

DFL 2.50

# FLASH

JUNE 1975

NR 57



**military aviation magazine**











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EINDHOVEN HOLLAND

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JUNE 1975

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Dear reader,

The season has started and immediately FLASH-editors can be found on their way to or from important aviation-events! Mr. P. van de Krommenacker visited the Paris Air Show and Mr. J. v. Tuyn and P. v. Gemert were present at this year's Royal Flush at Bremgarten. You will find their undoubtedly madly interesting reports in our next issue. We ask the attention of all of you for the following:

There is a tremendous rush on previous issues of FLASH and it is going on this way we will run out of stock very soon; keeping in mind that the value of the contents of early FLASHES remains the same we raised the price of back-issues from DFL.1,50 to DFL.2,00 (hile the "latest" FLASH is DFL.2,50, as published last month).

As far as those issues are concerned which are already out of print we have some very good news for "archeologists" amongst you: At the moment we are photo-copying the first 9 issues of FLASH. Although the quality is somewhat less, we expect that many of you wish to have a complete collection of FLASHES.

Available at the editorial address by paying DFL.2,50 per issue to the below gironummer.

The editors.

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- FLASH is a monthly appearing non-professional magazine specialized in military aviation.
- Except for payments ALL mail concerning FLASH should be sent to the following address:  
"FLASH Aviation Magazine"  
P.O.Box 855,  
Eindhoven,  
Holland.
- The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.18,- or equivalent for a one year- or DFL.9,- for a six month subscription. Dutch readers may also sent DFL.5,- for a three month subscription. (single-copies are DFL.2,50). All payments should be sent to gironummer 1275478 t.n.v. P.V.Gemert in Eindhoven (Dutch readers) or via an International Money order to P.v.Gemert, P.O.Box 855, Eindhoven, Holland (Foreign readers).
- All advertisements in FLASH are free of charge.
- If you publish information out of FLASH elsewhere, please mention the source.
- At the moment the following back-issues are still available: Nrs. 10,26,31-33,38,40,44,45,47-50,52-56. At DFL.2,00 each.  
Copied-issues of Nrs.1-9 at DFL.2,50.
- Sample-copies of FLASH are free obtainable at the editotial address.
- Also still obtainable are the self-adhensive FLASH-stickers at DFL.1,-

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### COVER PHOTOGRAPH:

Returning form a reconnaissance mission, this Mirage VBR BR-06 of the 42 Esc. of the 2 Wing at Florennes. Copyright: J.v. Tuyn





## HOLLAND-BELGIUM-W.GERMAN

With special thanks to: F.v/d.Berk, P.Balkhoven, G.Heinrichs, W.Jensma, H.Ploegstra, J.v.Rijswijk, W.Snel, R.Tustain, P.Vercruijse, F.Wiltens, P.Willemse, BAR, SEAR, SCAN, Falcon Air Mail.

### HOLLAND

- On the 30th of May Defence Minister Vredeling signed a contract to buy 84 General Dynamics F-16 fighter aircraft, with an option on 18 more.
- In April 306 Sqn from Volkel AB moved to De Peel AB (near Venray), due to runway-repairs at Volkel. No.311 and 312 Sqn remained at Volkel using the taxiway for take-offs and landings. In July, when the repairs have been finished No.316Sqn from Gilze-Rijen will move in, as the runway at Gilze-Rijen will also be repaired. In August everything will return to normal.
- Movements at Valkenburg included:
  - April 1: 903 Navajo FNavy 2S; 8: AO/92 Nord 262D FAF ET.65
  - 9: 89-54 Sea King Mk.41 WGNavy MFG-5
  - 11: WP131/568, WF131/571, WF118/569, WP308/572, WP309/570, WF133/573 (tail code CU), all Sea Prince T.1 RNavy 750Sqn
  - 14: XT476/X-C, XT461/X-D, XT474/X-E, XT469/-, all Wessex HU-5 RNavy 846Sqn (also on 12/5)
  - 15: 72-96, 73-12 UH-1D WGAmy LhfTr.10
  - 28: 71-36 UH-1D Luftwaffe HFS
  - May 1: 152687 C-118B USN/Kellavik (also on 7/5)
  - 2: 46-91 MM52-6024 C-119G ItAF 46 Aerobrigata
  - 12: 158916 P-3C Orion USNavy VP-16 Sqn
  - 20: 61-14 Atlantic WGN MFG-3 (also on 23-5)
  - 21: 62-KB/101 Noratlas FAF; 22: 71-45 UH-1D WGAF HFS
  - 27: 61-04 Atlantic WGN MFG-3; CM-02 Mystere 20 BAF;
  - 84-70 CH-53G WGAmy LhfTr.15
  - 28: XN392 Britannia C.2 RAF 29: XS605 Ancoover C.1 RAF 46Sqn
  - 30: 61-09 Atlantic WGN MFG-3

### -- Movements at Leeuwarden included:

- May 1: XT905 Phantom FGR.2 RAF 17Sqn; CR69-0267 F-4E USAF 32TFS D-8280, 5803 T/F-104G Volkel Wing
- 2: CR69-0306 F-4E USAF 32TFS 6: K-3070, 3049 NF-5A 314Sqn
- 7: D-5804 TF-104G Volkel Wing; CR69-0265, 0267, 0264 F-4E USAF C-5, 12 F-27M 334Sqn; 20-02, 25-59, 26-17, 21-55 F-104G WGAF JABOG-32; FT-36 (c/s EB503), FT-26 (c/s EB505) T-33A BAF
- 12: K-3008, 4022 NF-5A/B 314Sqn; K-3041 NF-5A 315Sqn
- 13: 26-08, 21-02 F-104G Luftwaffe JABOG-32
- 14: C-10 F-27M 334Sqn; K-4024 NF-5B 316Sqn
- 15: CR69-0283 F-4E USAF 32TFS; 32-69, G-91R WGAF LKG-42 32-45 G-91R WGAF LKG-43
- 20: K-4009, 4023, 4010 NF-5B 316Sqn
- 21: C-1 F-27M 334Sqn; CR69-0283 F-4E USAF; K-4008 NF-5B 313Sqn; XV491 Phantom RAF 31Sqn; XF796 Pembroke RAF 60Sqn 4632, 836 (c/s 5573) CF-104G/D RNoAF (till 26-5)
- 22: CR68-0258 F-4E USAF; V250 Atlantic MLD; C-5 F-27M 334Sqn; 32-25, 33-15 G-91R WGAF LEKG-43
- 26: 886 (c/s 5081) CF-104 RNoAF; 068 (c/s TWO68) Sea King RNoAF; K-684 C-47A RDaNAF; N-706 C-54 RDaNAF; 91-AN (c/s FMO545) Nord 262 FAF
- Squadron-rotation with 723 Esk. (F-104G's) of the RDaNAF till 4 June: R-755, 347, 348, 645, 699 F-104G



-- Movements at Rotterdam/Zestienhoven included:

Dec. 7: 11-02 Jetstar WGAF  
 Jan. 7: 11-02 Jetstar WGAF; 238 Mystere 20 French AF  
 Feb. 3: C-1 F-27 RNethAF 13: C-2 F-27 RNethAF  
 15: WV729 Pembroke RAF (c/s MSLM); XS791 Andover RAF (c/s MARQZ)  
 18: PH-EXM F-27 Testflight Ghana AF  
 20: 1001 BAC 1-11 Muscat & Oman AF;  
 26: H-67 Alouette III SAR Flight Klu (c/s Kitbag)  
 27: XR364 Belfast RAF (c/s ascot 9909); XL640 Britannia RAF (c/s Ascot 6422)  
 Mar. 2: XR396 Comet 216 Sqn RAF; 13705 CC-137 CAF (low overshoot)

-- Movements at Beek included:

May 3: 46-91 MM52-6024 C-119G ItAF 14: RP-100 C-130 Phil.Govt.  
 15: AF/78 N.262D FrAF 18: 109159 CC-109 CanAF

-- Movements at Schiphol included:

Mar. 12: PH-FRE (ex PH-EXR) F-27 Ghana AF; 61 N-262A FrNavy  
 13: PH-EXB F-27 Iran Navy  
 17: FM-2101 F-28 Malaysia AF; FM-2102 F-28 Malaysia AF  
 27: PH-EXB (5-2601 F-27 Iran Navy; 5-217 F-27M Iran AF  
 28: PH-FRE F-27 Ghana AF  
 Apr. 1: 01 VC-11A USCoast Guard; 0-12428 U-8F Seminole USArmy  
 12: 24477 T-39A USAF 14: 5-127 C-130E IranAF  
 24: PH-EXD (5-2603) F-27 Iran Navy  
 25: A-267, A-536 Alouette III Klu  
 29: XX378, XW905 Gazelle AH.1 Royal Army

-- Movements at Soesterberg included:

Apr. 8: WR68-687 F-4D 81TFW; 30-83, 30-94 G-91R WGAF WS-50  
 14: 37-87 F-4F WGAF 15: 35-03, 35-71 RF-4E WGAF AKG-51  
 16: 35-03, 35-87 RF-4E WGAF AKG-51  
 22: LN66-251, 67-504, 67-750 F-4D USAF 48TFW; FX-65 and 70 F-104G  
 BAF 10Wing; K-3052, 3053, 3057 NF-5B 315Sqn  
 23: FX-83, 39 F-104G BAF 10Wing; MT-12 Magister BAF  
 24: 15907 U-21A King Air USArmy 28: K-4007 NF-5B 314Sqn  
 29: K228 AB-204B MLD 7Sqn  
 May 1: LN66-249, 66-283 F-4D USAF 48TFW  
 6: WR956 Shackleton AEW.2 RAF 8Sqn; K-4023, 4024 NF-5B 316Sqn  
 7: 24473 T-39A USAF 9: D-5807 TF-104G; D-8013 RF-104G 306Sqn  
 12: K-3019, 4023 NF-5A/B 316Sqn; 35-50 RF-4E WGAF AKG-51;  
 D-5817 TF-104G  
 13: D-6695, 8062, 8063 F-104G 311/312Sqn; K-4007 NF-5B 314Sqn  
 LN65-739, 65-775 F-4D USAF 48TFW; K220 AB-204B MLD 7 Sqn  
 14: K227 AB-204B MLD 7Sqn; 24471 T-39A USAF  
 15: K-4008 NF-5B 313Sqn; 60037 Saab SK-60 RSwed.AF F.20  
 16: D-5702 TF-104G  
 20: O-10653 T-39A USAF; K-4023, 4028 NF-5B 316Sqn

The squadron-rotation of 32 TFS with the Italian 51 Stormo has been postponed till 17 June.

Phantoms 68-534 and 69-265 have the Richthofen badge on the left air-intake (observed on 23-4).

At the moment the 32 TFS has the following F-4E's:

68-404, 513, 516, 528, 529, 534  
 69-214, 254, 275, 285, 264, 263, 267, 266, 306, 384, 507

BELGIUM

-- Belgium was the last of the four countries that decided to replace its Starfighters by the F-16. The final decision had been postponed several times; the majority of the cabinet had in fact already chosen the F-16, but the small "Rassemblement Wallon" party insisted on buying an European aircraft. The two competing firms, General Dynamics and Dassault did their utmost to get the order; the French promised some very important orders to the SABCA aircraft company, while the Americans announced to buy 16.000 Belgian machine-guns, if the F-16 would be selected.



On 7 June it was announced that 102 F-16 will be acquired.

- On the city of Dinant a Gloster Meteor Mk.8 serialled EG-162 is placed as a monument, mounted on a pole.
- Six Mirages of Florennes, Belgium, exchanged with 6 Phantoms of Bentwaters. Serials:  
BA-01, 02, 05, 13, 24,,26 all of 2Sqn/2 Wing

#### DENMARK

- Open Days are scheduled as follows:  
Aalborg 13-9; Vaerloose 13-9; Karup 14-9; Skydstrup 14-9
- Douglas C-54 N-242 of 721 Sqn was taken out of service on 28 April and stored at Vaerloose, awaiting further disposal
- The Danish government has made a decision to buy 48 General Dynamics F-16's, with an option on 10 more, to replace its Starfighters.

#### FRANCE

- Jaguar news:
  - Four Jaguars of St.Dizier, France, exchanged with 4 Jaguars of Coltishall. Serials:  
54Sqn RAF: XX719, 721, 722, 752  
7 Esc.FAF: 7-HG/A-21, 7-H./A-25, 7-HM/A34 and E-28  
The exchange started on 22 April
  - On 25-3-75 a Jaguar E of the FAF crashed 25km out of Reims.
  - A new Jaguar unit has been formed at St-Dizier. Registration-code of these a/c are 7-P.. So far only Jaguars E have been noted, so possibly this unit is a conversion unit.

#### ITALY

- Next year the Italian aerobatic team "Frecce Tricolori" will phase out its G-91PAN's for Macchi MB339's.

#### SWITZERLAND

- Last month we published that on 27&28 June and 29&30 August Dubendorf would be open to the public. This is incorrect, as on these days the Swiss Weapons Meet will be held, which is not open to the public.
- The Swiss AF ordered 8 Hunter Tmk.68. First delivered a/c is J-4201.

#### UNITED KINGDOM

- A few words on the British "Defence White Paper", which was published in March. Our colleagues of the publication "Scottish Air News" made a quit interesting story of it and as we figured that we couldn't possibly do it any better, you'll find it printed below:  
There will be a 25% reduction in the Nimrod force; this will largely be accounted for by withdrawal from Singapore in 1976 and Luqa by 1979.  
The anticipated date of disbandment of the Ark Royal Carrier Air Group remains as 1979. 814 Squadron, operating Sea Kings with home base at Prestwick, will presumably expand when HMS Hermes is converted to an ASW carrier in 1976 - two years earlier than projected - at NATO's request. RFA Engadine is also to be given an ASW role, thus posing the question of where the Sea Kings are to come from. In passing, one should note that uprating of Nimrods to MR.1A/MR2 standard will begin this year.  
The White Paper also states that "the provision of a new airborne early warning system in the longer term is being studied" - presumably, they have in mind giving the redundant Nimrods something to do, when they are not frightening the life out of peace-loving Russian "trawlers" in the approximate vicinity of North Sea oil production platforms! With regard to 2260CU, it suggests that the full complement of Jaguars will be reached later this year, and post-graduate courses for Weapons Instructors and Instrument ratings examiners will shortly commence.



Nowhere has the axe been wielded more viciously than with the transport fleet. Within the next years, we can say goodbye to the Andovers of 46 Squadron and 242 OCU, the Britannia's of 99 and 511 Squadrons, the Comet 4s of 216 Squadron and perhaps a third of the VC-10 and Hercules fleets.

Whoever has been responsible for Training Command procurement policy over the last couple of years ought by now have been bombed off to some remote corner of Whitehall, whilst wearing a large pointed hat coded "Delta". A mere three years after placing a multi-million pound order with SAL for Jetstreams to replace the Varsity for pilot training, the aircraft are being delivered direct to storage and multi engine training is to be put out to civilian contract at Hamble. The White Paper contents itself by observing that "the future of the Jetstream as a replacement for the Varsity in the multi-engined pilot training role is under consideration". Even more surprising is the abandoning of the similarly expensive Argosy T.2 conversion programme, to enable the Varsities of 6 FTS to be replaced in the crew training role. We are asked to believe that it has been suddenly discovered that advances in ground aids make it possible to substitute simulators for this part of the training programme! No doubt the contractors, Hawker-Siddeley, will be able to extract suitably generous cancellation fees at the taxpayers' expense!

In conclusion, one should take note of those stations due to close in the next year or so, in order that farewell visits can be made before striking them off the lists! Ground stations are excluded:

Bicester (Oxfordshire)	Home of 71MU, RAFGSA, Oxford UAS
Colerne (Wiltshire)	Home of Lyneham Tact. Wing engineering,
Driffield (E. Yorkshire)	No units currently based <u>/museum</u>
Hullavington (Gloucestershire)	Satellite of Little Rissington
Leconfield (S. Yorkshire)	Home of 60MU and 202Sqn (which will remain)
Little Rissington (Gloucs)	Home of Central Flying School
Ternhill (Salop)	Home of the Cen. Flying School Rotary
Thorney Island (Hampshire)	Home of 46Sqn (to disband) and 242OCU
West Raynham (Norfolk)	Home of 85 and 100 Sqns, Canberra TFs & missiles

- On 5 May RAF Leuchars was closed to fixed-wing flying for a period of some three- and a half months, to enable runway works to be carried out. The locally-based Nos. 23 and 43 Squadrons were deployed to Wattisham and Leuchars resp., with the Phantom Training Flight going to Lossiemouth. Temporary shore base for the Phantoms of 892 Squadron RNavy on its return from the carrier "Ark Royal" is Lossiemouth.
- On 9 April a Harrier, XV776/14 of No. 1 Sqn crashed at Church Fenton.
- On 22 June there will be an Open Day at Church Fenton, 26 June at Old Sarum, 28-29 June Duxford, 26 July Middle Wallop, 2-3 August Portland, 9 August Fledlands and 7 September at Cronfield.
- Movements at Laarbruch included:
  - May 12: WK-111/B Canberra T.17 RAF 360Sqn; 34-60 G-91T WGAF LKG-43
  - XH166 Canberra PR.9 RAF 13 Sqn; XN814 Argosy E.1 RAF 115Sqn
  - 14: 34-55 G-91T WGAF LKG-41; 104-113 RF-5A RNoAF 717Sqn
  - LN66-497 F-4D USAF 48TFW; XH135 Canberra PR.9 RAF 13Sqn
  - 15: FT-22 T-33A BAF; 68-10952 C-130H RNoAF (UN)
  - K-3044, 3015 NF-5A RNethAF 314Sqn
  - 23: 37-53, 37-94, 37-97, 38-06 F-4F WGAF JABOG-36
  - 34-30 G-91T WGAF WS-50; 30-93 G-91R WGAF LKG-41
- Movements at Bruggen included:
  - Mar. 3: 35-17 RF-4E WGAF AKG-52; 34-60 G-91T WGAF LKG-43;
  - 26-52 F-104G WGAF JABOG-31
  - 4: 24-47 F-104G WGAF JABOG-31 6: 27-31 TF-104G WGAF JB-31
  - 10: WH863/L Canberra E.17 RAF 360Sqn; 25-13, 27-07 T/F-104G
  - WGAF JABOG-31
  - 13: WH972/2 Canberra E.15 RAF 98Sqn



Mar. 17: WJ986/T, WD55/Q Canberra E.17 RAF 360Sqn  
 18: XN855 Argosy E.1 RAF 115Sqn 20: OT-ZAG, ZAL Pembroke BAF  
 21: XP439 Argosy E.1 RAF 115Sqn; FX-28,45,86,97 F-104G BAF 10 Wing  
 24: XL568 Hunter T.7A RAF Leuchbrugh Station Flight  
 25: WV318 Hunter T.7A RAF LSF; XL589 Vulcan B.2 RAF 617Sqn  
 Apr. 16: 31-35 G-91R WGAF LEKG-43 18: 01267 C-130E USAF 317TAW  
 New Jaguars of No.14Sqn: XX751 and 758  
 On 2-6 a rotation with six CF-104's from Sollingen started:  
 104770, 104824, 104866, 104838 CF-104G plus 104661 CF-104D

-- Movements at Wildenrath included:

Mar. 4: AR-115, 116 Draken RDanAF 729Esk.  
 8: WH794 Canberra PR.7 RAF 13Sqn; DT-974 T-33A RDanAF  
 13: 24477 T-39A USAF 18: WJ879 Canberra T.4 RAF Wyton  
 21: XH135 Canberra PR.9 RAF 39Sqn  
 24: XR366 Belfast RAF 53Sqn; OT-ZAG Pembroke BAF 20 Smaldeel  
 25: 18033 U-21A USArmy 27: 58-81 DO-28D WGAF LKG-41  
 Apr. 1: BD-13 Mirage VBD BAF 3Wing 7: BR-07,10 Mirage VBR BAF 42Sqn  
 8: 21-13, 21-30 F-104G WGAFvy MFG-2  
 9: XW666 Nimrod RAF 51Sqn; 50-87 Transall WGAF LTG-63  
 10: WD289 Chipmunk T.10 RAF; 58-80 DO-28D WGAF JABOG-34;  
 BA41-57A-57 Mirage VBA BAF "Wing.  
 14: XR365 Belfast RAF 53Sqn; 16: LX836 Jaguar T.2 RAF 14Sqn  
 17: AR101, AR111 Draken RF-35 RDanAF 729Esk.; 33303 VC-118A USAF  
 18: FC-12 TF-104G BAF 10Wing  
 21: FX-40 F-104G BAF 10Wing; 21-90 F-104G WGAF JABOG-33;  
 BR-11 Mirage BAF 42Sqn; GT-856 F-100F RDanAF 730Sqn;  
 G-779, 782 F-100D RDanAF 730Sqn; WH981/1 Canberra E.15 98Sqn

-- Movements at Gutersloh included:

May 28: 58-17 DO-28D WGAF; 902, 387 F-54/B RNoAF; 7-01(5501) AB-212  
 It.Navy  
 30: 60748, 21728 UH-1D/H USArmy; 85-07, 84-87 CH-53G Heer;  
 24-54, 27-96 T/F-104G WGAF WS-10; 100,101 RF-5A RNoAF 717Sqn  
 61-MN/F.42 Transall FAF; XV123/L Scout AAC  
 Furthermore the arrival of six Mirage IIIE of the FAF for  
 a squadron-exchange with 92Sqn:  
 13-QA/482, -QC/467, -QO/479, -QB/509, -QN/499, -QR/484

- On 5-5 five Starfighters of the Luftwaffe arrived at Wittering for  
 a squadron-exchange with No.1 Sqn (Harriers). Serials:  
 F-104G: 20-56, 22-56, 24-42, 25-75 plus 27-84 TF-104G, all of JABOG-31
- On 21 May a Sioux crashed on Crossmageln (Northern Island) after  
 touching an electrical-cabel.  
 On 22 May a Puma crashed on White Cross (also Northern Island).

UNITED STATES OF AMERICA

- For the ones that planned for the Open Day at Ramstein on 22 June we  
 hope you read this in time. The Open House (22 June) has been can-  
 celled.
- An U-2 reconnaissance aircraft crashed on 29 May in Germany. Serial  
 of the aircraft was 66700. The U-2 temporarily operated, together with  
 three others, from RAF Station Whettersfield. According to the USAF  
 it was testing new developed equipment.....
- After Sembach, Bitburg also has a gate-guard:  
 113036 FU-036 F-86E-15-NA in original 36 TFW-colours.
- Bentwaters based Phantoms (of 81TFW) include: all coded-WR  
 91th TFS: 60229, 67479, 67507, 67511, 67514, 67519, 67527, 67539,  
 67542, 67545, 67551, 67552, 67553, 67558, 67558, 67559,  
 67560, 67566, 67568, 67578, 67579, 67588, 67604, 67605,  
 60261  
 92th TFS: 67614, 67619, 67615, 67620, 67623, 67629, 67644, 67645,  
 67649, 67656, 67664, 67669, 67685, 67689, 67708, 67710,  
 67715, 67733, 67735, 67747, 67751, 67759



Plus 67738 (92TFS). This a/c suffered a heavy landing at Laken-  
heath on delivery to the 48th TFW in 1974. Now coded WR.  
Painted in new serial presentation; 67-738 actual serial!!!!

- Based at Woodbridge are Phantoms of 78th TFS: All coded WR  
50658, 50667, 50676, 50681, 50684, 50692, 50702, 50703, 50710, 50711,  
50714, 50716, 50721, 50736, 50754, 50759, 50767, 50772, 50778, 50781  
50782, 50796, 67610, 67619, 50735
- Alconbury based Phantoms (10th TRW) include: all coded AR  
1st TRS: 41017, 41021, 41022, 41023, 41031, 41073, 41079, 41080,  
41083, 41084, 50824, 50830, 50835, 50851, 50867, 50873,  
60424, 60425  
30st TRS: 41003, 41004, 41005, 41061, 41066, 41070, 41071, 41075,  
41081, 50823, 50826, 50836, 60413, 60421, 60423,  
32rd TRS: 41032, 41033, 41034, 41035, 41060, 41063, 41067, 41069,  
41074, 41076, 50852, 50908, 50944, 60430, 60433, 60449  
Furthermore (unknown sqn): 41002, 41068, 41077, 50837, 50841, 60418,  
60478

#### WEST GERMANY

- On 10 August an Open Day will be organized at Kiel-Holtenau.
- Movements at Hopsten on 6-5:  
85-02 CH-53G HEER; 27-75 TF-104G JB-36; 50-77 C-160D LTG-61;  
26-49, 25-46 F-104G JB-36; K-4002, 3040, 3041, 3038, 3061, 4016, 4013,  
all NF-5A/B's of 315Sqn; 37-49, 53, 97, 98, 93, 61 F-4F JB-36;  
58-63 DO-28D JB-36; 31-22, 31-80 G-91R WS-50; 38-07 F-4F JG-71;  
WV701 Pembroke RAF 60Sqn; 35-02, 35-31 RF-4E AKG-52; 25-34 F-104G 33
- Disposals:  
H-34A 8106 58-1673 to LN-OSF CV-440 1204 c/n 472 to LN-MAM;  
P-149D: 9108 c/n 129 to D-EFIE; 9067 to OE-DGT; DO-28D 5804 to PK-VOG  
DO-27: 56-04 to OE-DGA, 55-83 to D-EBAJ (not EBAU as previous published)  
published).

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#### NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS

- GHANA: ordered two more F-27's, they will have construction numbers  
10518 and 10520.
- SAUDI-ARAB: ordered new batches of F-5E and F-5F, probably 40 and 20 resp.
- EQUADOR: ordered 12 A-37B's.
- LEBANON: ordered 6 Bulldogs and 3 Hunters.
- OMAN: ordered 38 Mirage F-1C plus option on 50 in 1976 (has already  
110 Mirages 5D/DD/DE/DR).
- IVORY COAST: ordered 2 Fokker F-28-1000's.
- SALVADOR: ordered 4 Arava's and will receive 3 Fouga's and 13 Ouragans  
of the Israeli AF.

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#### ADVERTISEMENTS ---- ADVERTISEMENTS

- WANTED: correspondence to exchange b&w negs. of military aircraft.  
M.van Rijswijk, St.Gerlachstraat 99, Eindhoven, Holland.
- AERIAL MAPS. ICAO maps, on which all military airports, gliding  
strips, heliports, etc are indicated. The following parts are  
available:  
Amsterdam, Brussles, Hamburg, Hannover, Frankfurt, Stuttgart, Munchen  
at DFL.2,50 (postage/packing included). IACO maps of Switzerland and  
Denmark are DFL.22,50, IACO maps of Southern UK and the northern part  
are DFL.17,50. Payments are to be sent to Air-Review, P.O.Box 128,  
Spijkenisse, Holland, (giro-789340).
- WANTED: top quality slides (Kodak) of the following air forces: South  
America, Spain, Greece, Turkey, Italy, Norway, Switzerland and the  
Middle East. Who is interested to start an exchange? I have good  
material in return, such as Turkish F-102's, USNavy airc. etc. Please  
write to: P.Balkhoven, P.O.Box 128, Spijkenisse, Holland.





# UNITED STATES AIR FORCE IN EUROPE

by:  
Hans van de Laar

## PART 7

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

Continuing the 10TRW: registrations:

RF-4C: Coded AR (1st TRS), AS (30th TRS), AT (32nd TRS), in 1972 all recoded AR.

- 63-7748/AS-AR (ex 363rd TRW); 7751/AT-AR (ex 363rd TRW); 7760/AR; 7762/AS-AR. All the '63-F.Y. Phantoms have returned to the US.
- 64-1000/AS-AR; 1001/AT-AR (ex 30th TRS), to AFSC; 1002/AS-AR; 1003/AS-AR; 1004/AT-AR (ex 30th TRS, crashed 13-4-67, repaired and then to 32nd TRS); 1005/AS-AR; 1006/AS-AR; 1007/AS-AR, to AFSC; 1008/AS, w/o 11-12-70; 1009/AS-AR, to AFSC; 1010/AS-AR, to AFSC; 1011/AS, w/o 28-4-70; 1012 (ex 26th TRW), to ??; 1013/AS-AR; 1014/AS-AR; 1015/AS, crashed 24-2-70, no further history known; 1016/AS-AR, to USA; 1017/AR; 1018/AR, w/o 6-5-70; 1019/AR, to USA; 1020/AR, to USA; 1021/AR; 1022/AR; 1023/AT-AR (ex 1st TRS); 1024/AR, to AFSC; 1025/AR; 1026/AR, to AFSC; 1027/AR, w/o 23-5-73; 1028/AR, to AFSC; 1029/AR, to USA; 1030/AR, to USA; 1031/AR; 1032/AT-AR (ex 1st TRS); 1033/AT-AR (ex 1st TRS); 1034/AT-AR (ex 1st TRS); 1035/AT-AR (ex 1st TRS); 1045/AR; 1060/AT-AR (ex 38th TRS/26th TRW); 1061/AS-AR (ex 38th TRS/26th TRW); 1063/AT-AR; 1064/AS, to ?; 1066/AR (ex 38th TRS/26th TRW/RR); 1067/AT-AR (ex 38th TRS); 1068/AT-AR (ex 30th TRS); 1069/AT-AR (ex 22nd TRS/26th TRW); 1070/AT-AR (ex 38th TRS/RR); 1071/AR (ex 38th TRS/RR); 1072/AR (ex 22nd TRS and 38th TRS resp.); 1073/AR (ex 32nd TRS); 1074/AT-AR (ex 38th TRS); 1075/AR (ex 38th TRS/RR); 1076/AT-AR (ex 26th TRW); 1077/AT-AR (ex 38th TRS); 1078/AR (ex 32nd TRS/26th TRW), to ??; 1079/AT-AR (ex 26th TRW); 1080/AT-AR; 1081/AR (ex 38th TRS/RR); 1083/AT-AR (ex 26th TRW); 1084/AR (ex 38th TRS/RR); 1085/AT (ex 38th TRS/RR); to ?.
- 65 -0821/AT-AR (ex 38th TRS); 0823/AR (ex 32nd TRS/26th TRW, 10th TRW, 363rd TRW/JO, -38th TRS resp.); 0824/AR (ex 38th TRS/RR); 0826/AR (ex 38th TRS/RR); 0829/AR (1st TRS, no further details); 0830/AT-AR (ex 38th TRS); 0831/AR (ex 38th TRS); 0835/AR (ex 32nd TRS/26th TRW, 38th TRS/26th TRW/RR); 0836/AR (ex 38th TRS/RR); 0837/AS-AR (ex 38th TRS), to 363rd TRW/JO; 0841/AR (ex 38th TRS/RR, 38th TRS/ZR resp.); 0851/AR (ex 22nd TRS/26th TRW); 0852/AR (ex 363rd TRW/JO, 17th TRS/ZR resp.); 0867/AR (ex 26th TRW/ZR); 0873/AR (ex 38th TRS/RR); 0908/AR (ex 22nd TRS/67th TRW/KS, 363rd TRW/JO resp.); 0918/AR (ex 22nd TRS/67th TRW/KS, 363rd TRW/JO resp.); 0919/AS-AR, w/o 27-1-74; 0927/AR (ex 7th TRS/67th TRW/KT, 38th TRS/RR resp.); 0944/AT-AR;
- 66-0413/AR (ex 38th TRS/RR); 0418/AR (ex 38th TRS/RR-ZR); 0421/AS-AR (ex 26th TRW); 0422/AR (ex 38th TRS/RR-ZR); 0423/AS-AR; 0424/AR (ex 26th TRW); 0425/AT-AR; 0426/AS-AR, w/o 22-8-73; 0430/AT-AR (ex 26th TRW); 0433/AT-AR (ex 26th TRW); 0449/AR; 0478/AR (ex 38th TRS/RR, 10th TRW/AR, 38th TRS/ZR resp.).
- 67-0469/AR (ex 38th TRS/26th TRW/RR-ZR)
- 69-0370/AT-AR, to 38th TRS/26th TRW/ZR



## THE 20th TACTICAL FIGHTER WING

The proud history of the 20th TFW stretches back to 1927, when the 20th Balloon Group was added to the roles of the US Army's air arm. This group however, never became operational and in June 1929, it was redesignated the 20th Pursuit Group and included the 55th, 77th and 79th Pursuit Squadrons. The Group was activated at Mather Field, California, in November 1930, flying Boeing P-12 and later P-26 aircraft. After service at bases in the United States during the next 13 years, in August 1943 the Group arrived at King's Cliffe, Northamptonshire, equipped with Lockheed P-38 Lightnings. These were replaced by North American P-51 Mustangs the following year.

Redesignated the 20th Fighter Group, it participated in the European Theater of World War II. Flying a total of 15,862 combat sorties with their P-38 and P-51 aircraft, the "Nomads of King's Cliffe", as they were known, destroyed 211 enemy aircraft in the air and another 232 on the ground. Pilots of the 20th also destroyed 400 locomotives, 230 freight cars, 94 ammunition cars and 257 motor vehicles, earning them another nickname, "the Locos". A Distinguished Unit Citation for action over Central Europe and 6 battle streamers accompanied the group when it returned to the US for deactivation in October 1945.

In July 1946, the 20th Fighter Group was reactivated at Biggs Field, Texas, and assigned to the Tactical Air Command's 9th Air Force. It was redesignated the 20th Fighter Wing in August 1947 and moved to Shaw AB, South Carolina, and subsequently to Langley AFB, Virginia, in November 1951.

Early in 1948, with the dawn of the jet age, the Wing retired its Mustangs and was equipped with the Republic F-84 Thunderjets. In 1954 it flew F-84F Thunderstreaks and in 1957 it transitioned into F-100 Super Sabres. Having been redesignated the 20th Fighter Bomber Wing in January 1950, it was renamed 20th Tactical Fighter Wing in July 1958. While at Langley AFB, the Wing prepared for its move to RAF Wethersfield, Essex, an operation completed in May 1952. Here it became a combat arm of the 3rd Air Force, under USAFE and a part of the NATO. In April 1970 the Wing moved to RAF Upper Heyford, Oxfordshire, and preparations began for the reception of the General Dynamics F-111E variable sweep wing aircraft, to replace the F-100 Super Sabre. The 20th TFW received its first F-111 on 12 September 1970, and until present, it is the only unit in Europe to operate this type of aircraft.

Used types of a/c: 1930: Boeing P-12 and P-26  
1943: Lockheed P-38 Lightning  
1944: North American P-51 Mustang  
1948: Republic F-84E Thunderjet  
1954: Republic F-84F Thunderstreak  
1957: North American F-100D/F Super Sabre  
1970: General Dynamics F-111E "Swinger"

When the first F-111's arrived in September of 1970, the code UR was used for the 79th TFS, that first was equipped with this new fighter. In 1971 the 79th TFS's code changed into JR, and the 55th TFS was coded JS, the 77th TFS JT. In September 1972 a wing-base code was introduced and all 3 squadrons were recoded UH. Tail tip colour since 1970 is yellow (79th TFS), Red (77th TFS) and blue (55th TFS).

Special thanks to Mr. Ricky Ryan, Press Officer of 20th TFW, Upper Heyford.

### Registration-lists:

F-84F : 52-6645 (55th FBS), 6667(55th), 6669(55th), 6673(55th),  
52-6700(55th), 6713(77th), 6724(55th), 6752(77th), 6808(55th)  
52-7104(55th)  
During 1956/57 following went to the WGAF and after service in  
Germany to the RHAF: 52-6669, 6673, 6713, 6808, 7104.  
T-33A : 56-1603, 53-5056 T-39A: 62-4462  
C-47A : 43-48065, 42-92877



F-100D: 54-2161, 2173

55-2807, 2818, 2826, 2841, 2940, 3600, 3609, 3613, 3614 (55th and 77th),  
-3615, 3616 (77th), 3622, 3624, 3627, 3630, 3632, 3633, 3637 (77th),  
-3644 (55th), 3648, 3652, 3653, 3654, 3655, 3657 (77th), 3658, 3660,  
-3662 (77th), 3663 (77th), 3664 (77th), 3665 (77th), 3666 (55th, 77th  
and 79th), 3668 (77th), 3669 (77th), 3670 (55th), 3671 (55th), 3672  
(55th), 3673 (77th, 79th), 3674, 3675, 3676 (55th), 3678, 3679 (55th),  
-3680, 3681, 3682 (55th, w/o 4-64), 3683 (55th), 3684, 3685 (77th),  
-3686, 3687 (77th, w/o), 3688 (77th), 3689, 3690 (55th), 3692 (55th),  
-3696, 3699 (55th), 3727, 3811, 3812, 3694 (55th)

56-2912, 2915, 2919, 2943, 2960, 2961, 2962 (w/o 4-60), 2963 (77th),  
-2964, 2965, 2966, 2967 (79th), 2968, 2970 (79th), 2971 (77th), 2972  
(79th), 2974 (79th), 2975, 2976 (79th), 2977 (79th), 2978 (79th),  
-2979 (79th), 2980 (79th), 2981 (79th), 2982 (77th), 2983 (77th), 2984,  
(77th), 2985, 2986 (79th), 2987 (79th, w/o 10-64), 2988 (w/o), 2989,  
-2990 (79th), 2991, 2992 (79th), 2993, 2994, 2995 (77th), 2996 (77th),  
-2997 (79th), 2998 (79th), 2999 (79th), 3000 (55th, 77th), 3001 (55th),  
-3002, 3003 (77th), 3004 (79th), 3006 (79th), 3007 (79th), 3008 (79th),  
-3010 (79th), 3011 (79th), 3014 (79th), 3015 (77th), 3017 (79th),  
-3018 (79th), 3022 (55th), 3027, 3032, 3033, 3037, 3043, 3044, 3047,  
-3057, 3068, 3132, 3143, 3154 (55th), 3162 (55th), 3199, 3241, 3243  
(77th), 3251, 3288, 3291, 3313, 3319, 3327 (77th), 3328, 3402, 3414,  
-3417, 3420, 3425, 3427, 3434 (79th), 3454

F-100F: 56-3798, 3800 (77th, 79th), 3803, 3833 (77th, 79th), 3842, 3844, 3852,  
-3856, 3860 (79th), 3863, 3867, 3876, 3878, 3882, 3883 (55th), 3884,  
-3888 (79th), 3889 (79th), 3890 (55th), 3892 (55th), 3861 (79th),  
-3893 (79th), 3895, 3896, 3897, 3898 (55th), 3899, 3918, 3965, 3975,  
-3980, 3990, 3991 (55th, w/o 2-63), 3992, 3994, 3996, 3999 (55th),  
-4001 (79th), 3933

The 79th TFS formed an aerobatic team, following aircraft were used, with  
pilots' names written in signature form on the fuselages:

56-2977 "Edw. Fieldings

56-2987 "Mike Dugan"

56-2997 "Bob Fender"

56-3007 "Pat Robinette"

After service with the USAFE, following ex 20th TFW F-100D/F's were  
noted with the following units in the early seventies:

- 110th TFS/131st TFG, Missouri ANG, Lambert Field: 55-3637, 3665, 3672,  
55-3678, 3684, 3692, 3811, 56-2987, 3288, 3327 (all in 1972).
- 184th TFS/188th TFG, Arkansas ANG, Ft. Smith: 55-3616, 3662, 3685, 3812,  
56-2980, 2992, 3434 (all in 1973)
- 182nd TFS/149th TFG, Texas ANG, Kelly AFB: 55-2818, 2841, 56-2912,  
56-3037, 3154, 3241, 3313, 3414, 3425, 3883, (all in 1971)
- 152nd TFS/162nd TFG, Arizona ANG, Tucson MAP: 56-2943, 2979, 3008,  
56-3018, 3842, 3856, 3867, 3897 (last two in 1971, others in 1972)
- 175th TFS/114th TFG, South Dakota ANG, Joe Foss Field: 55-2807, 3663,  
56-3251, 3992 (all in 1972)
- 188th TFS/150th TFG, N. Mexico ANG, Kirtland: 56-3856, 3860, 3994 (in 73)
- 124th TFS/132nd TFG, Iowa ANG, Des Moines: 56-3895 (in 1972)
- 122nd TFS/159th TFG, Louisiana ANG, New Orleans NAS: 56-2967 (in 72)
- 120th TFS/140th TFG, Colorado ANG, Denver: 56-2977 (in 1972)
- 113th TFS/181st TFG, Indiana ANG, Hulman Field: 56-3893 (in 1973)
- ADTC, Eglin AFB: 55-3681 (in 1972)
- Davis-Monthan AFB, in storage: 56-3867 (in 1972)
- Turkish AF: 56-3454
- Royal Danish Air Force: 56-3844 (as GT-844), 3856 (as GT-856), 3892  
(as GT-892), 3996 (as GT-996) all assigned to RDAF in 1974.

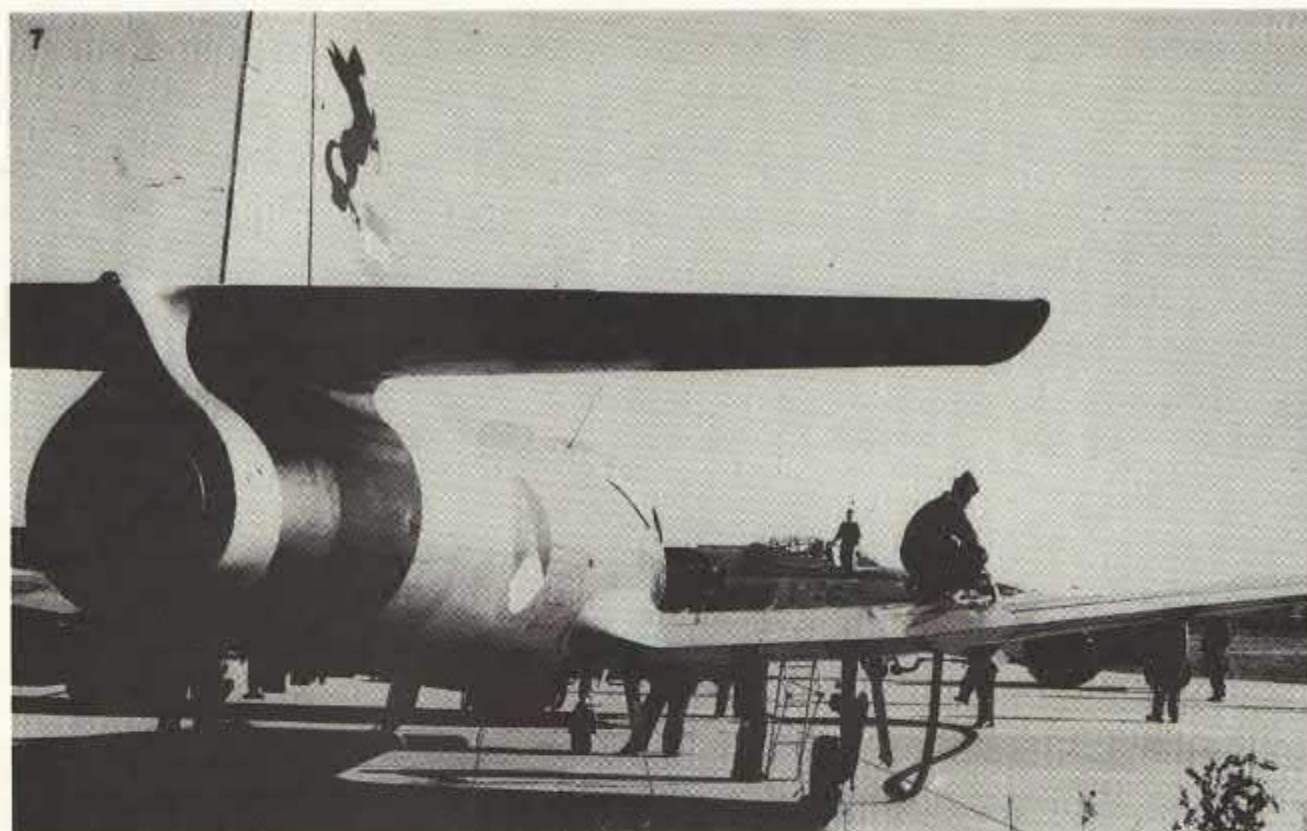
F-111E: 79th TFS, coded UR (JR in 1971 and UH in 1972):

68-0005/JT-UH (ex 77th); 0007/JT-UH (ex 77th); 0010/UR-JR-UH;  
-0011/UR-JR-UH to 77th; 0012/UR-JR-UH; 0019/JT-UH (ex 77th);  
-0025/UR-JR-UH, to 77th; 0030/JR-UH, to 77th; 0031/UR-JR-UH, to  
77th; 0032/JT-JR-UH (ex 77th); 0034/UR-JR-UH, to 77th; 0035/  
UR-JR-UH; 0036/UR-JR-UH; 0037/UR-JR-UH; 0038/UR-JR-UH; 0039/  
UR-JR-UH; 0040/UR-JR-UH; 0041/UR-JR-UH; 0042/JR-UH; 0043/  
UR-JR-UH; 0044/UR-JR-UH; 0045/UR-JR-UH; 0046/UR-JR-UH, to 77th;  
0047/UR-JR-UH; 0048/UR-JR-UH; 0049/JT-UH (ex 77th); 0050/  
UR-JR-UH; 0051/UR-JR-UH; 0052/UR-JR-UH; 0054/UR-JR-UH;











0056/UR-JR-UH; 0059/JR-JS-UH, to 55th; 0062/JR-JS-UH, to 55th;  
0075/JR-JS-UH, to 55th; 0078/JR-JS-UH, to 55th; 0081/JR-JS-UH,  
to 55th; 67-0121/UH (ex 422nd FWS/WA)

55th TFS, coded JS (UH in 1972)

68-0002/UH (ex 474th TFW/ND); 0003/UH (ex 474th TFW/ND); 0004/JS-UH;  
0013/JS-UH; 0014/JS-UH; 0015/JS-UH; 0016/JS-UH; 0017/JS-UH;  
0018/JS (w/o 18-1-72); 0020/JS-UH; 0022/JS-UH; 0023/JS (w/o  
5-72); 0024/JS-UH (w/o 11-1-73); 0028/JS-UH; 0029/JS-UH;  
0053/JS-UH; 0055/JT-JS-UH (ex 77th); 0058/UH; 0059/JR-JS-UH  
(ex 79th); 0062/JR-JS-UH (ex 79th); 0066/JT-UH (ex 77th);  
0069/JT-JS-UH (ex 77th); 0073/JS-UH; 0075/JR-JS-UH (ex 79th);  
0078/JR-JS-UH (ex 79th); 0080/JS-UH; 0081/JR-JS-UH (ex 79th);  
0082/JS-UH; 0083/JS-UH; 0084/JS-UH;  
67-0119/UH (ex 422nd FWS/WA)

77th TFS, coded JT (UH in 1972)

68-0001/JT-UH; 0005/JT-UH; to 79th; 0006/JT-UH; 0007/JT-UH; to 79th;  
0008/JT-UH (w/o 15-5-73); 0009/JT-UH; 0019/JT-UH; to 79th;  
0021/JT-UH; 0011/UR-JR-UH (ex 79th); 0025/UR-JR-UH (ex 79th);  
0026/UH; 0027/JT-UH; 0030/JR-UH (ex 79th); 0031/UR-JR-UH (ex  
79th); 0032/JT-JR-UH, to 79th; 0034/UR-JR-UH (ex 79th); 0046/  
UR-JR-UH (ex 79th); 0049/JT-UH, to 79th; 0055/JT-JS-UH; to 55th;  
0057/JT-UH; 0060/JT-UH; 0061/JT-UH; 0063/JT-UH; 0064/JT-UH;  
0065/JT-UH; 0066/JT-UH, to 55th; 0067/JT-UH; 0068/JT-UH; 0069/  
JT-JS-UH, to 55th; 0070/JT-UH; 0071/JT-UH; 0072/JT-UH; 0074/  
JT-UH; 0076/JT-UH; 0077/JT-UH; 0079/JT-UH

67-0122/UH (ex 422nd FWS/WA)

Most probably this list isn't up to date, as exchanges of aircraft within  
the wing will have taken place, since all F-111's were coded UH.

#### THE 47th TACTICAL BOMBER WING

Lineage: Designated 47th Bombardment Wing, Light, on 28 July 1947.  
organized on 15 August 1947. Inactivated on 2 October 1949. Activated  
on 12 March 1951. Redesignated 47th Tactical Bombardment Wing on  
1 October 1955. Discontinued and inactivated on 22 June 1962. Re-  
designated 47th Flying Training Wing on 22 March 1972. Activated 1 Sep-  
tember 1972.

Assignments: 12th Air Force, 15 August 1947 - 2 October 1972;  
Tactical Air Command, from 12 March 1951 (attached to 49th Air Div.  
Operational, 12 February 1952).  
3rd Air Force, 5 June 1952 - 1 July 1961 (remained attached to 49th  
A.D. Operational, to 1 July 1956)  
17th Air Force, 1 July 1961 - 22 June 1962  
Air Training Command, 1 September 1972 -

Stations: Biggs Field, Texas, 15 August 1947 - 19 November 1948;  
Barksdale AFB, Louisiana, 19 November 1948 - 2 October 1949;  
Langley AFB, Virginia, 12 March 1951 - 21 May 1952  
Sculthorpe RAF Station, England, 1 June 1952 - 22 June 1962  
Laughlin AFB, Texas, 1 September 1972 -

The 86th BS operated from Alconbury 1954-1955, in 1955 to Sculthorpe.  
Components: 47th Bombardment Group, 1947-1949 and 1951-1955 (not opera-  
tional 1952-1955)

4400th Combat Crew Training Group, attached 1951-1952  
19th Tactical Reconnaissance Squadron, attached 1954-1956  
84th Bombardment Squadron, attached 1952-1955, assigned 1955-1962  
85th Bombardment (in 1972 Flying Training) Squadron, attached 1952-  
1955, assigned 1955-1962 and 1972 -  
86th Bombardment (in 1972 Flying Training) Squadron, attached 1954-  
1955, assigned 1955-1962 and 1972 -  
420th Air Refueling Squadron, attached 1960-1961, assigned 1961-1962  
422nd Bombardment Squadron, attached 1953-1954

Aircraft: Douglas A-26 (later B-26) Invader, 1947-1949 and 1951-1952  
(47th Bomb.Gp. and 4400th CCTGp)

North American B-45A Tornado, 1949 and 1951-1958 (47th Bomb.Gp., 84th,  
85th and 86th Bomb Sqns, 422nd Bomb.Sqn.)



0056/UR-JR-UH; 0059/JR-JS-UH, to 55th; 0062/JR-JS-UH, to 55th;  
0075/JR-JS-UH, to 55th; 0078/JR-JS-UH, to 55th; 0081/JR-JS-UH,  
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0018/JS (w/o 18-1-72); 0020/JS-UH; 0022/JS-UH; 0023/JS (w/o  
5-72); 0024/JS-UH (w/o 11-1-73); 0028/JS-UH; 0029/JS-UH;  
0053/JS-UH; 0055/JT-JS-UH (ex 77th); 0058/UH; 0059/JR-JS-UH  
(ex 79th); 0062/JR-JS-UH (ex 79th); 0066/JT-UH (ex 77th);  
0069/JT-JS-UH (ex 77th); 0073/JS-UH; 0075/JR-JS-UH (ex 79th);  
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79th); 0032/JT-JR-UH, to 79th; 0034/UR-JR-UH (ex 79th); 0046/  
UR-JR-UH (ex 79th); 0049/JT-UH, to 79th; 0055/JT-JS-UH; to 55th;  
0057/JT-UH; 0060/JT-UH; 0061/JT-UH; 0063/JT-UH; 0064/JT-UH;  
0065/JT-UH; 0066/JT-UH, to 55th; 0067/JT-UH; 0068/JT-UH; 0069/  
JT-JS-UH, to 55th; 0070/JT-UH; 0071/JT-UH; 0072/JT-UH; 0074/  
JT-UH; 0076/JT-UH; 0077/JT-UH; 0079/JT-UH

67-0122/UH (ex 422nd FWS/WA)

Most probably this list isn't up to date, as exchanges of aircraft within  
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#### THE 47th TACTICAL BOMBER WING

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Tactical Air Command, from 12 March 1951 (attached to 49th Air Div.  
Operational, 12 February 1952).

3rd Air Force, 5 June 1952 - 1 July 1961 (remained attached to 49th  
A.D. Operational, to 1 July 1956)

17th Air Force, 1 July 1961 - 22 June 1962

Air Training Command, 1 September 1972 -

Stations: Biggs Field, Texas, 15 August 1947 - 19 November 1948;

Barksdale AFB, Louisiana, 19 November 1948 - 2 October 1949;

Langley AFB, Virginia, 12 March 1951 - 21 May 1952

Sculthorpe RAF Station, England, 1 June 1952 - 22 June 1962

Laughlin AFB, Texas, 1 September 1972 -

The 86th BS operated from Alconbury 1954-1955, in 1955 to Sculthorpe.

Components: 47th Bombardment Group, 1947-1949 and 1951-1955 (not opera-  
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4400th Combat Crew Training Group, attached 1951-1952

19th Tactical Reconnaissance Squadron, attached 1954-1956

84th Bombardment Squadron, attached 1952-1955, assigned 1955-1962

85th Bombardment (in 1972 Flying Training) Squadron, attached 1952-  
1955, assigned 1955-1962 and 1972 -

86th Bombardment (in 1972 Flying Training) Squadron, attached 1954-  
1955, assigned 1955-1962 and 1972 -

420th Air Refueling Squadron, attached 1960-1961, assigned 1961-1962

422nd Bombardment Squadron, attached 1953-1954

Aircraft: Douglas A-26 (later B-26) Invader, 1947-1949 and 1951-1952  
(47th Bomb.Gp. and 4400th CCTGp)

North American B-45A Tornado, 1949 and 1951-1958 (47th Bomb.Gp., 84th,  
85th and 86th Bomb Sqns, 422nd Bomb.Sqn.)



North American RB-45C Tornado, 1954-1956 (19th TRS)  
 Douglas B-66B Destroyer, 1958-1962 (84th, 85th and 86th Bomb.Sqns)  
 Boeing KB-50J Superfortress, 1960-1962  
 Operations: Trained in night tactical operations, 1947-1949. Trained in light bombardment operations, including combat crew training, 1951-1952. Operated the USAF air Crew School (Light Bombardment and Tactical Reconnaissance, Night Photo), 10 May 1951 - 12 February 1952. After moving to England in 1952 engaged in tactical exercises and operations to maintain proficiency in light bombardment until inactivation. Flying Training operations 1972 - present

#### Registrations:

B-45A: 47-0046,0047,0090

RB-45C: 48-0043,0035 (19th TRS)

B-66B: 84th TBS (red):

53-0503 (coded K, later A); 0504, 0506 (coded N); 54-0482, 0485, 54-0494, 0500, 0549, 0550, 0551, 55-0302, 0303, 0304, 0305, 55-0306, 0307, 0308, 0309, 0310, 0311, 0312, 0313, 0314

85th TBS (yellow):

53-0485, 0489, 0491, 0494, 0496, 0505, 54-0478, 0481, 0483 (coded R); 54-0484 (coded R); 0487, 0489, 0491, 0492, 0496, 0499, 0501, 0503, 0504, 54-0505, 55-0311

86th TBS (blue):

53-0482/A, 0483/S, 0484/B, 0487/C, 0490/D, 0492/D, 0495/F, 0498/G, 53-0499/X, 0500/H, 0501/I, 0502/J, 0503/K, 0507/M, 54-0479/W, 54-0480/N, 0488/U, 0502/T, 0506/L, 0498/P, 0490/R

KB-50J: 420th ARS: 47-0170, 48-0061, 0083, 0084, 0106, 49-0356, 0359, 0360, 49-0373, 0376, 0378, 0368

T-29A : 49-1941

Presently the 47th Flying Training Wing is operating from Laughlin AFB, Texas, and includes the 85th FTS, Flying T-37B's and the 86th TFS flying T-38A's.

Special thanks to James N. Eastman, Jr, Chief Historical Research Center USAF, Maxwell AFB, Alabama.

#### MUSEUM AIRCRAFT IN EUROPE

Herewith we publish a list of all musea that have aircraft in their collection. Just in case you're in the neighbourhood.

Austria:- Vienna: Militarisches Museum, Technisches Museum

Belgium:-Brussels: Musee de Armee

Bulgaria:- Sofia: Central Museum of the Air Force

Czechoslovakia:- Prague: Military Museum

Denmark:- Copenhagen: Arsenal Museum, -Elsinore: Technology museum  
 -Fuenen: Veteran museum

France:- Paris: Musee de l'Air (Mendon 1914-1939, Le Bourget 1940-1950)  
 -La Ferte Alais: Collection Jean Salis

W.Germany:- Berlin: Transport museum, -Buckeburg: Helicopter museum,  
 -Stuttgart: Kollektion Fritz Ulmer, -Munich: Deutsches museum  
 -Uetersen: Luftwaffenmuseum

Gr.Britain:- London: RAF Museum, Imperial War Museum, Science Museum  
 -Old Warden: Shuttleworth Collection; -Yeovilton: Fleet Air  
 -RAF Duxford: Imp.War Museum storage; -RAF Cosford;  
 -RAF Henlow: RAF Museum storage, -Booker: Wycombe Air Park;  
 -Southend-on-Sea: Historical Air Museum; -RAF Colerne;  
 -RAF Coltishall; -Winthorpe: Newark Air Museum; -St.Athan:  
 RAF Museum storage; -Auchterader: Strathallan Collection

Italy:- Turin: Air Museum; -Vigna di Valle: Historical Aircraft Center;  
 -Milan: Science Museum; -Vizzola Ticino: Museo Caproni

Ireland:- Dublin: Irish Air Museum -Norway:- Oslo: Technical Museum

Netherlands:- Schiphol: Aviodome; Soesterberg: RNethAF Museum

Poland:- Cracovia: Polish National Air Museum; -Warsaw: Mus.of the Peoples

Portugal:- Alverca: Aviation museum; -Lisbon: Naval museum

Rumania:- Bukarest: Central Military museum

Sweden:- Malmo: RSwed.AF museum; -Stockholm: Technology museum

Switzerland:- Dubendorf: SwissAF museum; -Luzern: transport museum

Turkey:- Cumaovasiir: TurkAF museum



## HERCULES

## STORY

Compiled by:

P.F.J. v/d. Krommenacker

## Part: III: C-130E &amp; H model

In 1959 M.A.TS. (now M.A.C.) intended to set up a new force of long-range tactical-assault aircraft to provide the Armed Forces a greater mobility in cases of a possible intervention anywhere in the world. Herefore an USAF requirement was made and Lockheed gained a contract for 381 Starlifter. long-range heavy transporters, the following types were chosen for missile and troopcarrier: respectively the Douglas Cargo-master and the Boeing C-135.

The date of entering service of these types was so late, that the USAF decided to buy some "advanced" Herculeses as an interim solution to fill gaps in modernisation of the transportfleet.

The interim gap-filler became a force of 32 Squadrons having an own function in the Air Force: to a special tactical-assault strength which was transferred to TAC (Tactical Air Command).

The so called advanced-Hercules is a modified C-130B with uprated engines, increased fuel capacity by wing mounted auxiliary fuel tanks and better avionics; resulting in a higher pay-load, extending range and improved landing and take-off performances.

Compared with its first variant the newest model payload is boosted 26% speed 11% and range no less than 52%.

For many reasons this aircraft became the workhorse of Tactical Air Command although pushed by some political decisions as the withdrawal of troops in Europe and the intervention in South East Asia, the aircraft proved to be the best system. For instance 80% of the Army vehicles can be ferried in the box size of the fuselage to 95% of all the airfields in the world. Nowadays constantly 2 squadrons are on a 60 days rotation in Europe; one at Mildenhall and one at Rhein-Main AFB.

In S.E. Asia the Hercules operated primarily as a transporter, but also as tanker, recovery aircraft, reconnaissance, airborne battlefield command post and gunship. Some of these functions were primarily made by A and B model conversions but losses in action and crashes needed a renewal of the inventory, giving a go-ahead for the better E-model.

The excellent results in action can be illustrated by a Hercules which was attacked during a replenishment-mission. More than 100 anti-aircraft gun shells hit the aircraft and with only 2 engines running goods were dropped and it returned save to home-base.

In the air-war the Hercules did always jobs in the front-line, flying-in to the battlefield troops and equipment while returning with refugees. The conditions were sometimes so bad that on jungle-airfields only one aircraft could land while others had to wait till the first had taken-off. Even a new approach technique was developed, because mostly the airfields were under Vietcong fire, so the Herculeses came in to land in a steep dive, using the reverse thrust even when in the air.

To deliver goods in areas where only helicopters could bring supplies, the Hercules was able to drop pallets at a height of 10 feet, while speed was reduced by means of parachutes. This system of dropping was later adopted by other air-forces and successfully used by RAF in Africa and the Himalaya supplying starving groups.

The concept on the drawing boards was completely lost, when the Lockheed technicians found new techniques and modifications were made for various purposes.

Apart from various versions of the C-130E, the wing structure was later strengthened with a honeycomb method (a development primarily used in the Gemini-capsule) and all E-models plus most of the B version were reproduced.

Even self-sealing fuel tanks were introduced after experiences in the Vietnam war.



## VARIANTS

Basic model C-130E: Most widely used Hercules version based on the B-model with modifications as described above.

Basic model C-130H: Introduction of uprated engines and improved avionics (current production model).

WC-130E: Wheeler reconnaissance version replacing the earlier WC-130B in service with 53, 54 and 55 WRS.

AC-130E: Attack and battle-field controlling version known as the "Gunship II". Good efforts shown with the AC-130A made the USAF to convert further 8 C-130E's. The program called "Paye Spectre" consisted of re-equipping the aircraft with new electronics, heavier armour plate, infra-red target searching lights, computer-controlled firing systems and heavier armour. This conversion was made by LTV.

Note: The AC-130E's were converted into AC-130H by installing the T56-A-15 engine. In 1976 all gunships (AC-130A and AC-130H) will be transferred to Air Force Reserves.

DC-130E: Drone-launcher based on the DC-130A version but converted from C-130E's. The DC-130E launched operational reconnaissance drones in the Vietnam war, while the A-Version only was used for test-firing purposes.

They are operated by 100 SRW at Davis-Monthan.

KC-130R: Tanker version for the USMC based on the E-type airframe. Currently on order.

LC-130R: Ski-equipped version for US Navy use in the Antarctic. Two of the four aircraft are operated on behalf of the National Scientific Foundation. The aircraft are operated by VX-6.

EC-130G: Support aircraft for USN Ballistic submarine Forces. Additional low frequency radio equipment was installed for emergency communications with submarines.

EC-130Q: Improved version of the EC-130G; 10 built and together with the 4 EC-130G's operated by VX-4.

EC-130E: Calibration aircraft for the USCG; only one aircraft built.

HC-130H: Previously known as the HC-130E but by installing the new T-56-A-15 engine it became in fact the first H-version. Rescue aircraft with a Fulton Recovery System fitted in the nose and re-entry tracking equipment housed in a blister on the forward-fuselage. The Fulton Recovery System consists of an V-formed extended tubes on the nose which can trap a rescue balloon, the line of the balloon is then automatically locked and with a winch the object the other side of the line, is moved into the aircraft. Successful missions have been made over North and South Vietnam, picking up shot-down pilots. Normally the rescue balloons were dropped by helicopters like the HH-3E "the Jolly Green Giant", which nick-name was given by the rescued.

For space research the aircraft can even pick up astronauts, for which it was basically designed.

HC-130P: To provide the ARS (Air Rescue Service) greater mobility the aircraft got tanker facilities to enable long search and rescue missions together with a helicopter which can hook up for replenishment. 20 aircraft of this version were built and operated in SE Asia.

HC-130N: Similar to the tanker version, but with the Fulton equipment removed. 15 were ordered for SAR duties.

KC-130H: Tanker version based on the H type for export to Saudi Arab.

C-130K: Export version of the H type with English standard flight and radio equipment.

C-130K Wmk.2: Special meteorological research aircraft converted by Marshall's at Cambridge, and operated by RAF's Meteorological Flight at Farnborough.



## U.S. serials:

61-2358-2373	C-130E	c/n 382-3609, 3651, 3659, 3662, 3663, 3681, 3687, 3706, 3712-3717, 3720
62-1784-1866	C-130E	61-2362, 2363 and 2368 converted to DC-130E c/n 382-3729-3732, 3735-3739, 3743-3744, 3746-3748, 3752-3762, 3770-3772, 3774-3780, 3782-3812, 3814-3830
63-7764-7899	C-130E	c/n 382-3813, 3831, 3848, 3850-3857, 3859-3870, 3872-3877, 3879-3889, 3894-3895 plus unknown
63-9810-9817	C-130E	c/n 382-?/
63-13186-13189	C-130E	c/n 382-4011, 4012, 4015, 4016 all to Turk.AF
64-0495-0572	C-130E	c/n 382- unknown to serial 0516 plus 4000, 4001-4010, 4013-4014, 4017-4019, 4021-4025, 4027-4035, 4039, 4042-4045, 4046-4049, 4056-4059, 4062, 4063, 4065, 4068, 4071, 4074, 4077, 4080, 4083, 4086, 4079, 4087, 4090
Note: 64-0546 to Royal Swed.AF as 84001-71		
64-0552 to 554 converted to WC-130E		
64-0551, 0555-0559, 0561-0568 converted to C-130E Shyhook II		
64-1657	C-130E	c/n unknown, destination unknown
64-14852-14866	HC-130H	c/n 382-4036-4038, 4055, 4072-4073, 4081-4082, 4084, 4088-4089, 4094, 4097-4099.
64-15094-15096	C-130H	c/n 382-4052-4054 to RNZAF as NZ7001-7003
64-17624-17639	C-130E	c/n 382-4020, 4026, 4040-4041, 4050-4051, 4060-4061, 4066-4067, 4070, 4075, 4122, 4124, 4095-4096 to CAF as 130305-130320
64-17680-17681	C-130E	c/n 382-4064 and 4069
64-17949	C-130E	c/n 382-4100 to Turk.AF
64-18240	C-130E	c/n 382-4105 (to replace a/c 64-0546)
65-0960-0987	HC-130H	c/n 382- ? , ? , 4102-4104, 4106-4108, 4110-4112, 4116, 4120-4121, 4123, 4125-4127, 4130-4133, 4135, 4138-4142
65-0988	HC-130P	c/n 382-4143
65-0989-0990	HC-130H	c/n 382-4150-4151
65-0991-0994	HC-130P	c/n 382-4152, 4155-4157
65-0995-0998	HC-130H	c/n 382- unknown (probably cancelled)
65-10686-10689	C-130E	c/n 382-4145, 4117-4119 to IIAF 5-105 to 5-108
65-12766-12769	C-130E	c/n 382-4191-4194 to CAF as 130321-130324
65-12896-12907	C-130E	c/n 382-4159-4160, 4167-4168, 4171-4172, 4177-4178, 4180-4181, 4189-4190, to RAAF as A97-159, 160, 167, 168, 171, 172, 177, 178, 180, 181, 189, 190
65-13021-13044	C-130K	c/n 382-4169, 4182, 4188, 4195, 4196, 4198-4201, 4203-4207, 4210-4214, 4216-4220. To RAF as XV176 to XV199
66-0211-0225	HC-130P	c/n 382-4161-4166, 4173-4175, 4179, 4183-4187
66-4144-4145	C-130E	c/n 382-4144, 4145 to Pak AF
66-4310-4313	C-130E	c/n 382-4148-4149, 4153-4154 to IIAF as 5-109 to 5-112
rumours that serials 66-4306 to 4309 exist are incorrect		
66-8850-8873	C-130K	c/n 382-4223-4224, 4226-4228, 4230-4233, 4235-4238, 4240-4247, 4251-4253 To RAF as XV200-223
66-13533-13550	C-130K	c/n 382-4254, 4256-4259, 4261-4264, 4266-4268, 4270, 4272-4275, 4277. to RAF as XV290-307
66-15144	C-130E	c/n 382- ? to Turk.AF
66-4299	EC-130E	c/n 382-4158 to USCG as 1414
67-14726-14729	C-130E	c/n 382-4276, 4282-4284, to IIAF as 5-113-116
67-7183-7185	HC-130E	c/n 382-4255, 4260, 4265 to USCG 1452, 1453, 1455
68-10934-10957	C-130E	c/n 382-4314-4331, 4334-4339 68-10952-10957 C-130H to RNoAF as BW-A/F
68-8218-8219	C-130H	c/n 382-4312-4313 to RNZAF as NZ7004-7005
69-5819-5833	HC-130N	c/n 382-4363, 4367-4368, 4370-4372, 4374-4382
69-6566-6583	C-130E	c/n 382-4340-4349, 4351-4354, 4356-4357, 434359-4360
70-1259-1276	C-130E	c/n 382-unknown



7-1468	C-130E	c/n 382-unknown to Turk.AF.
7-1797-1808	C-130H	c/n 382-4430-4431 to Israel Defence AF as 4X-FBA and FBB.
72-1288-1303	C-130H	c/n 382-4514 to Turk.AF.
73-0844-0845	EC-130H	c/n 382-4455, 4460-4461, 4467, 4470, 4473-4474, 4478-4479, 4481-4483, to BAF as CH-01 to 12.
73-1580-1599	C-130H	c/n 382-unknown serials 62-1300 to 1303 converted to EC-130H
74-0001-0036	C-130H	c/n 382-unknown, to USCG
		c/n 382-unknown
		c/n 382-unknown

serials with fiscal year of 1975 unknown

Note: due to lack of space the special Navy and USCG version will be published in Part IV of the Hercules Story.

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SHOW REPORTS ---- SHOW REPORTS ---- SHOW REPORTS ---- SHOW REPORTS

OPEN HOUSE at Hanau: on 10 May:

Static: XT-117 Sioux AH.1 R.Armey XW282 Scout AH.1 R.Armey  
 73-21754 UH-1H c/n 13442 173th Av.Comp. 66-18037 U-21A King Air  
 70-15225 OH-58A c/n 40776 62th Av.Comp. 70-1632 CH-53G c/n 65-342  
 70-16053 AH-1G c/n 20997 334th Av.Comp. 13562 OV-10A USAF 601TCW  
 68-16992 OV-1D c/n 465-380 73th Mil.Int.Corps

Hangar: 16313 (32th Signal Bat.), 68-15216, 67-17502, 65-9590(UH-1D), 66-16389, 66-0914(UH-1D), 68-15650, 13745, 17623 16146, 16144, 16012 probably all UH-1H's (or UH-1D's if mentioned)  
 71-15288 (356th Av.Comp.), 70-15176, 70-15127, 70-15198, 70-15221, 70-15177, all OH-58A Kiowa

Other a/c and helicopters on the field:

73-21403, 73-21668, 73-21696, 73-21634, 71-20162, 73-21825, 68-16248, 66-16967, 16485, 68-16286, 16422, 16505, 68-16216, 68-15556 15691, 68-15285 (173th Av.Comp.), 68-15313, 68-15317, 67-17695 (130th Engineer Brigade), 67-17690, 67-17266, 67-17670, 67-17514 (173th Av.C.)  
 Most probably all UH-1H's  
 66-0828, O-38810 (173th Av.Comp.), 65-9792, all UH-1D's  
 70-15179, 70-15175 (130th Engineer Brigade), 69-16274, 69-16291, 21403, 70-15257, 69-16256, 69-16246, all OH-58A  
 70-16010 AH-1G XT-181 Scout AH.1 R.Armey  
 7553, 7550, 7616 Alouette II HEER  
 68-15934, 68-15964 OV-10, 69-17001, 002, 003, 006, 007, 008, 010, 011, 022 OV-1D  
 all of 73th Military Intelligence Corps

TAG DER OFFENE TUR at Mendig (near Koblenz): on 25 May

Static: CUG/1263 Puma ALAT 84-24, 32, 93, 69, 85-02 all CH-53G  
 68-15990 CH-47C 180th Av.Comp. 68-18458 CH-54A 295th Av.Comp.  
 67-15808 AH-1G 334th Av.Comp. 89-58 c/n WA762 Sea King Mk.41 WGNavy  
 68-16963 OH-58A 334th Av.Comp. XW924 Harrier RAF 48sqn  
 72-52/8372 UH-1D XT805 Sioux AH.1 and XT649 Scout both Royal Army  
 XW893 Gazelle R.Armey 660Sqn Soest 56-88/396 DO-27 Mendig Sportfluggr.  
 CVQ/1655 Alouette III ALAT 66-13559 OV-10A USAF 601TCW  
 7586/1511 (HFLst.5), 7756/2106 (HFLst.301), 7773/2132 (HFLst.301), 7754/2101 (HFLst.301), 7704/1853, all Alouette II

Other a/c and helicopters on the field:

84-08, 20, 22, 25, 27, 28, 30, 31, 33, 34, 35, 36, 37, 38, 47, 65, 66, 84, 92, 94, 85-01, 85-03, all CH-53G of HFLReg.35 70-68 UH-1D (SAR) HTG-64  
 51-13 C-160D LTG-61 91-16 Piper and 56-90 DO-27 both of Mendig Sport-  
 A-45, 50, 78, 49, 75, 79, 76 Alouette II Blue Bees /fluggruppe  
 73-56/8476, 73-04/8424, 72-31/8351, 72-45/8365, 72-54/8374, 73-18/8436, 72-46, 72-47, 72-42, 72-56 all UH-1D from Fritzlar  
 77-53/301st., 7677/301st., 7608/HFLCom.3, 7556/HFLCom.3, 7578/HFLCom.3, 7675/5st., 7558/5st., 7587/5st., 7720, 7502, 7676, 7774, 7771, 7747, 7748, all Alouette II, 8303(wreck), 8332(gate guard) H-21C plus a T-33(wreck)  
 Overshoot: 20-74, 21-53, 21-56, 22-00 F-104G WGAJ JABOG-33

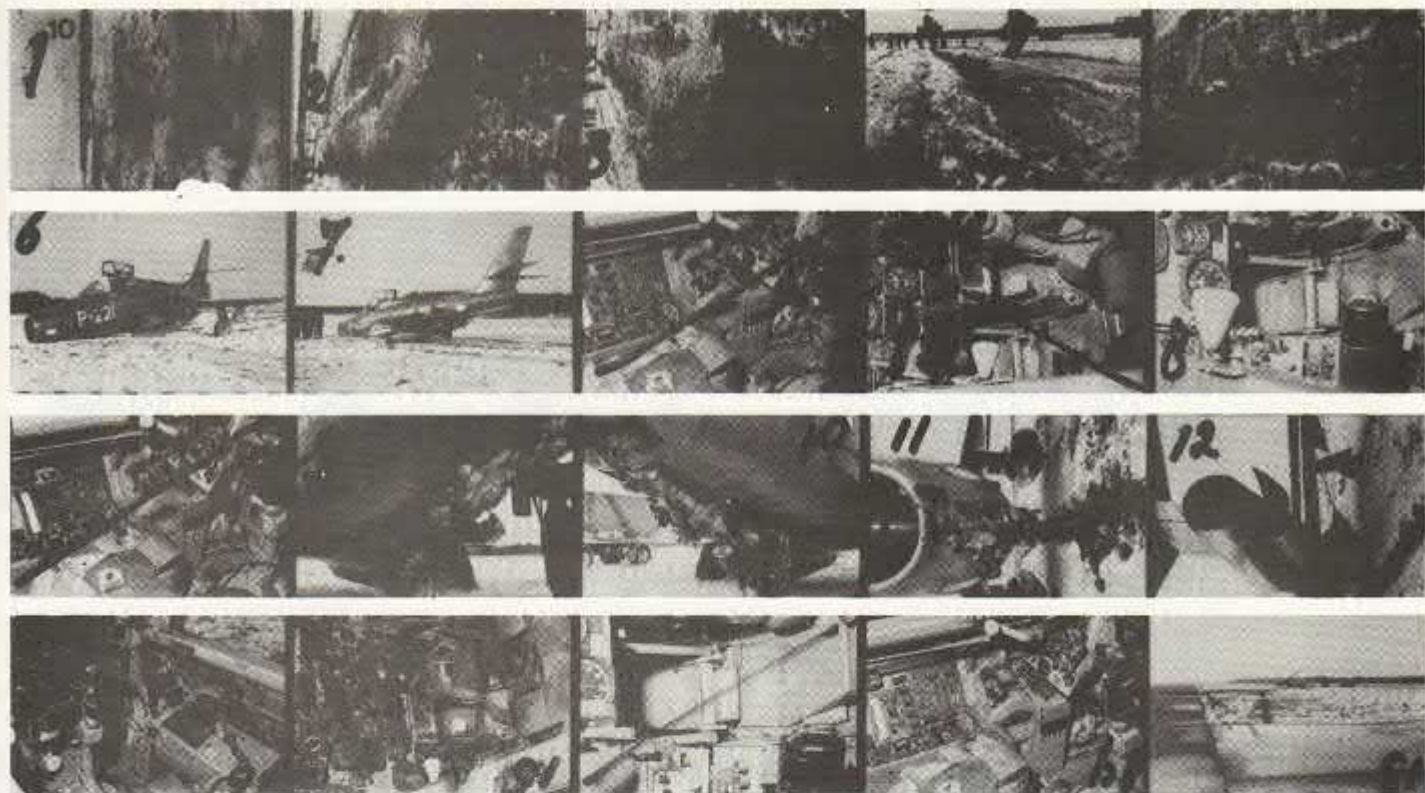


- "TINBOX" is a new danish magazine, set up in a very professional way. It contains articles and photographs on all aspects of the danish military airscene. "Tinbox" is published in the danish language but an addenda containing the most common danish words translated in English can be supplied to all foreign readers. The subscription-fee is 50 D.Kr. for 4 issues (mar-jun-sep-dec), payments can be send to giro number 2274787 or via International Money Order (not by cheques!). Address: Flyvetidsskriftet Tinbox, Bystaevnet 2, 5260 Hjallesø, Denmark.
- WANTED: negs of F-104's of the Norwegian, Greek, Turkish and Danish air forces. Also still needed are some negs of RAAF, BAF, WGA and SpAF. Please write to K.Folkertsma, Furmerusstraat 326, Sneek, Holland.
- WANTED: to exchange good quality, genuine Kodachrome II slides of military aircraft, anywhere around the world. Please write to F.Willemsen, Laan van Vollenhove 992, Zeist NL-2740, Netherlands.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: Starfighter R-647 taking off for an aerial display at Beauvechain. This year's meeting of the Belgian air force will be held at Florennes, where an F-16 will be displayed.  
 Photo: Frank Klaassen
- PHOTO 2: The Royal Danish air force has taken delivery of the first two C-130H Herculeses. They were both delivered to Vaerlose on the 25th of April; the serial, B-678 and B-679, are painted on the tail just below the danish flag. The third will have serial B-680 and is to be delivered in July. The photo illustrates B-678 with in the background a Italian C-130.  
 Photo: Niels H. Larsen
- PHOTO 3: One of the many UH-1H's of the US Army in Europe is 17670 which was photographed at Hanau on 10 May 1975. A complete coverage of this day may be found in this issue.  
 Photo: Jac van Tuyn
- PHOTO 4: This "act for one helicopter" if performed here by S-58 OT-ZKK of the Belgian air force at the annual airshow of the Keiheuvel aeroclub.  
 Photo: Frank Klaassen
- PHOTO 5: The DO-28D of the Luftwaffe JABOG-33.  
 Photo: Pieter van Gemert/GCA
- PHOTO 6: A formation of 4 RF-84F Thunderflashes of 306 Squadron (Royal Netherlands Air Force). Serials are TP-11, 14, 16 and 12 (cam).  
 Photo via Fr. Klaassen
- PHOTO 7: Ever seen a Machtrainer? two of them are portraited here at some RNethAF base, many years ago. Note the insignia on fin of the first aircraft; in the background in L-6.  
 Photo: Luchtmachthistorie
- PHOTO 8: A line-up of Sabres of the Portugese air force, pictured at Monte Real air base on 6-8-73. Serials are 5308, 5342, 5319, 5301, 5321, 5327, 5310, 5341 and 5346; also visible is Fiat G-91R 5401.  
 Photo: Kees van Aggelen
- PHOTO 9: A Fiat G-91R4 of the Portugese air force at Monte Real on 6 August 1973.  
 Photo: Kees van Aggelen
- PHOTO 10: This is an impression of Thunderstreak P-221 after an emergency landing. The aircraft could be repaired, by the way  
 Photo via Fr. Klaassen
- PHOTO 11: Fine study of Norwegian RF-5A at EHV. Photo: Jac van Tuyn
- PHOTO 12: Super Sabre 11-EB photographed at the Tact. Weapons Meet at Norvenich in 1969.  
 Photo: Fr. Klaassen





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