

# FLASH

APRIL 1975



**military aviation magazine**





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SLIDES:

- |                                      |   |
|--------------------------------------|---|
| S1. R.Norw.A.F. F-5B 97135 336 Sqn.  | S2. Klu F-86K Q-305 (ex IAF)              |
| S3. USN TA-4J 158722 "7" Blue Angels | S4. IIAF C-130H 5-151                     |
| S5. IAF C-119J 46-29                 | S6. USAF SR-71 17912 9SRW                 |
| S7. BAF F-84F FU-37                  | S8. WGAF F-104G 21,9 JaBo G-36            |
| S9. USN A-6 159180 VA-52             | S10. B.Army Alouette II OL-A79            |
| S11. MLD Sp-2H 213 V                 | S12. USAF AT-38A 00569 TAC Aggressor Sqn. |

PRINTS:

- |  |                                       |
|--|---------------------------------------|
| 1. USAF F-102A 61249 Cal. ANG          | 2. FAF Mirage IIIE 3-IS 535 I/3Esk.   |
| 3. R.Norw.A.F. F-5A 97126/AH-N 332Sqn. | 4. WGAF RF-4E 3510 AKG 51             |
| 5. IAF F-104G 5-10 MM6531              | 6. USAF F-101B O-70300 Wash. ANG      |
| 7. Klu Alouette III A-529              | 8. BAF RF-84F FR-4 42 Esk.            |
| 9. R.Hell.A.F. F-104G 32721 335Sqn.    | 10. RAF Vulcan XL-443                 |
| 11. RAF Gnat T.1 XS-102                | 12. BAF T-33A FT-30                   |
| 13. WGArmy H-21C 8314 HFB 300          | 14. IAF PD-808 MM61951                |
| 15. USAF KC-971 O-20892 Ill. ANG       | 16. MLD AH-12A Wasp 235               |
| 17. WGAF N-2501 5314 WS-50             | 18. USAF RF-4C AR 64-017              |
| 19. RAF Buccaneer XW-527 16Sqn.        | 20. CAF Argus 20732                   |
| 21. Klu NF-5B K-4028 316Sqn.           | 22. WG M.o.D. OV-10B D-9549           |
| 23. INavy SH-3D 6-09                   | 24. IArmy L-21C EI-179                |
| 25. Klu DHC-2 S-7                      | 26. Swiss AF EKWC-3603 C-496          |
| 27. CAF S-2A 12165                     | 28. USMC F-4J 155579 VMFA-334         |
| 29. IAF F-86K 51-62                    | 30. Klu F-84F P-200 314Sqn            |
| 31. R Navy Hunter T.8 XL-584           | 32. BAF C-118 KY-1 OT-CDA             |
| 33. USAF F-4D BR 66-570                | 34. USN C-1A 136756                   |
| 35. WGAF Do-27A 5531 FFS"S"            | 36. Klu L-18C R-184                   |
| 37. USAF F-111E JR 68-050              | 38. RAustralian Navy A-4G N-13 154905 |
| 39. Klu F-104G D-8279 311/312Sqn.      | 40. BAF F-84F FU-063                  |
| 41. USAF F-100F LS O-63974             | 42. USN P-3C 157312 VP-24             |
| 43. USArmy UH-1H 16684                 | 44. FAF F-100D 11-EN 1/11 Esk.        |
| 45. USAF C-130E LN 63-870              | 46. RSwedAF S-35 39052 F.16           |
| 47. BAF F-104G FX-13 10Wing            | 48. CAF CF-104 104865 439Sqn.         |
| 49. FAF H-34A 67-VC SA-57              | 50. RAF Jet Provost XS-210 The Macaw  |
| 51. RDanAF C-47 K-683                  | 52. USAF F-4C GL 37-629               |
| 53. CAF CF-104D 104645 Cold Lake       | 54. USArmy CH-54A 18451 295 Av.Coy.   |
| 55. USAF X-15 66670                    | 56. RAF Harrier XV-793                |
| 57. RAF Lancaster PA-474               | 58. BAF Mirage VBR BR-22 42 Esk.      |
| 59. USAF F-15B 10291                   | 60. USAF YF-16 01567                  |
| 61. USAF YF-17 10569                   | 62. RAF Lighting F.6 XR-726 N 5Sqn.   |
| 63. FAF Mirage IVA AX                  | 64. CAF C-130E 130316                 |
| 65. Span.AF DC-6B 3-26 T4-13           | 66. F.Navy SP-2H 146433               |
| 67. Swiss AF Hunter Mk.58 J-4017       | 68. CAF CF-5B 116833                  |
| 69. WGAF F-104G 2499 JaBo G-33         | 70. RAF Argosy C.1 XR-105 Empire Test |

/Pilots School



# FLASH

MAGAZINE P.O. BOX 855  
EINDHOVEN HOLLAND

## EDITORIAL TEAM:

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APRIL 1975

NUMBER 55

VOLUME 5

Dear reader,

A traditional issue this time, folks. We have our news-columns, our USAF article and the continuation of our Hercules-story. Other articles are the YF-16 and the Westland Sea King.

Our chief editor payed a visit to the RNethAF's historical section and returned with a number of pictures many of which were never published before as far as we know. So look out for our next issue if you want to see some good pictures.

To get a better touch with our market in the British Isles we have decided to try an agency there. English readers: in future it will be much more easier for you to subscribe to this magazine!

Lately it is occurring more and more that readers pay with a bank cheque, although we always write to pay with an I.M.O. But if you do want to pay by bank, note that FLASH has to pay DFL.5,- for remittance-costs. So, for a year-subscription one has to remit DFL.23,-.

The editors.

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

At the moment the following back-issues are still available: Nrs.10, 11, 12, 21-24, 26, 29, 31, 32, 33, 37-40, 44-54. At DFL.1.50 each.

Sample-copies of FLASH are free obtainable at the editorial address.

Also still obtainable are the self-adhesive FLASH-stickers; DFL.1,- each.

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## PHOTOGRAPH

This month glittering on the front page is a GAMM Etendard IVM of the S-59 unit of the Aeronavale. Copyright: P.v.Gemert/GCA, via E. Moresu





# HOLLAND-BELGIUM-W.GERMA

A very poor result this month. Are the Dutch spotters really that lazy.

Ofcourse this excludes the ones we can always rely on, of which this month we are indebt to: W.v/d.Boom, C.v/d.Heuvel, J.v/d.Oever, H.Ploegstra, P.Vercruijsse.

## HOLLAND

-- As reported last month, the Klu lost a Starfighter on 20 March 1971. The concerned aircraft was D-8141 of 306Sqn from Vokkel. Together with the a/c, a second Orpheus recce-pod was destroyed. The first Orpheus-pod was destroyed in Janaury, when D-8013's nose wheel collapsed while landing at Vokkel.

-- After the three new NF-5's of last month, 314Sqn at Eindhoven received a fourth a/c from Gilze-Rijen: K-3049.

Movements included:

Mar.24: 31-43, 31-48 G-91R WGAF LKG-41

25: 34-11 G-91T WGAF WS-50; D-8331 F-104G 322/323Sqn

-- It seems that the Iran Air Force is turning the aviation world upside down. First they are angry with America, for America didn't want to re-open the Galaxy production-line. Now they are testing Friendship for target-towing trails at Schiphol. Aircraft involved are 5-204 of the Iran AF and C-9 (RNethAF) as chase plane for 5-204.

Movements included:

Jan.15: 5-204 F-27 Iran AF (for target towing trials)

Feb. 6: 61 and 65 Nord 262A French Navy

12: 5-2602 F-27 Iran Navy

13: PH-EXM F-27 Ghana AF; FM-2101 F-28 Malaysia AF

22: XW791 HS-125 CC.1 RAF

Mar. 4: PH-EXI F-28 Malaysia AF

5: PH-EXE F-27 Ghana AF; TC-66 C-130H Arg.AF

-- Movements at Leeuwarden included:

Feb.27: C-4 F-27M 334Sqn; FC-02, FC-03 TF-104G BAF 10Wing

Mar. 5: FX-83, FX-78(c/s EB-110) F-104G BAF 1Wing

25: CR67-0259 F-4E USAF 32TFS; K-4012 NF-5B 313/315Sqn

XS791 (c/s MASCZ) Andover RAF 60Sqn (till 26-3)

Apr. 1: XV575/C, XV581/E, XV578/O, XV580/Q, all Phantoms FG.1 RAF 43Sqn (Leuchars) were here till 10-4. Starfighters to Leuchars: D-8331, 8293, 8311, 8109, 8286 and another one XR368 (c/s SCOT-9971) Belfast C.1 RAF 53Sqn; 222/K UH-1B

K-4012 NF-5B 313/315Sqn; K-4022 NF-5B 314Sqn; C-5, C-7 F-27

2: D-8091, 6681, 8282, 8312 F-104G Volkel (c/s 2023)

D-5801, 5803 TF-104G TGA Volkel; 31-26 (c/s TANGO-15D) G-91B

LKG-43; K-4029 NF-5B 313/315Sqn; K-3049 NF-5A 314Sqn

Noted Alouettes over the past few months:

A-307, 383, 399, 521, 494, 293, 489, 543, 261, 464, 247, 471, 529, 407, 217, 374,

A-254, 336, 390, 414, 528, 495, and H-75, 20

## BELGIUM

-- Noted a/c at Brasschaat (near Antwerpen) on 4-4-75:

A-27, 69, 72, 81, 90 Alouette II; DO1, DO3, DO6 DO-27; OL-G01 Puma

-- At the airstrip Kiewit, near Zonhoven, many ex Air Force aircraft can be found. For interested: OO-PCH (ex E-1) c/n 6199, OO-MHC (ex E-17) c/n 6208, OO-LMC (ex E-25) c/n 6216 and fuselage of E-7 c/n 6196, all S-11 and ex RNethAF

OO-VPH (ex 5695) c/n 411; OO-LMH (ex 5700) c/n 417; D-EFSU (ex 5745)

All Do-27's and ex Luftwaffe or Heer

OO-MAK (ex 9042) c/n 056; OO-VMK (ex 9027) c/n 040 all B-149D





# FLASH WORLD NEWS

th special thanks to H.Jockers, SEAR, SCAN and BAR.

## CANADA

- CAF Maintenance Unit at Saskatoon. This is a final disposal field, either to scrap or sell the stored aircraft. Present on 2 March were:  
CS-2F Trackers: 1520, 1536, 1546, 1554, 1560, 1593, 1598, 1599, 12134(COD) and 12174. Most, if not all, have been in store for six or seven years.
- C-47: 12905, 12912, 12918, 12923, 12925, 12928, 12932, 12936, 12941, 12943, 12944, 12950, 12953, 12968. All ex 429 Nav. Training Squadron with fin badges of same.  
Furthermore: 12916 VU32Sqn, 12926 no marks, 12948 Mobile Command, 12956 and 12966 no marks.
- T-33A: 21098, 21118, 133137, 21159(Navy), 21236(Navy), 133275(Snowbirds Aerobatic Team), 133280(Electronic Warfare Sqn), 21306, N505DM(ex 21329), 133350(414Sqn), 133357(414Sqn), 133373(410Sqn), 133421, 133459(414Sqn), 133482, 133497(414Sqn), 133526(414Sqn), 133553, 21555, 21556, 21557, 21566, 133570(410Sqn), 21582, 133591.  
In hangar 6 were C-47 12903 of 429Sqn, 12908 and 12959 with NASARR-nose and CS-2F Trackers 1537, 1552, 12157, 12173, 12181.

## SWITZERLAND

- On 25-10-74, a Mirage IIIS (J-2307) crashed at Payerne AB.

## TURKEY

- The 18 F-104S Starfighters recently ordered in Italia have c/ns 6851-6868, serials are 1151-1168. The first six a/c were directly drawn from the ItAF stock and were delivered via Gioia del Colle on 16-12-74.

## UNITED KINGDOM

- By the time of writing, No.14 Sqn at Bruggen (Germany) has not yet received the Jaguar. As the Phantoms of No.14Sqn are still flying this might take at least another two months.  
Phantoms noted in February and March:  
No.14Sqn: XT900, 914, XV419, 421, 464, 417, 484, 466, 432  
No.17Sqn: XT905, XV425, 462, 469, 474, 487, 489, 498, 496, 497  
No.31Sqn: XT909, XV402, 426, 433, 460, 465, 476, 480, 491, 415
- No.226 Sqn at Lossiemouth has now split into two squadrons and current allocations are as follows:  
1 Sqn: Jaguar GR.1: XX117/05, 118/06, 737/09, 122/10, 736/11, 739/12, XX747/17, 728/18, 729/19, 749/21, 750/22  
Jaguar T.2: XX137/A, 143/F, 145/H, 146/J, 142/G, 149/N, 828/P, XX832/S, 833/T  
2 Sqn: Jaguar GR.1: XX115/03, 116/04, 119/07, 120/08, 741/13, 742/14, XX745/15, 746/16, 748/20  
Jaguar T.2: XX128/B, 139/C, 141/E, 147/L, 148/M, 830/R

## UNITED STATES OF AMERICA

- An Open House at Naval Air Station Jacksonville in December 1974 revolved the following:  
Static: 157323/LQ-8 P-3C Orion VP-56Sqn; 148351/LZ Neptune VP-94Sqn  
7216 HU-16E Coast Guard Miami; 80760 F-106A Florida ANG code 09  
159108 E-2C V4125 code AB753; 144672 NU-1B No marks  
137901 HU-16D USN; 136442 US-2B NAS, Jacksonville;  
158921/LP-1 P-3C Orion VP-16Sqn; 149675 WP-3A WRS-4 code MH-3  
158945/WH-22 AV-8A Harrier VMA-542; 149932 SH-3G HS-1 code AB-420



Jacksonville cont.

- 147736 A-4L VA-204 code AF-410; 154650 TL-4J VA-45 code AD603  
 153150 A-7A VA-203 code AF-311; 152905 A-6E VA-35 code AJ-506  
 155236 T-2B VT-10 code 2N-519; 150550 T-39D VT-10 code 2N-531  
 Flight-line: 158707/TH-12 AV-8A Harrier VMA-542  
 16066/1, 17340/2, 16018/3, 17252/4, 17357/5, 17286/6, 17464/7  
 All OH-6A of the Silver Eagles (17327 spare).  
 154894/1, 154983/2, 154975/3, 154986/4, 155029/5, 154177/6 and  
 158722/7, all A-4F of the Blue Angels; 149806 C-130F (support)
- Following the "F-4 Changes" one could foresee it. After the F-4E's and F-4D's, the RF-4C's are making live difficult.  
 On 14-2 five RF-4C's of 363rd TRW at Shaw AFB(JO) were delivered to the 26th TRW at Zweibrücken. Regs: 68-0605, -0608, -0609, 69-0349, and 69-0350. Reason for Zweibrücken to sent five Phantoms to Alconbury: 65-0841, 66-0418, 66-0421, 66-0478 and 67-0469. The latter five replaced 64-1016, 1019, 1020, 1029, 1030, which left for the U
- Noted in late March are the following RF-4C's of the 26th TRW at Zweibrücken: 65-0891, 935, 939, 68-0554/557, 560, 562/568, 570, 571 69-0361, 364/368, 370/375
- For the past two weeks, Ramstein AB, acted as home-base for a E-3A the 174CS. The programm was prepared by 53119, a NKC-135A of the AF
- On the first day of the "Baby-lift" (4-4) from South Vietnam to America, a C-5A Galaxy crashed. Shortly after take-off one of the aft-freightdoors got lose and caused decompression in the cabin. Thus making the a/c inmanoeuvrable. While attempting an emergency landing 1,5 mile from Than Son Nuth, it caught fire and exploded. 180 persons were killed.  
 The C-5A seems to have been the 68-0218 of the 60th MAW and was the second Galaxy w/o. The first was 68-0226 crashing at Clinton Municipal Airport, Oklahoma, on 27th September 1974.
- In October 1974, the 50th TFW at Hahn AFB received 12 F-4D's from the USA, a.o. 66-0251, 0257, 0263, 7555, 7585, 7665, 7753 and 8781. In December 1974, 66-0251 was reassigned to the 48th TFW in exchange for 66-7563 which went to the 50th TFW.
- In February, following F-4D's of the 48th TFW were transferred to the 81st TFW: 66-7520, 7527, 7715, 7733, 7735, 7738, 7747 and 7759, Further F-4D's of the 52nd TFW, that were delivered to the 81st TFW are: 66-7542 and 66-7551.
- In early February, F-4C 63-7576/G. (35th TFW), has been delivered from the USA, possibly to the 52nd TFW at Spangdahlem  
 F-4D's that have been delivered from the 52nd TFW to the 48th TFW are: 64-0959, 65-0740, 0777, 66-7497 and 66-7502.  
 Further deliveries from the 48th TFW to the 23rd TFS/52nd TFW are: 66-8727, 8735, 8737, 8745, 8748, 8756, 5779, 8789, 8790, 8793, 8813 and 8825
- Deliveries from 81st TF to the 48th TFW were: 65-0699, 0712, 0731, 0739 0741, 65-0756, 0788, 0793 and 66-7498

NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS

Special column for new orders or new delivered aircraft

GREECE: The HAF took delivery of 40 Mirage F.1

HONDURAS: The Honduras Air Force received four Fiat F-86K Sabres of the Venezuela AF. These a/c were delivered to the Ven.AF by the Luftwaffe in 1966.

IRAN: The IIAF is intending to supply a unknown quantity of F-5A's to the Sultan & Oman Air Force.

ISRAEL: The ID/FAF ordered 48 F-15 Eagles.

SPAIN: The Ejercito del Aire ordered 18 F-4E's and 6 RF-4E's.





# UNITED STATES AIR FORCE IN EUROPE

by:

Hans van de Laar

## PART 5

With special thanks to USAF, Paul Jackson and Pieter van Gemert.

Some corrections/additions to part 4:

RF-101C's 66th TRW, add 56-0099(18TRS), 56-0199(18TRS) and 56-0210 (17TRS)

RF-4C's 17th TRS/66th TRW, add 68-0566

In this part I will continue with the article about USAFE's reconnaissance units. So, keep on reading and don't get confused.

### 18th TACTICAL RECONNAISSANCE SQUADRON

The 18th TRS was constituted on 11 February 1943 as the 381st Fighter Squadron. Having been ordered to the European Theatre in the Spring of 1944, the 381st was flying the N.A. P-6 Mustang from England. It's England locations included: Keeril, Rinenhall and Staplehurst. A month after D-Day the squadron was transferred across the English Channel to the Cherbourg Peninsula, France. There armed reconnaissance and patrol missions were flown over the allied beach head in northwestern France. In September of 1944 the Mustangs were equipped with cameras, labeled P-5's, and the fighter role of the 381st FS was at an end. After several transfers in France (Maupertus, Ayenille, Montrevil), Luxemburg and Belgium, the unit moved to Venlo, Holland on 11 March 1945. It had the distinction of "being the first Army Air Force Squadron" to be stationed on German soil. In 1945 the 381st FS traveled back to the United States, where it was inactivated.

The squadron was reactivated in August 1946 and redesignated the 161st Reconnaissance Squadron, flying the Lockheed FP-80A Shooting Stars (in 1948 these FP-80A's were redesignated RF-80A). Then in 1950 the 161st FS was redesignated 18th Tactical Reconnaissance Squadron, Photo Jet; from 1954 to 1957 the 18th TRS was flying the Republic RF-84F Thunderflash.

In 1957 the 18th received the McDonnell RF-101C Voodoo and shortly afterwards, in June 1959, was assigned to the 66th TRW at Laon AB, France. There it remained until September 1966 when the 18th was transferred part of the 66th TRW to RAF Upper Heyford, England. Upon the transfer the 66th TRW came under 3rd Air Force, but remained a part of 4th ATAF. During 1967 the unit distinguished itself by placing first in Royal Flush XII.

End 1969 the 66th TRW was inactivated; its 17th TRS was scheduled to become part of the 86th TF at Zweibrucken AB, and was already receiving RF-4C Phantoms in the summer of 1969, when still operating from Upper Heyford, and its 18th TRS moved back to the States and exchanged its RF-101C's for the McDonnell RF-4C Phantoms too. At that date until present the 18th TRS is part of the 363rd TRW at Shaw AFB, South Carolina, and involved in training crew members to be integrated into operational units in the United Kingdom, Germany, Japan, Thailand and the United States. In 1970 the 18th TRS's aircraft were coded JP, in 1972 recoded JO (base-wing code of 363rd TRW).

Special thanks to William J. Geerle of 18th TRS, Shaw AFB

Some known RF-4C's of the 18th TRS: 66-0410/JF-JO; 0414/JF-JO and 69-0376/JF.



## 25th TACTICAL RECONNAISSANCE WING

The 25th TRW was activated in September 1965, and organized on 1 October 1965. During its short life the 25th operated under control of USAF's Seventeenth Air Force. Its mission was to maintain proficiency in night and day photographic and day visual reconnaissance and electronics warfare techniques. It also furnished aircraft and crews for reconnaissance in Southeast Asia. The 25th TRW was stationed at Chambley AB, France, included the 19th and 42nd TRS's, both flying RB-66B/C Destroyers. The 25th TRW was discontinued and inactivated on 15 October 1966. Before serving with the 25th TRW, both the 19th and 42nd TRS's had been assigned to the 10th TRW at Toul-Rosieres AB, France, and the 19th TRS also served a few months with the 26th TRW, between its assignment to the 10th and the 25th TRW. The history of the 19th after October 1966 is not known to me; the 42nd TRS was reactivated and redesignated the 42nd Tactical Electronic Warfare Squadron in January 1968. It then was assigned to PACAF's 355th TFW, operating EB-66E/F Destroyers; some time later the 42nd was coded RH while based at Takhli AB.

## 42nd Tactical Reconnaissance Squadron

Lineage: Constituted 42nd Reconnaissance Squadron (Very Long Range, Photographic) on 24 October 1945. Activated on 7 November 1945. Inactivated on 19 August 1946. Redesignated 42nd Tactical Reconnaissance Squadron (Electronics and Weather) on 11 December 1953. Activated on 18 March 1954. Redesignated 42nd Tactical Reconnaissance Squadron (Electronic) on 1 July 1965. Discontinued and inactivated on 22 August 1966. Redesignated 42nd Tactical Electronic Warfare Squadron and activated on 15 December 1967. Organized on 8 Jan. 1968.

Assignments: Bomber Command (Very Heavy), 7 November 1945 - unknown  
17th Bombardment Operational Training Wing (Very Heavy) unknown per  
Second Air Force, 18 February 1946 - 21 March 1946

Strategic Air Command, 21 March 1946 - 19 August 1946 (attached to  
15th Air Force from 31 March 1946)

10th Tactical Reconnaissance Group, 18 March 1954 - 8 December 1957

10th Tactical Reconnaissance Wing, 8 December 1957 - 1 July 1965

25th Tactical Reconnaissance Wing, 1 July 1965 - 22 August 1966

Pacific Air Forces, 15 December 1967

355th Tactical Fighter Wing, 8 January 1968

Stations: Smoky Hill AAFld, Kansas, 7 November 1945 - 19 August 1946

Spangdahlem AB, Germany, 18 March 1954 - 20 August 1959

RAF Chelveston, England, 20 August 1959 - 1 August 1962

Toul-Rosieres AB, France, 1 August 1962 - 1 July 1965

Chambley AB, France, 1 July 1965 - 22 August 1966

Takhli, SE-Asia, 8 January 1968

Aircraft: Douglas RB-66B/C and RB-66D Destroyers, 1954- 1966

Douglas EB-66E/F Destroyers, 1968

Sorry folks, but here are some late additions, concerning the 42nd TRW. In November 1970, the 42nd TRW was reassigned to the 388th TFW at Kadena AB and recoded J, still flying EB-66's. In 1972 the 42nd was withdrawn from Southeast Asia.

## 19th Tactical Reconnaissance Squadron

Lineage: Constituted 19th Photographic Mapping Squadron on 14 July 1942.

Activated on 23 July 1942. Redesignated 19th Photographic Squadron

(Heavy) on 6 February 1943, and again on 11 August 1943 in 19th Photographic Charting Squadron. Redesignated 19th Reconnaissance Squadron

(Long Range, Photographic) on 15 June 1945. Inactivated on 15 December 1945. Redesignated 19th Reconnaissance Squadron (Photographic)

on 8 October 1947. Activated in the Reserve on 6 November 1947.

Inactivated on 27 June 1949. Redesignated 19th Tactical Reconnaissance Squadron (Night Photographic) on 21 April 1953 and activated on

20 July 1953. Inactivated on 15 October 1966.

Assignments: 4th Photographic (later Photographic Reconnaissance and Mapping) Group, 23 July 1952 - 11 August 1943



1st Photographic Charting (later Photographic) Group, 11 August 1943-  
1 December 1943  
11th Photographic Group, 1 December 1943 - 5 October 1944  
311th Photographic (later Reconnaissance) Wing, 5 Oct. 1944 -  
15 December 1945  
66th Reconnaissance Group, 6 November 1947 - 27 June 1949  
9th Air Force (attached to 363rd TRW), 20 July 1953 - 7 May 1954  
3rd Air Force (attached to 47th Bomb. Wing), 7 May 1954 - 1 Dec. 1956  
12th Air Force, 1 December 1956 - 1 January 1957  
66th Tactical Reconnaissance Group, 1 January 1957 - 8 December 1957  
66th Tactical Reconnaissance Wing, 8 December 1957 - 8 March 1958  
(attached to 10th TRW from 8 January 1958)  
10th Tactical Reconnaissance Wing, 8 March 1958 - 1 July 1965  
26th Tactical Reconnaissance Wing, 1 July 1965 - 1 October 1965  
25th Tactical Reconnaissance Wing, 1 October 1965 - 15 October 1966  
Stations: Colorado Springs, 23 July 1942 - 17 September 1943  
Bradley Field, Connecticut, 17 September 1943 - 21 January 1944  
McDill Field, Florida, 21 January 1955 - 26 November 1944 (air  
echelon at Cairo, Egypt, after 30 Jan. 1944 and Deversoir, Egypt  
from 3 Feb. 1944 till 31 Jan. 1945).  
Buckley Field, Colorado, 26 November 1944 - 6 June 1945 (air echelon  
at Accra) Gold Coast, 1 Feb. - 25 Apr. 1945 and Watton, England,  
25 Apr. - 16 July 1945)  
Thurleigh, England, 22 June 1945 - 20 August 1945  
Tortorella AFld., Italy 20 August 1945 - 6 September 1945  
Foggia, Italy, 6 September 1945 - 15 December 1945  
Newark AFB, New Jersey, 6 November 1947 - 27 June 1949  
Shaw AFB, South Carolina, 20 July 1953 - 22 April 1954  
Sculthorpe, England, 11 May 1954 - 10 January 1959  
Spangdahlem AB, Germany, 10 January 1959 - 15 August 1962  
Bruntingthorpe, England, 25 August 1959 - 15 August 1962  
Toul-Rosieres AB, France, 15 August 1962 - October 1965  
Chambley AB, France, 1 October 1965 - 15 October 1966  
Aircraft: Boeing B-17/F-9 (Fortress (rec. version) 1943 - 1945  
Convair B-24/F-7 and B-24/F-8 Liberators, 1942 - 1945  
North American B-25/F-10 Mitchell, 1942 - 1945 also OA-10's 1942-1935  
North American RB-45 Tornado, 1953 - 1957  
Douglas RB-66B/C Destroyer, 1957 - 1966

#### Aircraft of 25th TRW:

RB-66B/C: 53-0426;0447;0451;0453;0416  
54-0429;0434;0439(19th TRS);0440;0450;0459(42nd TRS);0470  
(42nd TRS);0506(19th TRS);0509;0510;0546;0540(19th TRS)

Special thanks to James N. Eastman jr, Chief Historical Research Center  
USAF.

#### 26th TACTICAL RECONNAISSANCE WING

The 26th TRW is the only reconnaissance wing on the European Continent. Under the operational control of the 17th Air Force in peacetime, the 26th would become part of the forces of the 4th ATAF in the event of hostilities, as would other American and Canadian forces within the zone of control.

The 26th TRW was formed by a merger of 2 unrelated Air Force organizations, the 26th Strategic Reconnaissance Wing and the 5th Photographic Group. These were consolidated, redesignated the 26th TRW and activated at Toul-Rosieres AB, France, on 1 July 1965. Then, the 26th controlled three units, the 19th TRS (formerly assigned to the 10th TRW), the 32nd TRS (formerly 66th TRW), and the 22nd TRS.

In October 1965, the 19th TRS was already reassigned to the 25th TRW at Chambley AB, France. In January 1966, the 38th TRS (based at Ramstein AB) was assigned to the 26th TRW and in September 1966, the 26th lost control of 2 Squadrons, namely the 22nd TRS (moved to TAC's 67th TRW at Mountain Home AFB, Idaho), and the 32nd TRS, which came under control of the 10th TRW at RAF Alconbury. October 1966 saw the relocation of



the 26th TRW to Ramstein AB (where its only component had been based, the 38th TRS), where the 26th merged with the 7030th Combat Support Wing. In November 1968, the Wing received the 526th FIS as a component adding an Air Defense capability to its mission. In 1970 the 526th FIS was redesignated 526th TFS, when this unit was scheduled to receive the F-4E Phantom.

On 31 January 1973, the 26th TRW's designation was transferred to Zweibrücken AB from Ramstein, along with the unit move of the 38th TRS. The 26th TRW lost control of the 526th TFS, which was reassigned to the 86th TFW at Ramstein.

Relocated at Zweibrücken AB, the 17th TRS (formerly 86th TFW) joined the 38th TRS, this giving the 26th TRW a pure reconnaissance mission. The motto, Saber Es Poder (Knowledge is power), symbolizes the professionalism of its personnel and the high state of combat readiness of the 26th TRW.

### 38th Tactical Reconnaissance Squadron

The 38th TRS was activated at Muskogee AAFld., Oklahoma, on 1 May 1944. After several months of training in aerial photography in P-5's (modified P-38's), the squadron moved to Hollandia, New Guinea, end 1944. The 38th was subsequently assigned to the 13th Air Force and attached to the 4th Photographic Group, Reconnaissance, on the island of Morotai. In September 1945, the unit moved to Clark Fld., Philippines, where in January 1946, the 38th Photographic Reconnaissance Squadron was inactivated.

Redesignated the 38th Tactical Reconnaissance Squadron, Photo Jet, the unit was reactivated at Neubiberg AB, Germany, on 10 July 1952, flying RF-80A aircraft. Its primary mission was to provide aerial photography required by the 12th AF, but the squadron also supported other organizations, including units of the USAF, US Army and NATO.

The 38th TRS moved 4 times during the next 10 years: to Spangdahlem AB in 1953, to Phalsbourg in 1957, to Toul-Rosieres AB, France in 1960 and to Ramstein AB in 1962. From 1952 till 1958 the 38th was part of the 10th TRW (12th Air Force), then, on 8 March 1958, the squadron was reassigned to the 66th TRW (17th AF). The unit converted from RF-80A to RF-84F in 1956 and further to RF-101C in 1958/59. In January 1966, the 38th was reassigned to the 26th TRW and began conversion to the RF-4C. In January 1973, the 38th TRS moved with the 26th TRW to Zweibrücken AB, where it was joined by the 17th TRS. This is the present situation.

Special thanks to John L. Cunningham, Captain USAF and Chief Office of Information, 26th TRW, Zweibrücken AB.

#### Aircraft of the 26th TRW:

- 1965: Douglas RB-66B/C Destroyer (19th TRS)
- 1965: McDonnell RF-4C Phantom II (22nd and 32nd TRS's) till 1966
- 1966: McDonnell RF-4C Phantom II (38th TRS)
- 1967: Lockheed T-33A (7030th CSW)
- 1968: Convair TF/F-102A Delta Dagger (526th FIS)
- 1970: McDonnell F-4E Phantom II (526th TFS) till 1973
- 1973: McDonnell RF-4C Phantom II (17th TRS)

Tail code used since 1970 is: RR (38th TRS) and RS (526th TFS). After relocation at Zweibrücken AB in 1973; the base-wing code of the 26th TRW became ZR (17th and 38th TRS's).

26th TRW: RB-66B/C: 54-0439; 0506; 0540 all 19th TRS

F-4E : 526th TFS, see under 526th TFS (USAF part 3)

TF/F-102A: 526th TFS, see also USAF part 3

T-33A: 51-8828, 53-5861, 5939, 6138, 55-3018, 3022, 3024, 3028, 56-1761, 1788, 1789, 1790, 1791, 3682 (T-33B); 57-0561, 058, 57-0593, 0594, 0596, 0600, 0685, 0730, 0743, 0749, 0746, 0750, 58-0496; 0695; 0696; 2094, all of 7030th CSW.

22nd TRS: RF-4C: 64-1069 (to 32nd TRS/10th TRW/AT-AR); 1072, to 38th TRS  
26th TRW, 10th TRW/AR resp.; 65-0825, to 10th TRW, 363rd TRW



65-0845 to ? ; 0851, to 10th TRW/AR; 0853, to 155th TRG Nebraska ANG; 0855 to ? ; 0859, to 155th TRG Nebraska ANG; 0861, to 460th TRW/AC, w/o Saigon 22-6-67; 0865 to ? ; 0866, to 117th TRG Alabama ANG; 0868 to ? ; 0875 to 22nd TRS/67th TRW, 363rd TRW/JO resp.; 0901, to 22nd TRS/67th TRW/KS, 38th TRS/26th TRW/RR, 38th TRS/26th TRW/ZR resp.; 66-0446, to 15th TRS/18th TFW/ZZ,

I hope that somebody can give additions and/or corrections to these 22nd TRS's RF-4C's.

32nd TRS: RF-4C: 64-1076, to 32nd TRS/10th TRW/AT-AR; 1077, to 32nd TRS/10th TRW/AT-AR; 1078, to 32nd TRS/10th TRW; 1080, to 32nd TRS/10th TRW/AT-AR; 1084, to 38th TRS/26th TRW/RR, 10th TRW/AR resp. 65-0819, to ? ; 0823, to 10th TRW, 363rd TRW/JO, 38th TRS/26th TRW/RR, 10th TRW/AR resp.; 0827, to 32nd TRS/26th TRW/RR; 0835, to 38th TRS/26th TRW/RR, 10th TRW/AR resp.

Also here, anyone with corrections/additions is very welcome.

26th TRW, but squadron not known:

64-1012, to 10th TRW; 1079, to 10th TRW/32nd TRS/AT-AR resp.; 1083, to 32nd TRS/10th TRW/AT-AR;

65-0838, to 155th TRG Nebraska ANG; 0842, to ? ; 0846, to ? ; 0847, to 475th TF/UE; 0854, to 177th TRG Alabama ANG; 0858, to ? ; 0860, to ? ; 66-0421, to 30th TRS/10th TRW/AS-AR; 0424, to 1st TRS/10th TRW/AR; 0430, to 32nd TRS/10th TRW/AT-AR; 0433, to 32nd TRS/10th TRW/AT-AR.

38th TRS: coded RR 1970-1973, coded ZR 1973 - present

63-7763/RR to Sheppard AFB; 64-1060, to 32nd TRS/10th TRW/AT-AR; 1061, to 30th TRS/10th TRW/AS-AR; 1066/RR, to 30th TRS/10th TRW/AR; 1067, to 32nd TRS/10th TRW/AT-AR; 1070/RR, to 32nd TRS/10th TRW/AT-AR; 1071/RR, to 10th TRW/AR; 1072 (ex 22nd TRS/26th TRW), to 10th TRW/AR; 1074, to 32nd TRS/10th TRW/AT-AR; 1075/RR, to 10th TRW/AR; 1081/RR, to 10th TRW/AR; 1084/RR (ex 32nd TRS/26th TRW), to 10th TRW/AR; 1085/RR, to 32nd TRS/10th TRW/AT; 65-0821, to 32nd TRS/10th TRW/AT-AR; 0823/RR (ex 32nd TRS/26th TRW, 10th TRW, 363rd TRW/JO resp.), to 10th TRW/AR; 0824/RR, to 10th TRW/AR; 0826/RR, to 10th TRW/AR; 0827/RR (ex 32nd TRS/26th TRW), to ? ; 0830, to 32nd TRS/10th TRW/AT-AR; 0831, to 10th TRW/AR; 0835/RR (ex 32nd TRW/26th TRW), to 10th TRW/AR; 0836/RR, to 10th TRW/AR; 0837, to 30th TRS/10th TRW/AS-AR, 363rd TRW/JO resp.; 0839 (ex 22nd TRS/26th TRW), to ? ; 0841/RR-ZR, to 10th TRW/AR; 0843/RR, to 117th TRG Alabama ANG; 0863, to ? ; 0867/ZR, to 10th TRW/AR; 0873/RR, to 10th TRW/AR; 0879/ZR; 0891/RR-ZR; 0901/RR-ZR (ex 22nd TRS/26th TRW, 22nd TRS/67th TRW/KS resp.); 0927/RR (ex 7th TRS/67th TRW/KT), to 10th TRW/AR; 0930/ZR; 0939/ZR (ex 17th TRS/86th TFW/ZR-ZS-ZR); 66-0413/RR, to 10th TRW/AR; 0418/RR-ZR, to 10th TRW/AR; 0422/RR-ZR, to 10th TRW/AR; 0442/RR, to ? ; 0447/RR, to ? ; 0467/ZR; 0478/RR, to 10th TRW/AR, but returned to 38th TRS; 67-0469/RR-ZR, to 10th TRW/AR; 68-0600/ZR; 69-0360/ZR; 0361/ZR; 0364/ZR; 0365/ZR; 0366/ZR (ex 67th TRW/BA); 0367/ZR; 0368/ZR; 0369/RR-ZR; 0370/ZR (ex 32nd TRS/10th TRW/AT-AR); 0371/ZR (ex 363rd TRW/JO); 0372/ZR (ex 363rd TRW/JO); 0373/ZR (ex 363rd TRW/JO); 0374/ZR (ex 363rd TRW/JO); 0375/ZR.

17th TRS: coded ZR: 65-0852/ZR (ex 363rd TRW/JO). to 10th TRW/AR; 0935/ZR (ex 17th TRS/86th TFW/ZR-ZS-ZR resp.); 68-0553 thru 0556/ZR (all ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR-ZS-ZR resp.) 0557/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR resp.) 0558/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR-ZS-ZR); 0559/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR resp., crashed Zweibrücken 22-9-1971, but repaired); 0560/ZR and 0561/ZR (both ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR resp.); 0562/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR-ZS-ZR resp.); 0563/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR resp.); 0564/ZR thru 0567/ZR (all ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR-ZS-ZR resp.); 0568/ZR (ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR resp.); 0569/ZR (ex 363rd TRW/JO, 67th TRW/BA resp.); 0570/ZR and 0571/ZR (both ex 17th TRS/66th TRW, 17th TRS/86th TFW/ZR-ZS-ZR resp.); 0582/ZR (ex 363rd TRW/JL-JO resp.); 0596/ZR (ex 17th TRS/86th TFW/ZR).



## RAF GERMANY BUCCANEERS SQUADRONS

by P.J.van Gemert

### XV Squadron:

Like many of the old squadron within the RAF, the XV squadron was formed at Farnborough on March 1st, 1915. After half a year of training duties the XV re-equipped with B.E.2c's and set off for France on December 22, 1915 as an Army co-operation squadron on the Western front, where it served for three years. In those days there were no specialized squadrons and the XV became one of the first specialized on the photographic reconnaissance. In March 1916 the XV became a Corps squadron at Marieux in France, to be thrown into the Battle of the Somme. On the 19th December 1919 the squadron was disbanded after its return to the UK in February of the same year.

On March 1924, 1924 the XV was reformed at Martlesham where it became part of Aeroplane and Armament Experimental Establishment (A&AEE). In ten years following the squadron was mainly concerned with test flying and research into bomb-ballistics.

In June 1934 it joined the RAF as a first-line bomber squadron operating Hawker Harts from Abington. It was at this time that the XV squadron started to carry "XV" on the fuselage of the a/c in Roman numerals.

In 1936 the XV re-equipped on the Hawker Hind. The latter was responsible for the adoption of the hind's head in the squadron badge.

When WWII started the XV flew to Bethenville in France operating Fairchild Battles. In December 1939 it returned to the UK to re-equip with Blenheim light bombers at Wyton. When the German forces broke into Holland, Belgium and Luxemburg on May 10th, 1940, eight Blenheims of the XV attacked Faalhaven airport. Two days later many a/c were lost while attacking the Albert Canal near Maastricht in Holland. Only six of the twelve aircraft returned and most of them were badly damaged. In 1941 the XV was flying sorties to Berlin and moved to Lossiemouth in 1942 to attack German vessels near Norway. Its final task of WWII was to drop food to the starving people of Holland; within one week enough ration was dropped for 280,000 people.

In 1946 the XV re-equipped with Avro Lincoln B.20's. In March 1948 and November 1949 it was on detachment at Shellufa in Egypt as a part of the Bomber Command. In 1950 to Marham, in January 1951 to Coningsby and in May 1953 the XV re-equipped with Canberra B.2's, taking them to Cottesmore in May 1954 and joining the Honington Wing February 1955. In 1956 the XV spend most time overseas, in June to El Aden, afterwards in October to Nicosia and in January 1957 to Luqa. At Honington being disbanded in April 1957.

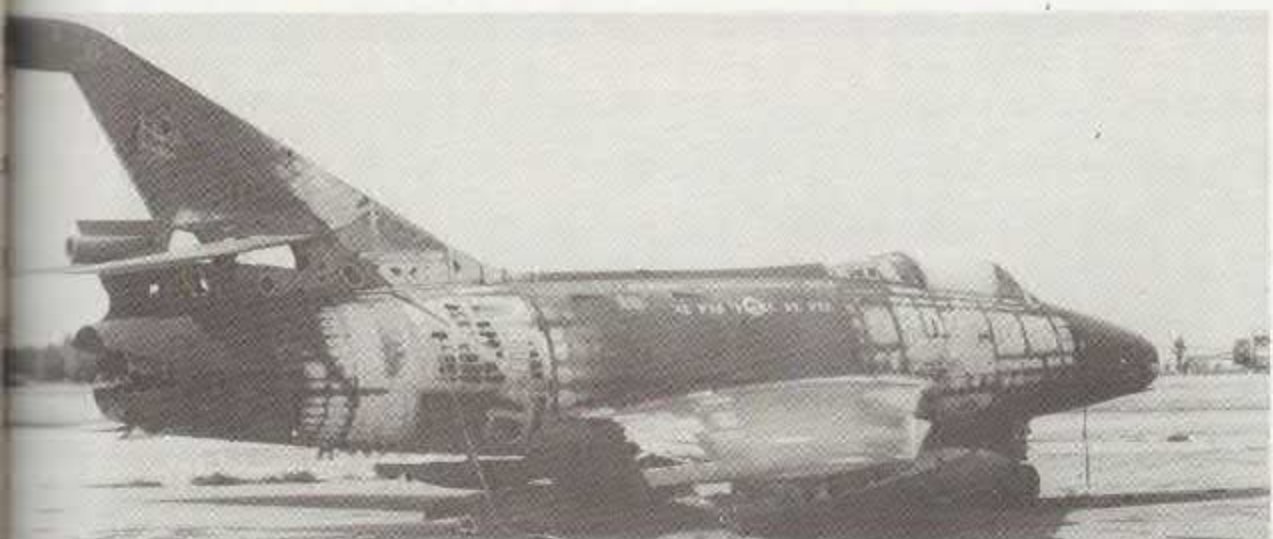
As the second Victor unit it was reformed at Cottesmore on September 1st, 1958, while being disbanded again on October 1964.

After six years the XV squadron reformed at Honington on October 1st, 1970, to become the second RAF squadron to fly the Buccaneer, but being the first squadron to operate the S-2B version as the No.12Sqn operated mainly S.2A's (all ex Royal Navy). In January 1971, the XV moved to RAF Laarbruch as RAF Germany's first Buccaneer squadron. Currently the XV operates in the 2 ATAF's low-level strike role.

Serial record: EE.Canberra B.2: WD961, WH724, WJ974, WK-107, XA536  
Handley Page Victor: XA941, XH588, 590, 591, 592  
Buccaneer S.2B: XW526/A, 528/B, XX888/C, WW534/D, 537/E  
XP540/F, 542/G, 544/H, 546/J, 547/K, 550/L, XV349/M  
XX887/N

Note: As you can conclude for the text above, XV-squadron existed 60th years on the 1st of March. To celebrate this fact it held a display on 22 Febr. Present were Victor K.1 X.939 of 214Sqn (but with 15Sqn badge), Canberra B.2 WK116/Q of 85Sqn and some local stuff.











## No.16 Squadron:

The 16 Squadron is one of the oldest squadron in the Royal Air Force. It was formed at St.Omer in France in February 1915. This accident of history provided at a later date the squadron's nickname of "The Saints". This explains the "Matchstick man" figure of the Saint which is unvariably to be seen on the squadron's aircraft.

Straight after the formation, the squadron became operational as an aerial reconnaissance unit for the Army. Besides this vital task it also pioneered the use of wireless in the air to ground communication with the artillery units. Within a short space of time this methode appeared to be suitable and the advance may have lead to the end of WWI. After the armistice the squadron returned to the United Kingdom where it was disbanded in 1919.

In 1924, being reformed as an Army co-operation squadron, the squadron joined the British Expeditionary Forces in France trying to stop the German troops in early 1940. However, the squadron's Lysanders and Tiger Moths were far to vulnerable and after three weeks of fighting it lost almost one third of its strenght. The result was withdrawal from the battlefield. Then returned to England, it re-equipped with Mustangs and so it became a Fighter unit. In 1943 No.16 switched to the Spitfire Mk.XI and adopted a photographic reconnaissance task. Thus becoming part of the 2nd Tactical Air Force at the time of the invasion in Europe in 1944 and it advanced across Europe with that command which became known as the Royal Air Force Germany. Shortly after the war had ended the squadron returned to the United Kingdom and was disbanded.

In February 1954 the 16 Squadron returned to Germany and became operational at RAF Celle, flying the Venom FB.1, as a ground attack squadron. In June 1957 disbanded and RAF Celle was handed over to the "new Luftwaffe" in the later half of the same year. At March 1st, 1958 No.16 Sqn was the first one moving into RAF Laarbruch with the Canberra B(1)8 strike bombers which it was to operate as a part of the NATO quick-reaction nuclear strike force until its disbandment in March 1972. During the last six month of the Canberra era it had the honour of being RAF's last front-line Canberra squadron.

In May 1972 the squadron re-formed at RAF Laarbruch with the Buccaneer S.2B, with this low-level strike/attack aircraft it is operating as a part of the long-range element of RAF Germany's offensive force.

Serial record: Venom FB.1: WE431, WK399, WK403, WR273, WE401

Canberra B(1)8: WT337, WT345, XH234, XM263, XM265, XM274, XK952, WT344, XM270, WT340 to 3Sqn, WT342 to 3Sqn, WT368 to 3Sqn, WT347 to 3Sqn, XM262 to 3Sqn, XM268 to 3Sqn, WT346 to 3Sqn, WT366 ex 14Sqn, XM264 ex 14Sqn, XM269 ex 14Sqn, XM272 ex 14Sqn, XM278 ex 14Sqn, WT341 to 3Sqn, XK951 to 3Sqn and XH208.

Buccaneer S.2B: XW527/O, 530/P, 533/Q, 536/R, 538/S, XX889/T, XW543/U, 545/V, 548/W, 549/X, XV340/Y, 348/Z, XX886/XX, 885/YY and XV166/ZZ

Also operating for the No.15 and No.16 Squadron are two Hunter T.7's, these are XL568 and "V-318, The first one was operating in 1971 in the colours of the 15 Squadron. It is supposed that those two Hunters actually belong to the No.237 "Buccaneer" OCU at Honington.

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## ADVERTISEMENT:

WANTED: TOP-Quality negs (b&w) and Kodachrome II colour-slides of Norwegian, Danish, Swedish, Greece, Turkish, Spanish and Portugese military aircraft. Who is interested to start an exchange? Please write to JAH van den Oever, P.O.Box 8006, Eindhoven, Holland.



THE

PART II; THE C-130B

HERCULES

Compiled by: P.v.d.Krommenacker

STORY

Both the urgent requirement of increasing the transport-fleet and the needed replacement of the C-119 Packet units in first-line service, made the USAF to announce a jointly development with Lockheed of the C-130B. The C-130B is similar to the C-130A concerning the demensions, but a 4,050 s.h.p. Allison T-56A7 engine (compared to 3,750 s.h.p. for the C-130A) and increasing of fuel capacity made the aircraft more suitable for tactical assault and general purposes.

New standard modifications were the 4-blade Hamilton propellor, reducing noise level and vibrations, a strenghtening of undercraft and better protection of vital parts,

First C-130B to fly was 57-0525 making the maiden-trip on the 5th December 1958.

The USAF ordered initially 53 machines with first deliveries to the 774 TCS at Stewart AFB, and raised the total on order to 132 C-130B's. Total production was 230 machines, including export and various variants.

#### Variants

-- In the beginning of the sixties, USAF and NASA, started with a space program, which should finally lead to the landing on the moon. For re-entry and recovery the USAF modified 14 Herculeses to JC-130B; equipped with re-entry tracking electronics.

The machines were operated by the 6593 Test Sqn at Hickam AFB, Hawaii.

-- For weather research duties a special reconnaissance version was developed. 14 aircraft were converted to WC-130B. Delivered to 53rd Weather Reconnaissance Group. The aircraft made flights for hurricane tracking, weather photography and taking air-samples after nuclear-tests.

Most machines are now in service with AFRES units, because the WC-130B was replaced by the latter E version or weather-satellites. Some of them are still in service with 53 WRS and one by the Weather Bureau.

-- The most impressive version was the STOL version, NC-130B built under USAF contract. Based on a B.L.C. (Boundary Layer Control) system the performance was much better than the C-130B, for instance the landing speed was reduced with 40% and take-offs could be made within 600 ft. The system was formed with compressed-air build up in underwing pods and blown air was led over flaps and control surfaces. Despite good results the C-130C (as the production version was designated) came never in production.

-- For photo-reconnaissance 14 aircraft were converted to RC-130B with camera's and extra windows for special operations. Most of them served with 7407 CSW in Europe.

-- USNavy, Marines and Coast Guard-versions:

After successfully testing a C-130A with underwing refuelling gear, the USMC ordered 46 machines with 3 refuelling points, one under each wing and one in the fuselage.

The a/c was based on the C-130B, designated GC-1U, later recoded KC-130F.

The underwing and fuselage tanks contained winches and quick release hoses for tanking all jet-fighters of the Corps.

Deliveries were made to VMGR-152, 252 and 352, although mostly. Although acting mostly with the same fighters the USNavy was not interested in this version. Due to lack of range and the mobility of the Navy, they decided for tanking with carrier-based special fighter versions like the KA-3B, KA-4E etc.



Despite this the Navy evaluated a KC-130F for carrier landings. Aircraft 149798 made unarrested landings and unassisted take-offs although all KC-130F's have JATO battle racks behind the main wheels. The Navy ordered for base support 7 C-130F's. These are similar to the KC-130F excluding refuelling gear. For antartic Exploration 4 C-130D's where ordered as C-130BL (recoded LC-130F). Operating with VXE-6, the aircraft are supporting the Antartic Research Teams. For Search and Rescue duties the US Coast Guard ordered 12 HC-130E's. Fitted with additional accomodation, they are in service for long range coast patrols.

Although later to be mentioned in Part IV, we will give the exports of the C-130B's:

Indonesia 10      Iran 4      Canada 4      Pakistan 8      South Africa 7

#### Productions

Serials (if not mentioned otherwise, all C-130B's):

57-0525 to 57-0529 c/n 282-3501 to 3505  
 58-0711 to 58-0758 282-3506 to 3528, 3530 to 3532, 3534 to 3541, 3543 to 3547, 3549 to 3557  
 58-5396 to 58-5397 HC-130B 282-3529 and 3533 to USCG 1339 and 1340  
 58-6973 to 58-6974 HC-130B 282-3542 and 3548 to USCG 1341 and 1342  
 59-1524 to 59-1529 282-3558 to 3571  
 59-5927 282- ?  
 60-0293 to 60-3100 282- ? , 3596, 3597, 3600, 3602, 3603, 3604, 3610, 3611, 3612, 3613, 3614, 3617, 3618, 3620, 3621, 3622  
 60-0311 to 60-0312 HC-130B 282-3594 and 3595 to USCG 1344 and 1345  
 61-0948 to 61-0972 282-3624, 3625, 3626, 3628, 3629, 3630, 3633, 3634, 3635, 3637, 3639, 3642, 3643, 3646, 3647, 3648, 3649, 3652, 3653, 3654, 3655, 3656, 3667, 3668, 3669  
 61-2081 to 61-2083 HC-130B 282-3638, 3641, 3650 to USCG 1346, 1347 and 1348  
 61-2634 to 61-2649 282-3670 to 3679, 3682, 3683, 3689 to 3692  
 62-3486 to 62-3496 282- ? , 3697 to 3702, 3707, 3708, 3721, 3722  
 62-5753 to 62-5755 HC-130B 282-3745, 3763, 3777 to USCG 1349, 1350 and 1351  
 62-4140 to 62-4143 282-3751, 3766, 3768, 3781 for Pak. AF

LC-130B: 57-0525, 0526, 0527 (to AFRES), 0528, 0529, 58-0713, 0714 (to AFRES), 0715, 0716, 0717, 0750, 0756 (to AFRES), 61-0962, 0963 (to AFRES).

LC-130B: 58-0725, 0726, 0731 (to N6541C Weather Buro), 0733 (to AFRES), 58-0734 (to AFRES), 0740 (to AFRES), 58-0741, 0752 (to AFRES), 58-0758, (to AFRES), 62-3492 (to 55WRS), 3493, 3494, 3495 and 3496 (to 54 WRS. All a/c were initailly delivered to 53 WRS.

LC-130B: 58-0711, 59-1524 (to AFRES), 1525 (to AFRES), 1526 (to AFRES), 59-1527, 1528, 1530 (to AFRES), 1531, 1532 (to AFRES), 1533, 1535 (to AFRES) and 1537

LC-130B: 58-0712 to N929NA NASA

LC-130F: 147572 (ex USAF 58-0755), 147573 (ex USAF 58-0756), 148246 to 148249, 148890 to 148899, 149788, 149789, 149791, 149792, 149795, 149796, 149798, 149799, 149800, 149802, 149803, 149804, 149806 to 149816, 150684 to 150690

C-130F: 149787, 149790, 149793, 149794, 149797, 149801, 149805. All for VR-24 coded JM.

LC-130F: 148318 and 148319, both coded JD of VXE-6

Note: All corrections and additions will be bound and published together with the last part.



# OPEN HOUSES -- OPEN DAYS -- MEETINGS -- AIR SHOWS -- AIR DISPLAYS

According to official lists, you can write the following in your diary

- 16 May\* - "Fasten" at Goetsenhoven (Belgium)
- 25 May - "Meeting Nationaux de l'Aire" at Tours (France)
- 30 May till 8 June - Paris Air Show at Le Bourget (France)
- 6 June\* - "Fasten" at Biérsset (Belgium)
- 6 or 12 June - "Tag der Offene Tür" at Bremgarten (Germany)
- 15 June - "Meeting nationaux de l'air" at Metz (France)
- 21 June - "Open House" at RAF Upper Heyford (England)
- "Internationale Meeting" at Florennes (Belgium)
- 22 June - "Open House" at Ramstein (Germany)
- 27 June\* - "Fasten" at Kleine Brogel (Belgium)
- 28 June - "Open House" at RAF Alconbury (UK)
- "RAF Open Day" at Halton (UK)
- "RAF Fete" at Coningsby (UK)
- "Air Display" at Woodford (UK)
- 6 July - "Meeting nationaux de l'air" at Nice (France)
- "Open Day" at Gutersloh (Germany)
- "Open Day" at Wildenrath (Germany)
- 12 July - "Tag der Offene Tür" at Kaufbeuren (Germany)
- 19 July - "Open Day" at Binbrook (UK)
- 23 July - "Naval Air Day" at Culdrose (UK)
- 26 July - "Naval Air Day" at Lee-on-Solent (UK)
- 26&27 July and 2&3 Aug. - "Static Show" at Koksijde (Belgium)
- 2 August - "Open House" at RAF Lakenheath (UK)
- 6 August - "International Air Day" at St. Mawgan (UK)
- 9 August - "RAF Open Day" at Valley (UK)
- 26 August till 5 Sept. - "Bulls Eye Meet 1975" at Sola (Norway)
- 30 August - "Open Day" at Volkel (Holland)
- 31 August - "Tag der Offene Tür" at Ahlhorn (Germany)
- August - "Tag der Offene Tür" at Jever (Germany)
- 6 September - "Naval Air Day" at Yeovilton (UK)
- "RAF Open Day" at Stafford (UK)
- 7 or 14 Sept. - "Tag der Offene Tür" at Leck (Germany)
- 12 September\* - "Fasten" at Florennes (Belgium)
- 13 September - "Tag der Offene Tür" at Munstorf (Germany)
- 20 & 21 Sept. - "Open House" at Tempelhof Airport (Germany)
- 20 September - "Battle of Britain at Home Day" at Biggin Hill (UK)
- "Battle of Britain at Home Day" at Finningly (UK)
- "Battle of Britain at Home Day" at Leuchars (UK)
- "Battle of Britain at Home Day" at St. Athans (UK)
- 27 September - "Open Day" at Leeuwarden (Holland)

According to other sources:

- 10 May - "Open Day" at Hamua (Germany)
- 22 May - "Open Day" at Emmen (Switzerland) only afternoon
- late May - "Royal Flush 1975" at Bremgarten (Germany)
- 31 May and 1 June - "Static Show" at Bentwaters (UK)
- 27 and 28 June - "Open Day" at Dubendorf (Switzerland)
- 29 and 30 Aug. (possibly the Swiss AF weapons meet)
- 6 July - "Open Day" at Laerbruch (Germany)

Other events worth mentioning:

- Air Displays in the United Kingdom organized by the Royal Air Force Association:
  - 14 June: Ayr and Prestwick Air Display
  - 5 July: Exeter Air Display
  - 17 Aug.: RAF Gaydon Air Display
  - 25 Aug.: Goodwood Air Display
- At Plymouth (UK) the Air Show Committee organized an Air Show on July, the 12th.
- 18 Sept.: Jersey Air Display
- 18 Sept.: Guernsey Air Display



- In May or June the Lw.Vers.Rgt.2 and 3 (medical units of the Luftwaffe at Diepholz and Landsberg resp.) are open to the public.
- The exhibition show "Unsere Luftwaffe" (this year with an F-104G and an G-91) can also this year be found everywhere:

1 -11 May in Essen	12-16 June in Sulzbach
15-19 May in Radevormwald	19-23 June in Karlstadt
22-26 May in Olpe	26-30 June in Hassfurt
29- 2 June in Frankenberg	3 - 7 July in Kronach
5 - 9 June in Hunflad	10-14 July in Ansbach

NOTE 1: All "Fasten" of the Belgium AF are marked with an \*, because of the following:  
On 4 April the first "Fasten" was at Beauvechain. Your FLASH team planned to visit this event but it proved to be impossible as it was only open to invited guests.

NOTE 2: to prevent disappointments, we keep saying:

ALWAYS CHECK BEFORE GOING !!!!!!!

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99

## UNITES STATES AIR FORCE TAIL CODES

The clear up things after the changes from squadron-code to wing code and the withdrawal from Vietnam, the USAF tail codes as they were in the beginnig of 1974:

## TACTICAL AIR COMMAND:

AH	180W	Hurlburt Fld. C-47D, AC-130A, AC-130F, UH-1N, CH-3E	
BA	67TRW	Bergstrom	RF-4C
CC	27TF	Cannon	F-111D
DB	463TAW	Dyess AFB	C-130E
DM	355TFW	Davis Monthan A-7D, DC-130A, HH-3E	
ED	33TFW	Eglin AFB	F-4E
EG	4485TS	Eglin	RF-4C, F-4D, F-4E, A-7D
EL	23TFW	England	A-7D
FF	1TFW	MacDill	F-4E
GA	35TFW	George	F-4C, F-4D, F-4E
HO	49TFW	Holloman	F-4D
JO	363TRW	Shaw	RF-4C, EB-66C/E
LA	58TFTW	Luke	F-4C
LK	314TAW	Little Rock	C-130E
LM	316TAW	Langley	C-130E
LZ	425TFTS	Williams	F-5A/B/E
MB	354TFW	Myrtle Beach	A-7D
MO	366TFW	Mountain Home	F-111F
NA	474TFW	Nellis	F-111A
PB	317TAW	Pope AFB	C-130E
SJ	4TFW	Seymour Johnson	F-4E
VA	703 TASS	Shaw CH-3E, CH-53C	
WA	57FWW	Nellis	F-105F/G, F-111A/E, F-4C/D/E
WW	561TES	McConnell	F-105F/G
		in 73 this sqn was assigned to 35TFW/GA at George	
ZF	31TFW	Homestead	F-4E

## PACIFIC AIR FORCES

JB 17WWS/388TFW Korat RTAFB F-105G  
JH 3TFS/388TFW Korat RTAFB A-7D  
LA 4TFS/432TRRW Udorn RTAFB F-4E  
LC 421TFS/432TFRW Udorn RTAFB F-4E

## AIR FORCE RESERVE

DG	700TAS	Dobbins -	C-7A
ER	704TAS	Ellington	C-130A
ES	78 SOS	Barksdale	A-37B
GP	758TTS	Greater Pittsburgh	C-123K
HF	731TAS	Hanscom Fld.	C-123K
HI	466TFS	Hill	F-105B
HM	336TAS	Hamilton	C-130B
HO	71SOS	Grissom	A-37B
ID	72 SOS	Grissom-	A-37B
IM	357TAS	Maxwell	C-7A
IY	757SOS	Youngstown	A-37B
MC	314TAS	McClellan	C-130A
MH	64 TAS	O'Hare	C-130A
MI	328TAS	Niagara Falls	C-130A
MK	95 TAS	Mitchell Fld.	C-130A
MS	96 TAS	Minneapolis- St. Paul AP	C-130A
NO	706TAS	NAS New Orleans	C-130A/B
NR	327TAS	NAS Willow Grove	C-130A
NS	355TAS	Lockbourne	C-123K
NT	356TAS	Lockbourne	C-123K
QA	756TAS	Andrews	C-130B
QB	711TAS	Eglin	C-130A
QC	337TAS	Westover	C-130B
QD	815TAS	Keesler	C-130B
TH	457TFS	Carswell	F-105D
TI	67TAS	Kelly	C-130B
TK	68 TAS	Kelly	C-130B
UA	303TAS	Rich. Gebaur	C-130A
UB	304TAS	Rich. Gebaur	C-130A
UC	465TFS	Tinker	F-105D

## ALASKAN AIR COMMAND.

FC 43TFS Elmendorf F-4E



YA 63 TAS	Selfridge	C-130A	NG 105TAS	Tennessee	C-130A
			NH 133TAS	N. Hampshire	C-130A
AIR NATIONAL GUARD			NJ 150TAS	New Jersey	C-7A
AG 195TAS	California	C-130A	SG 139TAS	New York	C-130A
CG 156TAS	N. Carolina	C-130B	VG 115TAS	California	C-130A
JA 183TAS	Mississippi	C-130E	WG 142TAS	Delaware	C-130A
KG 167TAS	West Virginia	C-130B	WY 187TAS	Wyoming	C-130B
MG 109TAS	Minnesota	C-130A			

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CORRECTIONS & ADDITIONS

FLASH Nr. 52&53: Page 16&19: Orion article. More serials:

P-3A: 151395/PC-6; 152163/PC-11; 151364 is RP-7; 151382 is RP-13; 152168/ZE-10; 152169/JB (of VXM-8)

P-3B: 152737/PD-7; 153732/PD-5; 153429/PE-3; 153454/PE-7; 144588/QE-7; 154579/QE-1; 154578/QE-3; 154582/QE-8; 153426/RD-6; 153422/YD-7; 153432/YD-3; 154594/QA-4

P-3C: 156526/LP-5; 157315/LR-31; 157326/RP-3; 158913/LF-3; 157316/LP-22 and EP-3E 149669/RP-32

150525 of NMC-36 (Naval Missile Centre)

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

PHOTO 1: Opening the first photo-page is a Fairey Gannet AEW.3, XP229/R043 of the 849Sqn (RNavy), during one of the many open days on the Ark Royal. Copyright: J.v.Tuyn

PHOTO 2: This is one way to end up a life time. At the fire-dump at Cambrai (France) was this Super Mystere B.2 12-YM on 15 Sept. 1974. Copyright: J.v.Tuyn

PHOTO 3: A Helio U-10A Super Courier, AO-62-(3)608 of the 317SOS/1SC from Halbur AFB. Copyright: J.v.Tuyn

PHOTO 4: LZ70-389, F-5E, of the 425TFTS at Williams AFB. Copyright: J.v.Tuyn

PHOTO 5: Illustrating our RAFG Buccaneers squadrons, this decoy-a/c, Canberra B(1)8 WT345 (No.16Sqn), at Laarbruch on 14 May 1974. Copyright: P.v.Gemert/GCA

PHOTO 6: In the role of low-level strike a/c, this Buccaneer S.2B XW543/U of the 16 Sqn, at Laarbruch on 14 May 1974. Copyright: P.v.Gemert/GCA

PHOTO 7: AT64-1067 RF-4C of the 10th TRW (ex 38th TRS) while visiting Athens Airport (Greece). Copyright: P.v.Gemert/GCA

PHOTO 8: An entire photo-page devoted to the Hercules. At the top an SC-130B (1349) of the US Coast Guard. Copyright: P.v.Gemert/GCA

PHOTO 9: One of the 132 C-130B's delivered to the USAF, this 12645. Copyright: P.v.Gemert/GCA

PHOTO 10: Actually this photo belongs in the previous issue, illustrating part one; the C-130A. Unfortunately it was not this month when the photo showed up... Copyright: P.v.Gemert/GCA

PHOTO 11: C-130B 23491 of the Pakistan AF, once 5-104 of the Imp. Iran AF (for more details you'll have to wait for Part IV of the Hercules story). Copyright: P.v.Gemert/GCA

PHOTO 12: A Saab J-35 Draken of the F-10 Sqn coded 07. Note the special exercise markings. Copyright: P.v.Gemert/GCA

PHOTO 13: 1923 T-33A of the Portuguese AF while being at Upper Heyford. Copyright: P.v.Gemert/GCA

PHOTO 14: Once upon a time there were silver.... The 311-flight as it was on 11-5-66. Copyright: P.v.Gemert/GCA

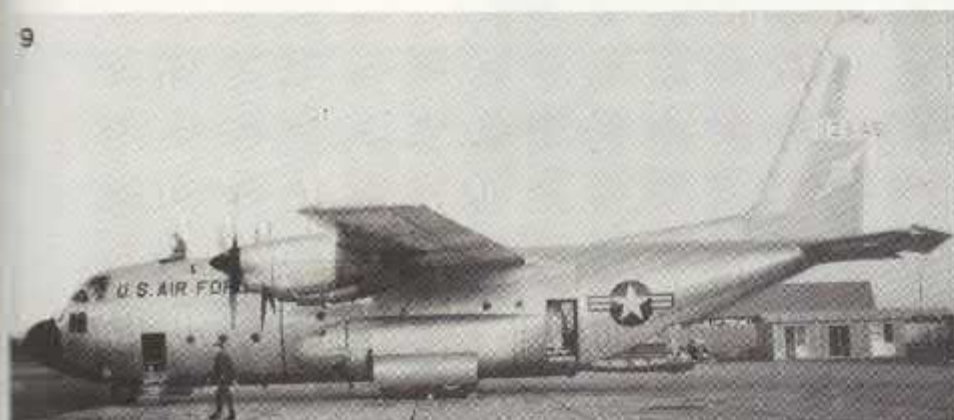
PHOTO 15: Who can help us to some more info about this photo? This Harvard, ex Aeronavale, seems to have two regs: 901 (nose) and 492 (tail), while it carries code WQ on the fuselage. Copyright: P.v.Gemert/GCA



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