Arabia because during the time they were there, two others were being tested by the Swiss AF, and these two were back-up's.
Ramstein: 9-34 and 9-44 are in fact F-104S
51-7899 is in fact a VT-29B
- Rhein-Main: RP-100 is not of Phil AF but of Phil Government (RO is the civil marking for the Philippines)
- Page 20: Alouette III: SA-315B has to be SA-316B (SA-315 is a Lama)

THE LOCKHEED ORION

Published by courtesy of Falcon Air
Mail and the Spotting Group Valkenburg

The Orion was developed by Lockheed after a specification for a heavy aircraft for anti-submarine warfare; it had to be available immediately, that is the production was to start at once. So Lockheed simply converted a civil Electra, N1883 c/n 1003, to do aerial tests with, even before the final type with all its electronic equipment was ready.

This prototype was designated YP3V-1 and received USNavy serial 148276; first-flight was made on 19 August 1958 and the first production model (P3V-1, later P-3A) flew on 31 March 1961.

An even 157 P-3A versions of the Orion were ordered by the USNavy, the first of which was delivered to VP-8 Squadron in July 1962.

Another version of the Orion is the P-3B. This version differs from the P-3A by the different power-plants: T56-A-14's instead of T56-A-10W's.

In total 144 P-3B's were sold: 124 for USNavy, 5 for RNZAF, 10 for RAAF and 5 for RNoAF.

In 1968 Lockheed came up with the third version the P-3C: a new power-plant and even more sophisticated flying-instruments had been installed. This version is still in production and until now 118 of it have been delivered to the USNavy.

So far we've discussed the three principal versions. Others are the NP-3A (one built), RP-3A(1), WP-3A(4), RP-3D(1); WP-3D(2); EP-3E(12) and P-3F(6). Most of these are converted P-3A's, with the exception of the RP-3D, which was designed especially to mark the magnetic field of the earth: "Project Magnet". Concerning the WP-3D and the P-3F, we don't know yet whether these are converted P-3A's or not.

The production of the Orion is likely to go on till the eighties, while the last P-3 won't find its final restplace until the year 2000!

The United States Navy and the Orion:

The USNavy has 26 operational Patrol Squadrons in 5 Patrol Wings:

PW-1 at Moffet Field has VP-9, 19, 40, 46, 47, 48, 50 and Pacific Training Squadron VP-31

PW-2 at Barber's Point has VP-1, 4, 6, 17, 22

PW-3 at Brunswick has VP-8, 10, 11, 23, 26, 44

PW-5 at Patuxent River has VP-30, the Atlantic training squadron

PW-11 at Jacksonville has VP-5, 16, 24, 45, 49, 56

The Atlantic Wing Squadrons with the latest noted registrations since 1972

LA VP-5 P-3C "Mad Foxes": 158932/LA-2, 158933/LA-3, 158934/LA-4
159319/LA-6, 158927/LA-7, 158929/LA-9, 158931, 158935, 159317

LC VP-8 P-3A "Tigers": 150499/LC-21, 151374/LC-80, 151385/LC-85
149677/LC-88

LD VP-10 P-3B "Red Lancers": 152749/LD-2, 152742/LD-5, 152731/LD-7,
152730/LD-8, 152729/LD-9

LE VP-11 P-3B "Pegasus": 153448/LE-1, 153439/LE-3, 153447/LE-4,
153437/LE-8, 153417/LE-9

LF VP-16 P-3C "Eagles": 158921/LF-1, 158922/LF-2, 158914/LF-4,
158915/LF-5, 158916/LF-6, 158917/LF-7, 158918/LF-8, 158919/LF-9

LJ VP-23 P-3B "Sea Hawks": 154574/LJ-3, 152724/LJ-4, 152728/LJ-8

LK VP-26 P-3B "Tridents": 152755/LK-7, 152761/LK-8, 153415/LK-26

LL VP-30 P-3A/B/C "Sea Hawks": 154583/LL-12(P3B), 154577/LL-13(P-3B),
157316/LL-36(P-3C); 156515/LL-37(P-3C), 158564(P-3C)

LM VP-44 P-3A "Pelicans": 152161/LM-1, 152174/LM-4, 152180/LM-5,
152175/LM-8, 152184/LM-10, 152160, 152164, 152177, 152179

LN VP-45 P-3C "Red Darts": 158567/LN-10, 158571/LN-11, 158572/LN-12,
158573/LN-20, 158566/LN-21, 158569/LN-30, 158570/LN-31, 158565/LN-32
156510/LN-22

LP VP-49 P-3C "Woodpeckers": 158924/LP-1, 158925/LP-2, 158920/LP-3,
157313/LP-4, 159320/LP-5, 158923/LP-6, 159322/LP-7, 158926/LP-8 (this
a/c was the 400th built Orion), 158568/LP-9, 156524/LP-10

LQ VP-56 P-3C "Dragons": 156518/LQ-1, 156516/LQ-2, 156522/LQ-3,
156527/LQ-4, 156530/LQ-5, 157321/LQ-6, 156520/LQ-7, 157328/LQ-8,
156523/LQ-9, 156521/LQ-10

3



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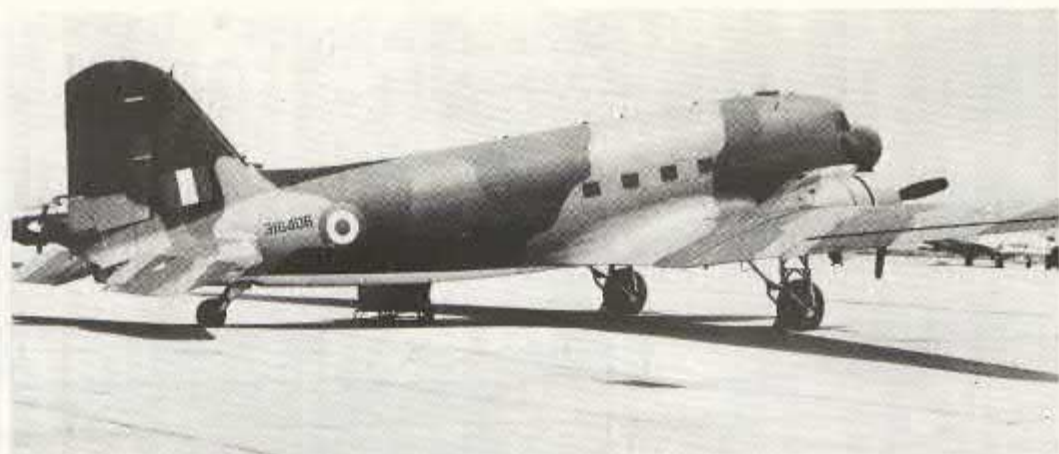


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6





VP-24 P-3C "Batman": 156509/LR-1, 157310/LR-2, 157311/LR-3
157312/LR-4, 157314/LR-5, 157315/LR-6, 157319/LR-7, 157322/LR-8,
157324/LR-9

Pacific Wing Squadrons:

VP-6 P-3A "Blue Sharks":
VP-9 P-3B "Golden Eagles": 152734/PD-2, 152739/PD-11, 152733,
152719, 152738, 157732
VP-19 P-3B "Big Red": 153457/PE-1, 153456/PE-2, 153449/PE-4,
153454/PE-7, 153453, 153455, 153444
VP-22 P-3B "Blue Gees": 154596/QA-6
VP-40 P-3B "Swordfishes": 154590/QE-10
VP-47 P-3B "Grey Knights": 152746/RC-1, 152743, 152747, 152753, 152754,
152756, 152760, 152764,
VP-47 P-3C "golden Swordsmen": 158574/RD-2, 158207/RD-2, 158
158205/RD-3, 156414/RD-4, 158208/RD-5, 158210/RD-6, 158211/RD-7
VP-31 P-3A/B/C "Genies":
P-3A: 150511/RP-31, 151354, 151364, 151373, 151378, 151382, 151388, 151384,
152140, 152157
P-3B: 153458/RP-14, 154584/RP-24, 154580/RP-26, 152720
P-3C: 156508, 156513/RP-6, 157320, 157325/RP-7, 157327
VP-50 P-3C "Dragon Squadron": 158213/SG-3, 158214/SG-4, 158215/SG5
158216/SG-6, 158218/SG-8, 158219/SG-9
VP-4 P-3B "Fleet's Finest"
CP-4 P-3B "Skinny Dragons"
VP-17 P-3A "White Lightnings"

Except for four Squadrons, all Navy Reserve Patrol Squadrons are equipped Orion P-3A's. This occurred when the operational patrol squadrons were equipped with P-3C's. The 4 reserve squadrons still flying SP-2H Neptunes are VP-92/LY, VP-65/PG, VP-67/PL and VP-69/PJ; the Neptunes will soon be replaced by Orions although.

Atlantic Wing:

LS VP-60 at Glenview:
LT VP-62 at Jacksonville: 151379/LT-1, 151395/LT-2, 151381/LT-3,
151392/LT-4, 151349/LT-5, 150524/LT-6, 150518/LT-7, 151371/LT-8,
151369/LT-9, 150516/LT-10
LU VP-64 at Willow Grove: 150529/LU-2
LV VP-66 at Willow Grove:
LW VP-68 at Patuxent River: 150523/LW-1, 150514/LW-2, 150609/LW-3,
153 /LW-5, 150526/LW-6, 150513/LW-7, 150605/LW-8, 151361/LW-9
LX VP-90 Glenview
LZ VP-94 at New Orleans

Pacific Wing:

PM VP-91 at Moffett: 149671, 150527/PM-91, 151357/PM-96, 151356/PM-97,
150606/PM-99, 150604

Other USNavy units using the Orion are:

(PR) VQ-1 P-3A, EP-3E at Agana (Guam) Fleet Air Reconnaissance Squadron
EP-3E: 150497/62, 150498/63
(JQ) VQ-2 P-3A, EP-3E at Rota (Spain) Fleet Air Reconnaissance Squadron
P-3A: 150510/20 and EP-3E: 149668/21, 150494/22, 148888/23
MH VW-4 P-3A, WP-3A at Jacksonville Weather Recce. Sqdn. "Hurricane
P-3A: 151352/MH-5 /Hunters"
WP-3A: 149674/MH-1, 149675/MH-2, 149676/MH-3, 150496/MH-4
VP VXN-8 P-3A, RP-3A, RP-3D at Pat. River Oceanographic Development Sqn.
JA VX-1 P-3B, P-3C at Pat. River Patrol Development Squadron
PATC P-3C at Pat. River Naval Air Test Centre
NRL NP-3A at Pat. River Naval Research Laboratory
EMC P-3A at Piont Mugu Naval Missile Centre

Two civil users of the Orion are NASA with one P-3A (the prototype) and the National Oceanic and Atmospheric Administration (NOAA) which is to receive two WP-3D's in 1975 and 1976.

A squadron that received P-3A's in 1960 was VP-28/QC, the "Hawaiian Warriors", based at Barbers Point, Hawaii; it was disbanded some time ago.

Serials of USNavy Orions:

YP-3A: 148276 c/n 1003 ex N1883, now NASA927
P-3A : 148883-148889 (7), 149667/149678 (12), 150494/150529 (36),
150604/150609 (6), 151349-151396 (48), 152140-152187 (48),
total 157 c/n 5001-5157
NP-3A: 149670 c/n 5011 with NRL.
RP-3A: 149667 c/n 5008 "Project Seascan", named "el Coyote"
WP-3A: 149674-149676, 150496 c/n 5015-5017, 5020
P-3B : 152718-152765 (48), 153414-153458 (45), 154574-154605 (32),
a total of 125, c/n's unknown
153443 converted to YP-3C and 154605 to RAAF as A9-605
P-3C : 156507-156530 (24), 157310-157332 (23), 158204-158226 (23),
158563-158574 (12), 158913-158935 (24), 159317-159327 (12),
a total of 118, c/n 5501-5550, 5552-5619. 157332 w/o 11-4-73.
Latest batch is not yet complete.
RP-3D: 158227 c/n 5551 "project Magnet" with VXN-8
WP-3D: Regs unknown. Two a/c will be delivered in 1975/1976
EP-3E: 148884, 148885, 148888, 149668, 149669, 149678, 150494, 150497, 150498,
a total of 9 with c/n's 5002, 5003, 5006, 5009, 5010, 5019, 5020, 5023,
5024 resp. This leaves 3 unknown ones as there are 12 EP-3E

Detachments: Several USNavy Patrol Squadrons are permanently detached at bases abroad for about 4 months per year. For the Atlantic Wing these bases are Keflavik, Bermuda, Sigonella, Soudha Bay; for the Pacific Wing these are Naha (Okinawa), Iwakuni (Japan) and Subic Bay (Philippines).

New Zealand:

New Zealand: In 1966 the Royal New Zealand Air Force was the first to receive the Orion after the USNavy. It got 5 P-3B's operating with No. 5 Sqn. at Whenuapai.
Regs. NZ4201-4205 (ex USN Bu.No. 152886-152890) c/n ? , ? , 5200, 5202

Australia: The second user outside the United States was the Royal Australian Air Force, that ordered 10 P-3B's in 1966. Unfortunately one of these a/c (A9-296, ex 155296 c/n 5406) already crashed on 8-9-1969 before delivery. Therefore this a/c replaced by an a/c (A9-605 ex 154605) that originally was planned for the USNavy. All Orions are based at Edinburgh with No. 11 Sqn.

The other Orions are: A9-291 thru 295 and 297 thru 300, ex Bu.No. 155291-155295 and 155297-155300 c/n's 5401-5405 and 5407-5410 resp.

Norway: In 1968 the Royal Norwegian Air Force ordered five P-3B's to replace the over aged Albatrosses. The aircraft, in use with No. 333 Sqn are based at Sola. Originally they were coded KK-1 up to KK-P but with the introduction of the new code-system, only the last three figures of the serial are painted on the a/c, namely 599 up to 603 (ex Bu.No. 156599-156603, c/n's unknown).

They also carry names of famous Norwegians: Fridtjof Nansen, Otto-Sverdrup, Gunnar Isachsen, Hjalmar Hiiser Larsen and Ronald Amundsen.

Spain: In July 1973 the Ejercito del Aire (Spanish Air Force) got three ex USNavy P-3A's. They operate from La Parra with No. 221 Sqn. Regs are: P3-1, P3-2 and P3-3 ex Bu.No. 152153, 152143 and 152145, c/n 5123, 5113, and 5115, codes 221-20, 221-21 and 221-22 resp.

Iran: In August 1974 the first of six P-3F's was added to the inventory of the Imperial Iranian Air Force. The only thing known about the registrations is that the first aircraft's serial ended with 256.

Countries that are to be expected to order the P-3C are:

Australia (6), Canada (23) and Netherlands (13).

Expectations for the P-3F:

Peru, Venezuela and Saudi Arabia

THE HERCULES STORY

compiled by P.F.J.v.d.Krommenacker

Prologue:

On the 23rd of August last year exactly 20 years passed since the first flight of the YC-130A Hercules.

Due to the original design it was capable to do more jobs than initially ment for. With a minimum of modifications the aircraft can be converted to other duties.

The long production history and the excellent service were not foreseen, and even now it is unknown when the last one will roll-out at the Marietta-plant. The Hercules will probably beat the C-47 records and undoubtedly will serve until the next century.

To give you a complete survey of the Hercules we will publish the history

Part I	Basic Design C-130A
Part II	C-130B
Part III	C-130E and C-130H
Part IV	Exports
Part V	units

PART I BASIC DESIGN - C-130A

In the early fifties the main part of the United States Air Forces inventory of the transport fleet were Douglas aircraft, growing old and useless for tactical transport.

To provide the Tactical Air Command with a new tactical assault aircraft, a requirement was made in 1951. The aircraft had to be able to lift a payload of 25.000 lbs over 4.200km and having limited STOL capabilities. Five companies made proposals, of which the Lockheed design was selected. Two prototypes were ordered, becoming the YC-130A. The prototypes of the YC-130 were serialised 53-3396 and 53-3397, of which the first one made its maiden flight with Lockheed's test pilot Beltz on the controls, on the 23rd August 1954 flying to Edwards AFB.

After testing by a combined Air Force and Lockheed team an initial order of 17 aircraft C-130A, was placed. Being 7 pre-production and 20 production aircraft. Delivery started to the 463rd Troop Carrier Wing, Dobbins AFB, in December 1956.

Together with the second batch order, modifications significant for the rest of all Herculeses were introduced. The 3 blade propellor was changed for a 4 blade one, reducing noise level and vibrations and a Pinochio nose housing the radar was added.

219 C-130A's were ordered all being transferred to the USAF, being:

53-3129/3135 c/n 182-3001/3007 56-0453/0551 c/n 182-3076/3159

54-1621/1640 c/n 182-3008/3027 57-0453/0977 c/n 182-3160/3204

55-0001/0048 c/n 182-3028/3075 57-0510/0524 c/n 182-3217/3231

While 12 a/c were exported to the Royal Australian Air Force, being:

57-0498 thru 0509 c/n 182-3205 thru 3216. RAAF regs: A97-205 thru 216 resp

With the introduction of the other conversions for first line service the major part of the C-130A's were handed over to the Air Force Reserve Units (AFRES) and lots of conversions were made.

Then the U.S. forces retired from first line fights in the Vietnam war, the U.S. Government helped the S.Vietnam Forces giving 34 C-130A's out of U.S. Reserve stocks.

Variants:

20-130A (16): In March 1959, the first two of 16 RC-130A's were delivered to 1375 MCS/1370th FMW of the MATS Air Photographic and Charting Service. These, are prototype (54-1633) and 15 production aircraft (57-510 thru 524) replacing the Boeing RP-50's. All RC-130A's went to the AFRES, e.g. 57-0519 to 933TAG/95TAS, 520 to 914TAG/328TAS and 0521 to 919TAS/711TAS

22-130A (11): All eleven JC-130A's. (33129, 41625, 41627, 41629, 41630, 41639,

JC-130A cont.: 50022, 60490, 60493, 60497 plus another, were delivered to 6550 Support Wing at Missile Centre, Partick AFB. Here they collected information during re-entry phase of missiles and space vehicles programmes.
Later nearly all were converted to AC-130A, except for: 41629(w/o), 41639(to AFRES), 50022(to NC-130A), 60493 (unknown) and 60497(to ANG).

GC-130A (2) : This conversion of the C-130A was modified to carry four target drones on underwing pylons. They operated from Holloman AFB as part of ARDC. Only two (57-0496 and 0497) were converted, - initially flying from Dobbins AFB in April 1959. Primary function of these a/c was to launch missiles for research, development, evaluation and crew training on AF weapons systems. Both a/c converted to DC-130A.

DC-130A (7): This conversion differs very little from the GC-130A. It has the same tasks but the electronic equipment has been installed in such a way that it is very easy to convert the a/c to attack, transport or ambulance aircraft. The first being: 60514, 60527 & 70461(both of 100SRW), 70496 & 70497(both of 11TDS/355TFW). The other two (50021, 70491 both ex C-130D) went to the USNavy with Bu.No.158229 and 158228 resp. belonging to VC-3 Squadron.

C-130D (13) : In January 1957 C-130A 55-021 was equipped with skis. After intensive trials twelve (57-484 thru 495) were converted to C-130D. All a/c were delivered to 17TAS of Alaskan Air Command, except for 55-021 which was again converted but now to DC-130A (158228).
On 5-7-72 70495 crashed 200 miles east of Sondstrom, Green.

AC-130A (18): The AC-130A is an attack version with many guns housed in the fuselage. Registrations: 33129, 41623, 41626, 41627, 41628, 41630, 50011, 50014, 50029, 50040, 50044, 50046, 60490 and 60509. All a/c served with 1630S/8TFW (code FT). In 1972 three AC-130A's were shot-down over Vietnam: 41623(3-72), 41626 (3-72) and 50044(mid 1972).

NC-130A (5): Being used for all kind of tests are these five Herkies. They serv(ed) with all kinds of test centres. Registration of the five are: 33131, 33133, 41622, 50022, 60491. The latter converted to DC-130A for the USNavy as 158229.

Registrations of the 34 C-130A's delivered to the South Vietnamese AF:
54-1631, 1634, 1640
55-0001, 0003, 0006, 0007, 0008, 0012, 0013, 0016, 0017, 0027, 0034, 0045
56-0476, 0479, 0481, 0482, 0483, 0489, 0495, 0500, 0505, 0518, 0519, 0521
-0532, 0542, 0543
57-0460, 0465, 0472

Known written-offs: 54-1621, 1629, 55-0009, 0020, 0038, 0039, 0042, 56-0472, 56-0548(10-62), 57-0495(7-72).

Presently the Air Force Reserve Squadrons have 15 Squadrons equipped with C-130A's. Below you can find the squadrons followed with known C-130A's serving (or served) with the Sqdn. (so they don't have to be current):

913TAG/327TAS	NR	41633, 41634(to SVAF), 41635, 41636, 41639(JC-130A)
914TAG/328TAS	MI	50025, 60505(to SVAF), 60507, 60508, 50513, 50518(to SVAF) and 70520
919TAG/711TAS	QB	60534, 70521
924TAG/704TAS	ER	33134, 41624, 41640(to SVAF), 60521
926TAG/706TAS	NO	50002(to SVAF), 50003, 70483

327TAG/63TAS	YA	50012(to SVAF),50031,50032,50034(to SVAF),50036,50041
328TAG/64TAS	MH	50006(to SVAF),50010,50023,50035,50037,60519(to SVAF), 60522,60532(to SVAF),60536,60537
333TAG/95TAS	MK	60479(to SVAF),60486,60496,60539,70469,70470,70519
334TAG/96TAS	MS	70474,70476,70477,70480,70481,70482
335TAG/303TAS	UA	60473,60475,60481(to SVAF),60495(to SVAF),60501,60520, 70454 and 70473
336TAG/304TAS	UB	70455,70456,70458,70460(to SVAF)
340TAG/314TAS	MC	60545,70457

The Air National Guard has 11 Squadrons equipped with C-130A's and C-130B's. Below you can find the squadrons equipped with C-130A's with the registrations noted through out time (so this means that they don't have to be current).

309TAG/139TAS	SG	50007(to SVAF),50030,60471,60503,60504,60517
318TAG/105TAS	NG	50027(to SVAF),50033,50048,60500(to SVAF),70464
333TAG/109TAS	MG	50004,50008(to SVAF),50017(to SVAF),50019,50026,60484, 60525,60535,60538,60540,60541
345TAG/115TAS	VG	50015,50028,60468,60470,60489(to SVAF),60524(tp SVAF)
357TAG/133TAS	NH	60476(to SVAF),60478,60485,60494,60529,60531,60550
366TAG/142TAS	WG	60483(to SVAF),60487,60497,60511,60523,60542(to SVAF), 60544,60551,70471
367TAG/	KG	50047

Both AFRES and ANG units will be further discussed in part 5, including the missing units.

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AIR SHOWS - OPEN DAYS. - MEETINGS - NAVAL DAYS - ARMED FORCES DAYS

As you could read under news, the first Open Days and Meetings are already known. Within a month or two we hope to know the main part of the Open Days and Meetings in Europe. Therefore we created a special monthly appearing column containing the dates of the events. The column will be split in three parts. Dates from official lists, dates out other sources, dates according to rumours. Normally two or three months lies between the received official list and the actual date of the event. In this time the date of the event might change, therefore we keep saying: Always check before going

Here we go:

Official: Bulls Eye Meet 1975 at Sola (norway) in May

Other sources: Tiger Meet 1975 at Leck (germany)

Royal Flush 1975 at Bremgarten (Germany)

21 June Florennes Open Day (Belgium)

30 Augustus Volkel Open Day (Holland)

rumours: 7 June Wildenrath, Gutersloh, Laarbruch (Germany)

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-- Wanted: Serials, squadron-histories, photos and allround info concerning the Turkish and Greece Air Forces.

Anyone, who has information, no matter how little, please write to:
P.v.Gemert, P.O.Box 855, Eindhoven, Holland.

- 24 -
PRESENT ROYAL AIR FORCE SQUADRONS

Some notes;

- the first column gives the squadron's numbers; the second the home-base the third the country; the fourth the main equipment and the fifth the main equipment in September 1967.

1	Sqdn	Wittering	UK	Harrier GR.3	Hunter
2	Sqdn	Laarbruch	Germany	(Phantom FGR.2) <i>SHC</i>	Hunter
3	Sqdn	(Wildenrath) <i>G'slow</i>	Germany	Harrier Gr.1	Canberra
4	Sqdn	(Wildenrath) <i>C'slow</i>	Germany	Harrier GR.1	Hunter
5	Sqdn	Binbrook	UK	Lightning F.3&F.6	same
6	Sqdn	Coltishall	UK	Jagaur <i>GR.1</i>	Canberra
7	Sqdn	St. Mawgan	UK	Canberra TT.18	-
8	Sqdn	Lossiemouth	UK	Shackleton AEW.2	Hunter
9	Sqdn	Akrotiri	Cyprus	Vulcan B.2	same
10	Sqdn	Brize Norton	UK	VC-10	same
11	Sqdn	Binbrook	UK	Lightning F.3&F.6	same
12	Sqdn	Honington	UK	Buccaneer S.2	Vulcan
13	Sqdn	Luqa	Malta	Canberra PR.9	same
14	Sqdn	Bruggen	Germany	(Phantom FGR.2) <i>SHC</i>	Canberra
15	Sqdn	Laarbruch	Germany	Buccaneer S.26	-
16	Sqdn	Laarbruch	Germany	Buccaneer S.28	Canberra
17	Sqdn	Bruggen	Germany	(Phantom FGR.2) <i>SHC</i>	Canberra
18	Sqdn	Gutersloh	Germany	Wessex HC.2	same
19	Sqdn	(Gutersloh) <i>Wildenrath</i>	Germany	(Lightning F.2A) <i>F.4</i>	same
20	Sqdn	(Wildenrath) <i>Bruggen</i>	Germany	(Harrier GR.1) <i>SHC</i>	Hunter
21	Sqdn	Andover	UK	Devon CC.2 & Pembroke	Twin Pioneer
22	Sqdn	A Flight at Chivenor with Whirlwind HAR.10			same
		<i>Leuchars</i> B. Flight at (Coltishall) with (Whirlwind HAR.10) <i>HC.2</i>			same
		C Flight at Valley with (Whirlwind HAR.10) <i>Wessex HC.2</i>			same
		D Flight at Brawdy with Whirlwind HAR.10			same
23	Sqdn	(Leuchars) <i>Wessex HC.2</i>	UK	(Lightning F.3&F.6) <i>F.4</i>	same
24	Sqdn	Lynham <i>Kat Tisham</i>	UK	Hercules C.1	Hastings
26	Sqdn	Wyton	UK	Devon C.2/2	-
27	Sqdn	Scampton	UK	Vulcan SR.2 <i>HC.2</i>	same
28	Sqdn	Kai Tak	Hong Kong	Wessex HC.2	-
29	Sqdn	(Wattisham) <i>Canberra</i>	UK	(Lightning F.3) <i>F.4</i>	same
30	Sqdn	Lynham	UK	Hercules C.1	Beverley
31	Sqdn	Bruggen	Germany	(Phantom FGR.2) <i>SHC</i>	Canberra
32	Sqdn	Northolt	UK	HS.125, Andover CC.2	
				Whirlwind HAR.10	Canberra
33	Sqdn	Odiham	UK	Puma HC.1	-
35	Sqdn	Akrotiri	Cyprus	Vulcan B.2	same
36	Sqdn	Lynham	UK	Hercules C.1	being del.
39	Sqdn	Wyton	UK	Canberra PR.9	-
41	Sqdn	(Coningsby) <i>Coltishall</i>	UK	(Phantom FGR.2) <i>SHC</i>	-
42	Sqdn	St. Mawgan	UK	Nimrod MR.1	Shackleton
43	Sqdn	Leuchars	UK	Phantom FG.1	-
44	Sqdn	Waddington	UK	Vulcan B.2	same
45	Sqdn	Wittering	UK	Hunter FGA.9	Canberra
46	Sqdn	Thorney Island	UK	Andover C.1	same
47	Sqdn	Lynham	UK	Hercules C.1	Beverley
50	Sqdn	Waddington	UK	Vulcan B.2	same
51	Sqdn	Wyton	UK	Comet 2R, Nimrod R.1,	
				and Canberra B.6mod	Comet
53	Sqdn	Brize Norton	UK	Belfast C.1	same
54	Sqdn	Coltishall	UK	Jaguar GR.1	Hunter
55	Sqdn	Marham	UK	Victor K.1	same
56	Sqdn	(Akrotiri) <i>Wattisham</i>	Cyprus	Lightning F.3&F.6 <i>F.4</i>	same
57	Sqdn	Marham	UK	Victor K.1A	same
58	Sqdn	Wittering	UK	Hunter FGA.9	-
60	Sqdn	Wildenrath	Germany	Pembroke C.1 and	
				Andover CC.1	Javelin
*48	Sqdn	Lynham		Hercules C.1	Hastings

63 Sqn/2290CU	Chivenor	UK	Hunter F.6	same
64 Sqn/2280CU	Coningsby	UK	Phantom FGR.2	-
70 Sqn	Akrotiri	Cyprus	Hercules C.1	Hastings
72 Sqn	Odiham	UK	Wessex HC.2	same
79 Sqn/2290CU	Chivenor	UK	Hunter FGA.9	same
84 Sqn	Akrotiri	Cyprus	Whirlwind HAR.10	same
85 Sqn	West Rayham	UK	Canberra B.2 & T.19	same
92 Sqn	Gutersloh/W. Loebnitz	Germany	Lightning F.2A	same
98 Sqn	Cottesmore	UK	Canberra E.15	-
99 Sqn/511	Sqn X Brize Norton	UK	Britannia C.1	same
100 Sqn	West Rayham	UK	Canberra B.2 & T.19	Victor
101 Sqn	Waddington	UK	Vulcan B.2	same
103 Sqn	Tengah	Singapore	Wessex HC.2	Whirlwind
111 Sqn	Coningsby	UK	Phantom FGR.2	Lightning
115 Sqn	Cottesmore	UK	Argosy E.1	Varsity
120 Sqn	Kinloss	UK	Nimrod MR.1	Shackleton
202 Sqn	B Flight at Leconfield with Whirlwind HAR.10			same
	C Flight at Leuchars with Whirlwind HAR.10			same
	D Flight at Lossiemouth with Whirlwind HAR.10			same
201 Sqn	Kinloss	UK	Nimrod MR.1	Shackleton
203 Sqn	Kinloss	UK	Nimrod MR.1	Shackleton
206 Sqn	Luga	Malta	Nimrod MR.1	Shackleton
207 Sqn	Northolt	UK	Devon C.2/2 and Pembroke C.1	
208 Sqn	Honington	UK	Buccaneer S.2A/B	Hunter
214 Sqn X	Marham	UK	Victor K.1A	same
216 Sqn X	Lyneham	UK	Comet C.4	same
226 OCU	Lossiemouth	UK	Jaguar GR.1	Lightnings
230 OCU	Scampton	UK	Vulcan B.2	same
230 Sqn	Odiham	UK	Puma HC.1	Whirlwind
231 OCU X	Cottesmore	UK	Canberra B.2 & T.4	same
232 OCU	Marham	UK	Victor B.1A	same
233 OCU	Wittering	UK	Harrier GR.1	-
234 Sqn/2290CU	Chivenor	UK	Hunter F.6	same
236 OCU	St. Mawgan	UK	Nimrod MR.1	-
237 OCU	Honington	UK	Buccaneer S.2A/B	
			and Hunter T.7 & 8	-
240 OCU	Odiham	UK	Wessex HC.1 and Puma HC.1	
242 OCU	Thorney Island	UK	Hercules C.1 and Anodver C.1	
260 Sqn	Cottesmore	UK	Canberra T.17	same
277 Sqn	Scampton	UK	Vulcan B.2	same

Central Flying School at Little Rissington, Kemble and Ternhill with all kinds of aircraft

Empire Test Pilot School at Boscombe Down with all kinds of aircraft

Means Flight at Benson with Anodver CC.2

Air Experience & Air Electronics Operators School at Topcliffe with Varsity T.1

Strike Command Bombing School at Scampton with Hastings T.5 and C.1A X

Royal Air Force College at Cranwell with Provost T.3 and T.5

Armament Experimental Establishment at Boscombe Down with all kinds of aircraft

Central Air Traffic Control School at Shawbury with Jet Provost T.4

Royal Aircraft Establishment at Farnborough and Bedford with all kinds of

Royal Radar Establishment at Pershore with all kinds of a/c

School of Refresher Flying at Leeming with Provost T.4

Battle of Britain Flight at Coltishall with several oldies

Flight Refuelling at Tarrant Rushton with Meteor and Canberra B.2

FTS Linton-on-Ouse Provost T.3 and T.5

FTS Church Fenton Bulldog T.1

FTS Leeming Provost T.3 and T.5

FTS Valley Hunter F.6/T.7 and Gnat T.1

FTS Cakington Jetstream T.1

FTS Finningly Dominie T.1, Varsity T.1 and Provost

University Air Squadrons see page 7 of this issue.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: Yes, the Air National Guard already flies the LTV A-7 Corsair. They even formed a stuntteam with it already. This A-7D (AF70-0012) belongs to the Colorado ANG
Copyright: P.v.Gemert/GCA
- PHOTO 2: Slogan: "FLASH on FLASH". A FLASH-sticker on a Belgium RF-84F Thunderflash (PR-28) at the Royal Belgian Air Museum, Brussel. The photo below shows a line of very interesting oldies, once belonging to the BAF: PR-28 (RF-84F), FU-30 (F-84F), YL-D F-84G, and a Meteor. Both pictures taken on 22-12-74.
Copyright: P.v.d.Krommenecker
- PHOTO 3: A typical Dutch photo. Cows in the landing of Volkel AFB, while D-81C7 (RF-104G) is coming in (on 8-10-74). And don't think the cows will care a bit. Copyright: F.Klaassen
- PHOTO 4: Regularly we can publish photo's of aircraft in Spanish AF service thanks to our Spanish readers; this time it was J.Serrano sending a Bell UH-1H (reg 752-10 Z.10B-37) taken at C.Vientos on 17-11-74. Copyright: L.Serrano
- PHOTO 5: Another UH-1 of another air force: 70-4507 (UH-1H) in service with the Hellenic Air Force and together with 70-4510 it took visitors from Larisa Air Base to Ambelouk Gunnery Range during Best Hit 1972 (see FLASH 23/24) Copyright: H.Engels
- PHOTO 6: This shows a Mirage IIIC 5-NQ of Esc.2/5 of the FAF, now equipped with Mirage F.1's. It was at Tours on 9-3-72. Another visitor that day was Magister 313-CC c/n 555.
Copyright: E.Moreau
- PHOTO 7: Not a very usual appearance (anymore) in our low countries! A Douglas C-47 belonging to the Hellenic Air Force photographed at Larisa AB during the Best Hit competition in 1972.
Copyright: H.Engels
- PHOTO 8: Will the Northrop win the competition and will their Cobra be chosen as successor for our Starfighters or will it lose the game and never serve? Questions of which we still don't know the answers. It is difficult not to become impatient! In the meantime the Cobra is still tested.
Copyright: P.v.Gemert/GCA
- PHOTO 9: Once it could reach a height of no less than 120.000 feet. Special equipment: a rocket engine, extra long wings and a special control system to fly in very rarefied air. Now this NF-104A permanently stands only a few feet from the ground, at the gate of Edwards AFB. Copyright: P.v.Gemert/GCA
- PHOTO 10 up to 14:
A special Orion photo-page to illustrate the article on the Lockheed P-3 Orion on page 157314/LR-5 a P-3C of the VP-24Sqn from Jacksonville
150494/22 a EP-3E of the VQ-2 Sqn from Rota (Spain)
152751/LD-20 a P-3B of the VP-10 Sqn from Brunswick
157312/LR-12 a P-3C of the VP-24 Sqn from Jacksonville
And last but not least one of the ten (actually eleven) P-3B's of the Royal Australian Air Force. As all Orions this one (A9-298) belongs to the No.11 Sqn at Edinburgh.

