

FLASH

November
1975

NR 63



military aviation magazine





FLASH MILITARY AVIATION MAGAZINE, P.O.BOX 855, EINDHOVEN, HOLLAND

Editorial team:

EDITOR: P.v.d.Krommenacker

CO-EDITORS: S.Jaskolkowski, F.Klaassen, J.Struven and J.v.Tuyn

NOVEMBER 1975

NUMBER 62

VOLUME 6

Dear reader,

The editors have been dependent on the opinions and criticism of a very small number of readers in their making of FLASH. We gathered from talks we had with the many spotters present at the highly succesful "Open Day" in Eindhoven on November 1st, that aviation 'lives' and we have listened carefully to the criticism.

So many people have so many wants; it is hard for us to crystalize the best policy out of these many wants. This means that we will concentrate on the improvement of the layout for the time being.

But besides this, other improvements are under consideration or already realized:

- The assignment of a local agent in the UK, with the status of editor: Mr. B.Hickman,
84 Farmerward Rd.,
Kenilworth,
Warwickshire.
- The introduction of a civil section (starting this issue)
- A more effective way of publishing news and movements
- An improved economy of the magazine thus enabling to improve the contents!

By the way, the December issue can arrive a little later, because of the Christmas Post-rush. Don't get .. if it doesn't arrive on time.

The editors.

.....

- 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.22,- or equivalent for a one year-, or DFL.12,- for a six month subscription. Dutch readers may also sent DFL.6,- for a three month subscription. Single copies are DFL.2,50. All payments should be sent to gironummer 3126138 t.n.v. P.v.d.Krommenacker, v.Ostadepead 9 in Best (Dutch readers) or via an International Money Order to P.v.d.Krommenacker, P.O.Box 855, Eindhoven, Holland (Foreign readers).
- If you publish any information out of FLASH elsewhere, please mention the source.
- At the moment the following back-issues are still available. Nrs.26, 31,32,33,40,44,45,50,52-61. At DFL.2,- each.
- All non-commercial advertisements in FLASH are free of charge.
- Sample-copies of FLASH are free obtainable at the editorial adress.

NEWS ----- NEWS

With special thanks to: V.v.d.Berg, A.P.de Boer, A.Booy, P.v.Gemert, C.v.d.Heuvel, B.Hickman, A.Mulder, J.v.d.Oever, H.de Ree, R.Smidt, M.Tabak, G.v.d.Weide, P.v.Wijngaarde, P.Zastrow and Sp.Group Valkenburg.

HOLLAND

-- The only movements from Eindhoven:

Nov.19: XV5C1 and XV426 Phantom FGR.2 RAF 31Sqn

Also on this day, the first appearance of the Jaguar at Eindhoven.

-- Movements at Twenthe included:

Oct.20: 46-24 C-119G ItAF; CR68-528 F-4E USAF 32TFS

27-02 and 27-85 TF-104G WGAF WS-10

21: D-5809 TF-104G Lwd.Wing; 21-09 F-104G WGAF JABOG-33

30-35 and 31-35 G-91R WGAF LEKG-43; 25-08 F-104G JB-33

K-4007 and 4017 NF-5B 314Sqn

22: B-10 c/s OT-ZKJ S-58 BAF; C-12 F-27M 334Sqn

27-03 and 27-85 TF-104G WGAF WS-10

23: K-3013 NF-5A 314Sqn; D-5813 TF-104G Lwd.Wing

27-14 and 27-02 TF-104G WGAF WS-10

From September 23rd till October 2nd, No.313Sqn had a squadron-exchange with 48th TFW from Lakenheath. Aircraft involved were:

LN65-775, 65-688, 65-685, 65-613, 65-608, 66-283 and 66-480, all F-4D's of 48th TFW (USAF). The latter Phantom suffered from engine-troubles and remained in a hangar for the rest of the exchange. K-3053, 3061, 4003, 4008, 4012, 4016 NF-5A/B's arriving at Lakenheath on Sept.23rd. While K-3038 and K-4010 arrived 30-9 and K-4020 (ex 316Sqn) and K-4014 arrived 3-10.

Throughout the exchange 6 or 7 a/c of 313Sqn were present.

The NF-5's left Lakenheath not untill October 3rd.

-- In consult with the Dutch government Fokker has refused to deliver a version of the F-27 Friendship to Chile; it concerned an order for sea-partol aircraft. Last year the defence minister refused to give permission for a Klu Troopship to demonstrate for a Chilean delegation, as the Dutch government is opposed to the regime.

-- Movements at Soesterberg included:

Oct.14: D-8061 and 8082 F-104G 322/323Sqn

23-26 and 26-90 F-104G WGNavy MFG-2

15: D-8331, 8089, 8342 and 8104 F-104G 322/323Sqn

17: BT67-233 F-4E USAF 36TFW (ran into barrier and left 20-10)

20: V250 Atlantic MLD 321Sqn; K220 UH-1B MLD 7Sqn

R-138 L-21B Ppier Cub

21: D-8258 F-104G Volkel Wing; O-10653 T-39A USAF

22: 34-16 and 34-31 G-91T WGAF WS-50 (left 23-10)

24474 T-39A USAF

23: R-166 L-21B; K-4013 NF-5B 313Sqn; O-10665 T-39A USAF

10880 C-9A USAF

Nov. 4: 35-45 and 35-03 RF-4E WGAF; 24462 T-39A USAF

10: SP63-567 F-4C USAF 52TFW

Presently six Bolkow BO-105C's, B-37, 38, 39, 40, 41, 42 are buzzing around in the Soesterberg area.

-- Three Neptunes of the MLD will remain in the West Indies area (Hato on Curacao) for rescue and patrol duties, though the Dutch government has decided to withdraw the SP-2H's. On a rotational base of 320Sqn the Neptunes will be in the Antillian waters for the coming years.

-- Movements at Valkenburg included:

Oct. 1: 75-95 and 76-31 Alouette II WGArmy

2: 156520/LQ-7 P-3C Orion USNavy VP-56Sqn

3: 46-94/MM37845 C-119G ItAF 46 Aerobrigata Pisa

Mont. Valkenburg.

Oct. 13: 156520/LQ-7 P-3C Orion USNavy VP-56Sqn (and a French N2501)
 14: 925 Navejo Aeronavale
 15: 158566/LN-21 P-3C Orion USNavy VP-45
 16: 141023 C-131F USNavy
 19: 18036 U-21A USArmy
 20: 61-07 Atlantic WGNavy: 141009 C-131F USNavy/Mildenhall
 21: 46-24/MM26009 C-119G ItAF; 18036 U-21A USArmy
 23: 141009 C-131F USNavy/Mildenhall
 24: 61-07 Atlantic WGNavy
 30: XV239 Nimrod RAF 42Sqn; 156520/LQ-7 P-3C Orion USN VP-56

On October 31st, the Marine Luchtvaart Dienst organized a family day at Valkenburg. The results:

Flying display:

216/V SP-2H; 255/V Atlantic; R-140 L-21B; 236/IS Wasp;
 225 and 227/K UH-1B

Static show:

201, 204, 207, 210, 211, 215, 216, 218, all coded V, SP-2Hs 320Sqn
 254/V Atlantic; XV239 Nimrod RAF 42Sqn; 156520/LQ-7 P-3C USN
 R-140 L-21B (on loan from Dutch Air Force for the Valkenburg
 gliding club).

Elsewhere on the field:

250, 251, 252, 255, 256, 258/V Atlantics of 321Sqn
 205/V SP-2H

Noted in hangars:

Neptunes 202 and 203 coded V; 081, 083, 084 and 085/V TC-45Js

Fire-dump:

Scrap-yard:

182/H CS-2A; 080 TC-45J- 180/H CS-2A

Also noted in hangar were the wings of atlantic 257 (while
 its fuselage is hanged on De Kooy), which ditched in Aug 73

A visitor on this day was 141023, a C-131F of the USNavy, with a
 thirty minutes stay.

— Also Zestienhoven (Near Rotterdam) has its military visitors; not
 too many, but military:

Oct. 3: 18014 U-21A USArmy
 5: 15907 U-21A USArmy
 8: 128425 C-118 USNavy

FRANCE

— Several Air Bases (Base Aeriennes) are operating some aircraft of
 their own. Besides the base-flight of the local Escadre, these
 Base Aeriennes have a flight of aircraft for their own purpose.

E.g.: 121-HG c/n 136 Magister of Istres base flight (BA121)
 721-EP c/n 306 Broussard of Rochefort base flight (BA721)
 118- etc. with several a/c of Mont de Mersan base flight (BA118)
 128-A, etc mainly Paris IIs of Metz base flight (BA128)

NORWAY

— From 25th of August till 5th of September, the Bull's Eye Meet was
 held at Sola, Norway. This time the Meet wasn't as smashing as al-
 ways, this because of the absent Danish team. They had other engage-
 ments to exercises.

Thus leaving:

338 Sqn RNoAF with F-5As: 209, 220, 222, 224, 562 and 563
 336 Sqn RNoAF with F-5As: 125, 129, 371, 207 and 579
 MFG-1 WGNavy with F-104Gs: 22-12, 22-19, 22-67, 22-72, 22-79,
 22-86, 22-87, 26-57, 26-69 and 26-70
 LEKG-41 WGAf with G-91Rs: 30-03, 31-25, 31-79, 32-88, 31-57,
 31-73, 32-22, 33-05, 33-09

Furthermore noted on the press-day (25th): 966 UH-1B RNoAF;

072 Sea King RNoAF and as gate-guard 110161/MU-L F-84G RNoAF

SWEDEN

- Due to the 50th anniversary of the Royal Swedish Air Force, three open days will be organized next year, being:
Ljungbyhed on 23-5-76 (home of the FL-5)
Frosön on 6-6-76 (home of FL-4)
Malmslätt on 28 and 29-8-76 (home of FL-13)

UNITED KINGDOM

- Next years the Air Tattoo at Greenham Common (near Newbury) will be held again. This year the event will take place on July 31st and August 1st.

UNITED STATES of AMERICA

- Operating with 52nd TFW and spotted lately, are the following F-4C/D at Spangdahlem:
F-4Cs of 5th TFS: SP63-440 (y), 63-443 (y), 63-452 (y), 63-467 (y), SP63-512 (y), 63-513 (y), 63-515 (y), 63-565 (uncoded 7/75), SP63-567 (?), 63-594 (r), 63-596 (y), 63-607 (?), 63-615 (r), SP63-638 (y), 64-666 (r), 64-749 (?), 64-790 (r), 64-879 (r).
F-4Ds of 23rd TFS: SP66-575 (b), 66-595 (w), 66-657 (w), 66-662 (b), SP66-710 (?), 66-711 (?), 66-714 (w), 66-727 (?), 66-734 (b), SP66-735 (b), 66-745 (b), 66-748 (D), 66-756 (w), 66-758 (-), SP66-768 (w), 66-774 (?), 66-779 (?), 66-789 (w), 66-790 (w), SP66-793 (w), 66-797 (?), 66-798 (w), 66-825 (b).
Between brackets is given the tail-tip colours: y means yellow, r red w white and b means blue.
- Just after the Open Day at Hanau (May 10th), all the OV-1D Mohawks of the 73rd Military Intelligence Corps, departed and are now based at Stuttgart Air Base.
- All a/c noted at Mildenhall on October 4th:
62-1827, 63-7841, 63-7839, 64-0541, 64-0549, 64-0569, 68-10951, 72-1290, 72-1293 and 72-1295, all C-130E of 314TAW
50221 (438MAW), 60166, 60189 (63MAW) and 40628, all C-141A
156174/37 EC-130Q USNavy VQ-48sqn 00454 C-54 Galaxy
12666 and 12673 WC-135B 55WRS; 14847 RC-135U;
14848 RC-135V; 53125 NKC-135A ASD; 53118 and 23536 EC-135E
38018 (28BW), 91447 (?), 91514 (no unit badge), 23512 (416BW) and 37983 (301ARW), all KC-135A
22698, 22680 and 20844 KC-97L Wisconsin ANG
18077, 18085, 18087, 18089, 18114 and 18115 RU-41A USArmy (the latter two with tip-tanks).
- Our colleague-spotters in England were getting very disappointed, as the planned exercises with F-111, RF-4Cs and F-100s from the States in October/November seemed to be cancelled. But fortunately for them all the a/c will come after all, as follows:
F-111Fs of 366TFW (code MO) from Mountain Home, will be at Upper Heyford from 5 till 19 March
18 RF-4Cs of 363 TRW (code JO) from Shaw AFB, will be at Alconbury from 5 till 19 March
18 RF-4Cs of 117TRW from Birmingham, will be at Alconbury from March 28th till April 19th
18 F-100s of 122TFW from Bear Field (Ind.) will be at Lakenheath from April 24th till May 8th
18 F-100s of 132TFW from Des Moines (Iowa) will be at Lakenheath from May 15th till May 29th
- The delivery-machine of A-7Hs to the Greece Air Force, is running on full speed.
After the deliveries published last month, three A-7s, 159915, 159916

and 159917, landed at Rhein-Main on October 24th, of which one a/c had engine-troubles.

On November 15th, two A-7s departed from Ramstein. Unfortunately no logs could be logged, because of the fog, but assumably these were 159918 and 159919.

-- On Wednesday, November 5th, Sembach was officially re-opened again as a fully operational USAF Air Force Base. This because of the arrival of the 601st TCW (with OV-10As and one CH-53C) from Wiesbaden, which will be based at Sembach from now on. The 601st TCW had to move to Sembach because Wiesbaden AFB will be closed as it is situated too close to the town of Wiesbaden.

-- The Lockheed aircraft company is to pay some 3 million marks to the relatives of 32 Luftwaffe pilots, who were killed in a crash with their Starfighters. The trial lasted five years.

-- On November 21st, four men were killed when US aircraft carrier John F. Kennedy had a collision with the USS Belknap, both of the 6th Fleet. The collision took place 70 miles south of Sigonella in the Mediterranean.

-- The 527 TPTS will join the 1st TRS on Alconbury after the removal of 30th and 32nd TRS's. Both 30 and 32TRS will return to the USA in April 1976 and January 1976 resp..

The new unit at Alconbury will bring along the first F-5E Tigers II of the USAF in Europe. It will provide combat training to USAF pilots, in semi-technical terms "dog-fighting".

-- For the third time: The CH-53C, that crashed on September 26th had fiscal year 70 and not 68 as published; thus making the complete serial 70-1632.

-- We keep receiving movements from Ramstein, so take a deep breath and there we go:

Oct. 27: 50232 (?), 38086 (62MAW), 60162 (437MAW), 40630 (437MAW) and 40616 (?), all C-141A 0-10665 T-39A
152687 C-118A USNavy/Keflavik 21290 C-130E 314TAW
BT68-538 F-4E USAF 36TFW

Nov. 6: 40615 (?), 60195 (437MAW), 60144 (437MAW), 70010 (438MAW), 60199 (437MAW), 59402 (63MAW), 60145 (437MAW), 40609 (62MAW), 59412 (438MAW), 40610 (437MAW), 40624 (437MAW), 50230, 50233 and 60133 (438MAW), all C-141A
40569 C-130E 314TAW UH68-061 (red) F-111E USAF
18034 and 18019 U-21A USArmy Stuttgart
58-16 DO-28D WGAF JG-74 46-84 C-119G ItAF
18451 CH-54A USArmy 295 Av. Comp. (carrying a UH-1)
D-8256 and D-8266 F-104G RNethAF 311/312Sqn
ZR68-553 RF-4C USAF 133542 CT-33A CAF
38-16 F-4F WGAF JG-74 00460 C-5A USAF 436MAW
BT69-249, BT68-405 F-4E 36TFW

8: 40609 (62MAW), 60137 (437MAW), 40638 (437MAW), all C-141A
01264 and 01266 C-130E 317TAW; 37-80 F-4F WGAF JG-74;
90008, 90014 and 00460, C-5A all of 436MAW
UH68-051 F-111E USAF 77TFS
HR68-279 and 68-535 F-4E USAF 50TFW

15: 60202 (437MAW), 60195 (437MAW), 50279 (437MAW), 50272 (437), 59411 (438), 40647 (438), 67947 (438), 50262 (60), 50252 (60), 60198 (63), all C-141A
37848, 37856, 37822, all C-130E of 463TAW
40551 C-130E 317 TAW 16-03 Hansajet WGAF
11-01 Jetstar WGAF

Cont. Ramstein

Nov. 15: 90006, 90004, 80225 and 00448, C-5A all of 436MAW
 CR69-275 F-4E USAF 32TFS BT69-228 F-4E USAF 36TFW
 AR64-080 (1TRS) and AR65-944 (30TRS), both RF-4C USAF
 WR66-644 F-4D USAF; UH68-053 F-111E USAF 77TFS
 149677/20 P-3A Orion USNavy VQ-2Sqn
 18048 U-21A USArmy USAREUR from Heidelberg
 25: 60137 and 50272, both C-141A of 437MAW
 90014 C-5A 436MAW; O-4183 C-121C Penn. ANG
 SA-112 and SA-113 G-91T3 ItAF SVBAA Amendola
 AR64-022 RF-4C USAF 1TRS/10TRW
 58-96 DO-28D WGAF JG-74
 37795 (317TAW) and 21294 (314TAW) both C-130E

Arriving at Ramstein on November 1st, were 18 F-100's of the Michigan ANG (127TFG/107TFS from Selfridge ANGB) and Connecticut ANG (103TF 118TFS from Bradley Field). The exercise with these F-100's lasted till November 25th. So far only 16 registrations are known but next month we can give you the other two also.

107 TFS, Mich. ANG: 55-567 (with sharkmouth!!!!), 56-141 and 56-920, all F-100D

56-3752, 56-894, 56-883, all F-100F
 118 TFS, Conn. ANG: CT55-3650, CT56-2928, CT55-3623, CT56-2917, CT56-3056, CT55-3715, CT56-3183, all F-100D
 CT56-4001, CT63-732 and CT63-801, all F-100F

All F-100s of the Conn. ANG were coded CT.

WEST GERMANY

-- The F-4 crash we reported last month, was a RF-4E of AKG-52 and crashed near Bad Wildungen. Exact date and serial not yet known.

-- The first F-4F of the brandnew Luftwaffe unit JABOG-35 at Iferdsfeld on October 22nd, was 38-22

Other movements of this day:

37-60 and 38-04 F-4F WGAF JG-74 (perhaps future JABOG-35 a/c)

35-86 RF-4E AKG-51 73-40 UH-1D Heer

9426 T-33A (gate-guard)

NEW ORDERS ----- NEW ORDERS

BELGIUM: the BAF has ordered six Fairchild-Swearingen Merlin 3As for replacement of the Pembrokes. Delivery will begin in March 1976. The BAF also ordered 16 Alpha Jets, with an option on 17 more. Delivery will begin in 1977.

DENMARK: With the delivery of the first a/c, serial T-401, the Saab T-17 (Supporter) is now in service with the Danish AF. The T-17s replace the Air Force's Chipmunks and the Army's KZ-7s and L-18Cs.

FRANCE: The FAF will order or has ordered 10 additional Jaguars, a number of Mirage F.1s and one DC-8-62.

IRAN: The IIAF has now a total of 12 B-747s on order. These will be ex-civil a/c, converted to freighter by Boeing and equipped with upgraded engines by TWA.

ISRAEL: In 1976, the IDFAF will receive its 25 F-15s. The a/c will be diverted from USAF orders. Other a/c on order are: CH-53s equipped for electronic intelligence (ELINT) and E-2C Hawkeye a/c.

IRAQ: has ordered an unknown number of Mirage F.1s.

JORDAN: The RJAF will probably receive 12 ex IIAF F-5As, in addition to 20 As and 2 Bs from Iran delivered last year.

PAKISTAN: The PAF has ordered 10 Mirage 3RPs in June and will probably order 12-16 Mirage M.50s next year. They already operate 38 Mirage 3EPs, 3 Mirage 3RPs, 5 Mirage 3DP and 28 Mirage M50. Also on order or already delivered are three ex Aeronavale Atlantics.

29 YEARS "JACHTVLEIEGEROPLEIDING" (part 2)

The history of the Dutch fighter pilot training, compiled by Frank Klaassen; basis for this article was the Klu memorial "Jachtvliegschool".

Until 15 November 1958, when the last class of Meteor trained pilots received their "wings", the JVO consisted of two elements: T-bird and Meteor. But after this promotion the last hours had come for the old-timers: 10 Mk.VIIs were handed over to the MLD and the rest was broken up...

After the phase-out of the Meteors the name of the unit was changed again. The JVO was now called "Nr 2 Instructie Squadron", while in 1962, after the integration with the Belgian, the subtitle "Transitievliegopleiding" was added.

On 20 December 1962 Woensdrecht tower was called by the Westdorpse police that one of their aircraft had crashed there: the M-36 with pilots Motshagen and Veldhuizen. Fortunately both of them had managed to eject.

By the end of April 1963 student-pilot Nap, flying solo in the M-47 suffered a flame-out twice; both times he succeeded in making an air-start and the T-bird arrived safely at Woensdrecht. Another crash: on July 9th, 1963, the M-12 came down in the Wouwse Plantagebos, only a few miles from the base. The pilots, instructor Looisen and student Wisbecq could be saved from the burning wreck.

Early 1964 the entire Woensdrecht airbase was fully operational to train 2 (two!) student-pilots... Still, on January 30th, the squadron received orders to pick up an additional number of T-birds at Mildenhall, England (M-48 to M-58).

On 27 May 1964 two T-33As took off for a battle-exercise, Major Holtz and the Belgian student Hurdebise. After an hour or so only Holtz returned; the other aircraft, M-19, was never seen again as it was lying in the Haringvliet. No casualties.

Smor. On 1 April 1965, the intercom reported that a visiting aircraft of the BF-24 type was to land soon and that it had to be marshalled to the platform near Hangar Zuid. Everybody waited full of tension, as nobody had an idea what this aircraft looked like; until finally some joker came down the taxi-way on a carrier cycle ("Bakfiets" in Dutch), with registration BF-24 in front and "1 April" on the back...

In the meantime the "Wiskey Four" aerobatic team had a lot of success, both in Holland and abroad. The history of this team, closely related as it is to the Woensdrecht period of the JVS, will be dealt with below.

Aerobatic:

In 1956, the JVO had just arrived at Woensdrecht, Flt. Lt. Wilson, the RAF advisor who was added to the squadron, took the initiative to formate a stuntteam with 5 Meteors. It's first performance was at Woensdrecht, during a parents day on September 22nd. The name of the team was "Wiskey", which was derived from one of the callsigns of the JVO, Lipstick and Wiskey. In 1959, when all Meteors had been broken up and replaced by T-birds, Koptitein Wierikx organized a new Wiskey team, consisting of 4 T-33As. Wierikx started experiments to mark the flown figures with white smoke; the alcohol pumps expired very soon, though. On a test smoke-flight of the master himself, during which only a very poor smoke smear was visible it sounded over the radio: "Am I still smoking?... Is my smoke still smoking?...."

It went well with the team. Especially 1963 was a busy year: the Klu

celebrated her 50th anniversary with o.s. a series of open days. Woensdrecht opened on 4 June, followed by Gilze-Rijen, Eindhoven, Twenthe, Leeuwarden, Soesterberg, Volkel and Ypenburg! In June 1964 the team went to Caselle, Eelde, Melsbroek, Waddington, Eindhoven, Axel, Eindhoven, Deelen and Volkel. From the available squadron aircraft the following were chosen for the team (1965): M-51 (van Dommelen), Nr.1; M-55 (Peerboom), Nr.3; M-46 (Liem), Nr.2; M-57 (Sommer) Nr.4.

June 8, 1965; thousands of spectators were at the Open Day at Woensdrecht when the terrible accident happened. M-57 and M-46 crashed just outside the base; both pilots were killed instantaneously... For 1965 this meant the end of the team and all planned demonstrations were cancelled. In the course of 1966 however, the air staff approved the re-erection of a national formation team Whiskey Four, Captain van Dommelen not only managed to form a third team in no time but he also managed to get permission for a special green colour scheme. On June 24th, 1966, the 20th anniversary of the JVS, the new W-4 gave its first show.

However, on October 6th, the team was to give its very last; everybody was as struck by lightning to hear that Whiskey Four had to be abandoned. The increasing number of students didn't allow for four instructors, being fully occupied with aerobatics.

Back to Twenthe:

On February 27th, 1967, the squadron lost its first and only student in its almost 13-years-long T-bird period. During one of his last solo-flights before he was to receive his wings, Ron Beerling in the M-40 crashed near Rucphen.

In April 1968, the chief of the Air Staff announced that Woensdrecht AB was to be closed. On October 11th, exactly twelve years after the first, followed by the very last "wings-party" with the TVO at Woensdrecht. The unit returned to Twenthe on the 14th. Its former location there had been taken in by 306 Recce Squadron, so that the TVO had to be content for a far less convenient spot, behind hangar 11.

Untill November 1969, there is not much to be told, but in that month the first Northrop NF-5B's arrived at Twenthe: K-4002, 4004, 4005 and 4006. They were the future replacement for the T-Birds. Seven months later the Belgians Helderweirt and Boulard crashed in their M-33; although the aircraft was totally destroyed the two pilots survived. In the autumn of 1970 the last T-33 ceremony took place: on October 7th, the 6.000th flying hour was logged in the M-55 ("Magic 55")! This made the ex Whiskey Four aircraft the first jet in the history of the Koninklijke Luchtmacht to reach that milestone.

By the end of 1972, all T-birds were grounded, due to necessary modifications. As the phase-out of the aircraft was planned for a few months later, it was decided to spend no future money to the T-33s. A sad end for this aircraft.

So the NF-5 took over. Nowadays pilot training takes place in Canada and the JVO, now called 313 Squadron, is in charge of the operational conversion.

Thus the Jachtvliegschool ended at the same point it started 25 years ago; this time with their new NF-5s, a Spitfire of an aircraft!

The End.

5



6



7





BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE.

COVER: Some show they can organize there at Greenham Common. Last year these two aircraft were part of the International Air Tattoo. If you are interested, next year the Air Tattoo will be held again on June 31st and August 1st. Illustrated are an Gnat of the RAF and a KC-97L of the Ohio Air National Guard. Photo by Jac van Tuyn

Photo 1: An F-4C Phantom (121-07 C12-13) of the 12th Wing, of the Spanish Air Force. This one was seen at Torrejon on March 8th, 1975. Photo by C. van Aggelen

Photo 2: In this issue we are publishing an article on the Belgian "Blue Bees" aerobatic team; illustrated is its Alouette OL-A38 which was seen at Keiheuvel in 1973. Note that the prefix "OL" (stands for Light Observation, "Observation Legere") has been removed since. Photo by F. Klaassen

Photo 3: Greece has ordered 60 A-7H Corsairs for its air force and delivery of the aircraft is now well under way. Seen here is 159914, which landed at Ramstein on October 2nd en route to Greece. For latest news see page 7. Photo by A. Booy

Photo 4: From 12-28 September NATO exercise "Deep Express"75" was held in Turkey; participating aircraft were a.o. RF-5's of the first Tactical Air Force. An aircraft of this unit (7153) is shown here, though it was taken at another occasion. Photo by Frank Klaassen

JACHTVLIEGOPLEIDING

Photo 5-7: A birds-eye-wing of the JVO in the 1950-1970 period: a Meteor Mk.4 (note the presentation of the serial), a Meteor Mk.7 (I-10) and a Lockheed T-33A (M-39). In this issue the second episode of this training unit story. All photo's: Air Historical Section Klu by courtesy of Sgt. J. v/d Berg.

USA ROUND TRIP

Photo 8: Douglas C-47 O-15635 of the Missouri ANG, preserved in the museum of Transportation, South Louis.
Photo 9: An RF-4C (65-881) of the Illinois ANG at Springfield.
Photo 10: Thunderchief 63-261 of the 457 TFS AFRES, at Buckley ANG Base, Colorado.
Photo 11: O-91910, a T-29A of the Illinois ANG at Springfield. All photos by A. Booy

WINTER FORGE

Photo 12-14: Some photo's that were taken at Ramstein recently: 63801/CT of the Connecticut ANG, 56894 of the Michigan ANG and 062947 of the Ohio ANG; all were here in the frame of NATO exercise "Winter Forge". Photo's by J.v. Tuyn, P. Zastrow and P.v. Gemert/GCA resp.

A SPOTTER'S LOG

Our always active contributor Arnold Booy has been able to realize an age-old spotter's dream: he went to the USA. Here is his report. Enjoy it!

After many years of making plans I finally was able to make the big trip to the USA starting from April 26th, this year. After having seen the K-682, a Danish C-47 painted all white, Luxemburg airport was left with a Loftleidir DC-8 N8631, which is leased from Seaboard World A/W, with flight LL-203. Upon landing in Keflavik (Iceland), for a three days stop-over, the following aircraft were logged:

63-688 F-4C 57TFS
0-61378 F-102A 57 FIS (mounted on a pole)
156509 "LR-1" P-3C Orion USNavy VP-24Sqn (plus 157313 and 157319)
XR808 VC-10 RAF

Leaving Iceland, on the 29th of April, the following a/c were present at Keflavik:

63-412, 460, 534, 576, , 666, 685 F-4C 57TFS (all a/c have a white/black chequered fin-ruder and no code)
50108 C-121 ADC and two EC-121's of ADC
95826 HC-130 70592 T-33A 57TFS
50275 and 67947 C-141A both of 438MAW
156509 "LR-1", 157312 "LR-4", 157315 "LR-6", 157324 "LR-9", all Orions P-3C's of the VP-24Sqn (USNavy)
158916 "LF-?", 158917 "LF-7", 15.... "LF-4", all P-3C Orions of VP-16Sqn
218/V SE-2H MLD

On to the USA. With Loftleidir DC-8 N8631 and TWA Boeing 727 N9516T, I arrived in St. Louis, Mo., to stay there for 5 days. The airfield of St. Louis is called Lambert Field and has besides very busy civil air traffic also on its grounds a factory of Rockwell Int. Sabreliner Division, the huge factory of McDonnell-Douglas where the F-4 is assembled and the complete production-line of the F-15.

On the other side of the field, Robertson Air Base is located, housing the 131st TFG flying with F-100D/F. Seen on the various days were:

The 131st TFG of the Missouri ANG showed up with following:

52794, 52800, 52934, 53606, 53637, 53667, 53672, 53678, 53684, 53811, 63219, 63239, 63284, 63288, all F-100D
63735, 63762 and 63787, all F-100F 33525 T-29 and 70707 T-33A MissAN

Visiting Rockwell plant:

157354, 158382, 159365 CT-39E All VR-1 USNavy (code JK)
158844 CT-39G USNavy VR-1Sqn (code JK)

Visiting the civil part:

12701 and 12703 T-42 USArmy

McDonnell-Douglas flew around with a test-flight of F-4's. Some of them:

12200 YRF-4C (white/blue painted Fly by Wire)
41004 RF-4C and 60287 F-4E Both day-glow painted tail

While 157305 F-4J USNavy and 10649 T-39A USAF were visitors

The production-line of McDonnell-Douglas showed many F-15s in all stages of completion. Only a few F-4E/Fs were completed, one of them was the 31st a/c for the Turkish Air Force. Unfortunately I was not granted permission to see the part of the factory where the fighters are prepared for flight. Quite a few F-4s of the Japanese, Germans and the Tur... were there already in the various color-schemes but still with USAF-insignia's and serials.

In the town of St. Louis there is the Museum of Transportation where beside many railways-materials, an old C-47 of the Mo. ANG, the 0-15635, is shown (see photo-page).

Not far from St. Louis is Springfield, Ill. Based there is the 170 TRS, 83 TFG flying with RF-4C. Noted were:
64-029, 65-875, 65-881 (see photo-page), 65897, all RF-4C Ill. ANG
70 TRS. But also F-4C, 64-825, was noted, also of Ill. ANG
6-11822 F-84F 170 TFS Ill. ANG cammy mounted on pole
6-91910 T-29 Ill. ANG cammy and named "Lizard" (see photo-page)

I left St. Louis on the 5th of May with TWA B.727 N44316 en route to Denver-Stapleton, Colorado. Upon arrival we rented a camper and made a 3 weeks' sight-seeing trip through the South West part of the USA. However some spotting had to be done, which resulted in:

Wackley ANG Bureau, Co., 6-5-75:
70-022, 70-055, 71-340, 71-341, 72-170, 72-196, 72-236, 73-992,
73-996, all A-7D Col. ANG 120TFS/140TFG
71-343 and 72-265 A-7D New Mex. ANG 188TFS/150TFG
37788 C-131 Co. ANG 52-952 F-100D ? ANG
0-13833 UH-1D Co. NG 16899 OH-58A Kiowa Co. NG
63739 F-100F Mo. ANG 10976 Cessna O-2A Co. AG
HI57-803, HI57-835 both F-105D 466TFS AFRES
62-414 F-105F Virg. AG 149TFS/192TFG
TH63-261 F-105F 457TFS AFRES (see photo-page)
CC68-127 F-111D 27TFW
150534 "NG-010" E-2A CVW-9 USNavy of USS Constellation

Las Vegas, New Mex., 6-5-75:
29170 T-33A 4780 ADW as statue in the village

Tucson Int. a/p, 8-5-75:
Tucson Int. is the house of the 152TFS/162TFG flying with F-100D/
F. Noted were:
55-566, 55-666, 56-967, 56-008, 56-029, 56-038, 56-055, 56-099,
56-211, 56-227, 56-262, 56-315, all F-100D (cammy)
56-751, 56-756, 56-773, 56-768, 56-780, 56-791, 56-812, 56-819,
56-832, 56-905, 56-911, 56-912, 56-929, 56-982, 56-993, all
F-100F (cammy)
63942 and 63944 both F-100F but still silver
Visitor was 21368 O-2A Cal. AG

Also on the a/p are two scrap-yards. One having many civil a/c but also including ex Klu T-33's and 3 USAF HU-16's being 0-10067, 0-17160 and 0-17168.
The other scrapyard has around 80 C-45 of the USAF, USN and RCAF but most with the serials removed. The only numbers readable were: 111789 USAF; 226 "Norfolk"; 1346; 609; 654; 780; 9979 "Reamfield" (the latter 7 C-45's of the USNavy)

A few kilometers from Tucson Int., Davis Monthan AFB is located together with the Pima County Air Museum.
The list of a/c seen at Davis Monthan AFB will be published in a future edition of FLASH Magazine. We continue with the Pima County Air Museum on 9-5-75.

6-327712 TB-25N Mitchell	0-3494 B-26C Invader
6-470016 B-29A Superfortress	32125 B-47E Stratojet
6-90351 and 0-90372 B-50D	0-33982 RB-57D
2080 B-58A Hustler	0-477635 C-46D Commando
6-7723 C-47 Dakota (2nd a/c)	0-72488 C-54D Skymaster
6-30151 KC-97G Stratofreighter	0-9C157 C-119C Packet
6-80614 VC-121A Constellation	0-30535 EC-121C ADC
6-21004 C-124C Globemaster	0-90527 C-133B Cargomaster 60MAW
6-58612 F-80C Shooting Star	0-11725 F-84F Thunderstreak Ohio ANG
6-5563 F-84F Thunderstreak	0-11944 RF-84F Thunderflash Nebr. ANG
6-30965 F-86L Sabre	0-31525 F-86H Sabre New Jersey ANG
6-32674 F-89J Scorpion	00980 F-94C Starfire
6-61363 F-102A Delta Dagger Fla. ANG	55118 F-107
6-92908 T-6G Texan	0-10022 HU-16B Albatross
6-653/TA A-26A Invader 609SOS/56SOW cammy	

53-3466/JN and 55-395/JN EB-66 363TRW cammy	81005 H-37 Mojave USArmy
62159 H-21C Shawnee USArmy	130361 YEA-3A Skywarrior
135018 EA-1F Skyraider VAQ-33	39213/7L-213 UC-45 Navigator
142928/5L A-4B Skyhawk	145221/AK104 F-3B Demon
139531/4B AF-1E Fury	144427/UJ F-8F Crusader VC-7
134748 F-6A Skyray	124629/NL196 TF-10B Skynight
141121/3H-386 TAF-9J Cougar	141821/3L-601 F-11 Tiger VT-26
141796/3L F-11 Tiger VT-26	144200 "Quonset Point" T-1A Seaster
145842 TH-13N HC-4	50826 C-117 Dakota USMC
133817 McCulloch HUM-1	139974 H-43D USMC VMO-6
144426/7X-45 RF-9J Cougar USMC	HB-ILY C-97 Int. Red Cross
HE-877 B-24J Liberator Indian AF	

Tucson overflight: 12976 UH-1D USArmy

Highway 17 near Verde, Ariz. 10-5-75:

CAF-411 CF-101 wreck transported on a lorry

Nellis AFB, Nevada, 13-5-75:

WA71-297, WA71-344, WA71-374, WA72-226, all A-7D 57FWW
 54240, 54263, 54279 plus two others, all EB-57C
 10959 C-9A 17639 C-118 01558 T-38 Talon ATC
 WA63-481, WA64-781, WA64-847 F-4C 57FWW
 WA67-270, WA68-337 F-4E 57FWW
 13168, 13280, 13818 T-38 57FWW (in various color schemes)
 "8" T-38 Thunderbirds
 WA63-278, WA63-300, WA63-318 F-105F Thunderchief 57FWW
 WA66-014, WA66-018, WA66-058, WA67-086 F-111A 57FWW
 NA66-036, NA66-051, NA67-067 F-111A 474TFW
 158419/WE-14 A-4M USMC VMA-214 (and ? /WE-2)
 158356/NE-206, 158372/NE-207 F-4J USNavy VF-21 from USS Ranger
 Nellis AFB, 14-5-75:
 WA73-1014 A-7D, WA63-564 F-4C, WA67-120 F-111A and 13818 T-38, all
 a/c of 57FWW

Beaver, Utah on 14-5-75: 90920 T-33 as monument near the town-hall

Herber City a/p, Utah on 16-5-75: 15469 OH-58A Kiowa USArmy

Buckley ANGBase, Colorado on 18-5-75:

70-970, 70-012, 70-055, 71-341, 72-170, 72-196, 72-248, all A-7D
 Col.ANG 120TFS/140TFG
 71-324 A-7D New Mex.ANG 0-49042 C-54 0-61710 T-33A
 10976 O-2A Co.AG 12900 UH-1B Co.NG 0-63700 U-8D Co.NG
 20452, 20618 OH-58A Kiowa Co.NG
 70250, 70297, 80328, 80335 F-101B "Happy Hooligans" Dak.AG
 SH62-279, SH62-360, both F-105D 465 TFS AFRES
 N8234 F-101 University of Colorado

Buckley ANGBase, 21-5-75:

70-055, 71-341, 72-196, 72-199, 72-248, 73-992 A-7D Col.ANG
 10635 T-39 MAC 24481 T-39A SAC
 12876, 0-13533, 59886, 0-38848 UH-1D Co.NG
 20411, 20618, 20452, 16899, 15582 OH-58A Kiowa Co.NG
 0-63700 U-8D Co.NG
 150518 P-3A "LT-7" VF-62 USNavy

This was the end of the round-trip in the USA. From Denver I went back to Luxemburg via Chicago O'Hara, where I saw 55-035 C-130 of the AFRES, Buffalo N.Y., New York-JFK and Keflavik, where I saw 158913 and 158922 P-3C of VP-16 and ...740 Argus CAF.

Due to the fog I couldn't read serials of 4 EB-57's of the USAF and a P-3 of the RNoAF.

Aircraft used to fly back were: N88712 B-727 Continental A/W,
 N7591A B-707 American A/L, N1550 BAC-1-11 of Allegheny A/L, N619PA S-61
 New York A/W and N8642 DC-8 of Loftleidir.

"DEEP EXPRESS 1975"

Prepared by Frank Klaassen, with special thanks to the Public Information Division AFSOUTH.

"Deep Express 75", held from 12 to 28 September, was part of a SACEUR announced change in military exercise concept for NATO forces. Incorporating previous NATO and national sponsored exercises into one major series of coordinated efforts nicknamed "Autumn Forge", the concept is to improve the capability of NATO forces to react quickly and find ways, during and through the exercises, to increase the flexibility in employment of Allied Command Europe (ACE) forces.

The story of air-activities during "Deep Express" began to unfold 7 till 11 September at Istanbul's Yesilkoy Airport with the arrival of eight Belgian C-130s and German C-160 airlift aircraft, carrying the first elements of the ACE Mobile Force. The arrival of a giant U.S. Air Force C-5 Galaxy on September 11th, with more men and equipment provided further support to the airlift, which was soon to involve aircraft from four countries and men and women from six NATO member nations. Transport aircraft from Belgium, Germany, Great Britain and the United States began to pour into Yesilkoy Airport during darkness hours and an intensified 8-day period started September 11th; participating aircraft, with the C-130, C-160 and C-5, were the Belgian C-118, US C-141 StarLifter, and British Hercules and Belfast aircraft. Once the airlift aircraft deposited their cargos, the AMF Movement Control Center saw to the rapid move of land elements to the forward battle areas.

On September 17th, the enemy forces (the code for enemy was "orange"), portrayed by the Turkish First Army, attacked the allied units which then changed their role into that of one in a defensive posture along side the units of the 5th Turkish Corps.

Turkish Air Force Starfighters and F-5 pilots flew the bulk of the close air support and fighter bomber attack missions in support of the ground forces. And the RF-5 took the aerial photographs that provided friendly units with much of the intelligence information concerning enemy troop locations and movements. Keeping enemy aircraft away from NATO member nations ground units was the job of the Turkish F-102 Delta Daggers.

As the scenario for the exercise expanded, naval operations became part of the activities; out at sea were the ships of Italy, Turkey, United States and United Kingdom, forming a task force near Antalya in preparation for a main assault on the beaches of Doganbey on the 24th. U.S. Navy aircraft presenting some of the latest and most sophisticated developments in the field of military aeronautics, made their debut. The F-14 Tomcat, an air superiority fighter, S-3A Viking, an advanced submarine hunter, and the E-2C Hummer, a command and control aircraft, flew missions from the decks of the giant

aircraft-carrier USS John F. Kennedy. US Air Force Phantoms assisted naval units in the Mediterranean early in the operation but then reverted to an "Orange" role, flying attacks against carrier forces. On September 24th, for the first time during "Deep Express", Turkish Air Force F-4 Phantoms had a change to perform operationally as they swept in over the beaches at Saros Bay, clearing them of the enemy prior to the force assault. The following day, F-100 and F-104 pilots flew close air support sorties near the drop zone for a Turkish Airborne Assault. Turkish Phantoms and F-5s then swept it clear of the enemy before leaving the field for Turkish Hercules and C-160 troop carriers and their cargo of 650 para-troopers. On September 26th, Turkish jet fighters joined US Navy elements in attacking a simulated enemy air facility after RF-5 pilots had provided valuable photo-

graphic data to ground elements concerning it. The final phase of the air activity occurred 25-27 September when Turkish F-100's, F-102 and F-104 pilots in an "Orange" role, flew night attack sorties against the USS Kenedy.

The exercise ended on September 28th; the participating AMF units were airlifted back to their home bases for continued service under national control.

"Deep Express 75" had once again proved the ability of the NATO allies to join rapidly together to perform the mission assigned to them. This provides confidence within the allies to defend themselves should the necessity ever arise.

THE BLUE BEES

A short survey of the aerobatic team of the Belgian Army.

History goes back to the year 1916, when the founding took place of the first Belgian reconnaissance squadron.

In 1917 the "Bee" was chosen as the emblem with the motto "Ad Fata Trahunt".

In 1919 the first Belgian Reconnaissance Squadron received the "Royal" prefix.

Creation of the 16th Squadron-Light Aviation at Butzweilerhof (Cologne) took place in 1953. In 1954 Light Aviation was passed to the command of the Army.

Two further Light Aviation Squadrons were created in 1956. These were, the 17th at Werl and the 18th at Aachen-Merzbrück, both in West Germany.

Now we come to the year 1965 in which the first helicopter demonstration team was created by 16th squadron. The name of this team was the "Red Pitch".

Another team was formed in 1968 with the name "Blue Bees". It was created by 17th Squadron. A third team was formed by 18th Squadron in 1970 and it was called the "Larks".

In 1971, all 3 Light Aviation helicopter demonstration teams joined together, which resulted in the one and only "Blue Bees". It became the representation team of the Belgian Army.

From 1972 till 1974 the "Blue Bees" were based at Werl.

In 1974, they moved to Butzweilerhof. So 16th Squadron delivered pilots for the team then.

It still belongs to 16th Squadron at Butzweilerhof and represents Belgium at international air-shows. The team demonstrates with 6 Aero-spatiale Alouette II's Astazou.

Registrations (current) being:

A-40 c/n 1956	"1"	A-79 c/n 2138	"5"
A-75 c/n 2095	"2"	A-77 c/n 2124	"6"
A-64 c/n 2050	"3"	A-50 c/n 1990	"7" (reserve)
A-45 c/n 1962	"4"		

ADVERTISEMENT:

-- Wanted: the following instruments for a F-84F dashboard: Speed Indicator, or Altimeter, Rate of Climb Indicator, Slaved Gyro Magnetic Compass, Radio Compass, Altitude Indicator (artificial horizon), clock, Volt & Ampere Indicator, cases with scales and hands suffice.

If you know where to get these instruments, please write to Gerhard Lang, Gartenstrasse 9, 7302 Ostfilden 3, W.Germany.



UNITED STATES AIR FORCE

IN

EUROPE

by:

Hans van de Laar

continuing the history of the 81st TACTICAL FIGHTER WING:

On 8th, 1958, the Wing was redesignated the 81st Tactical Fighter Wing. On December 4th of the same year, the first five McDonnell F-101A Voodoos assigned to the wing, landed at Bentwaters. The F-101A/C Voodoo was with the 81st TFW for 7 years. "The year of the Phantom" as 1965 is styled, saw wing-commander Col. De Witt R. Searles bring home the first McDonnell F-4C Phantom II on October 4th. By April 15th, 1966, the wing was fully equipped with F-4Cs. In 1969, the 78th TFS converted to F-4D Phantoms and in 1973 also the 91st and 92nd TFS's were reequipped with the F-4D. Today the 91st TFS (Bluestreaks) and 92nd TFS (Avengers) are still located at Bentwaters and the 78th TFS (Bushmasters) at Woodbridge.

Aircraft:

- 42: Bell P-39 Airacobra
- 43: Lockheed P-38 Lightning
- 44: Curtiss P-40 Tomahawk, Republic P-47 Thunderbolt
- 46: North American P-51 Mustang
- 48: Republic F-47N Thunderbolt
- 49: Lockheed F-80 Shooting Star, North American F-86A Sabre
- 54: Republic F-84F Thunderstreak
- 58: McDonnell F-101A/C Voodoo
- 59: McDonnell F-4C Phantom II
- 59: McDonnell F-4D Phantom II (78th TFS)
- 73: McDonnell F-4D Phantom II (91st and 92nd TFS's)

tail-code since 1969 is WR (78th TFS), WS (91st TFS) and WT (92nd TFS), becoming WR for all three squadrons in 1972.

tail-tip colour is red (78th TFS), blue (91st TFS) and yellow (92nd TFS).

Special thanks to Information Office of 81st TFW, Bentwaters, for the historical information.

81st TFW aircraft registrations:

- F-86A : 49-1094, 1096 (both 116th FIS)
- F-84F : 52-6522; 6675 (78th FBS), to WGAF, RHAF resp.; 6780 (78th FBS);
 6783, to WGAF, RHAF resp.; 6790, to WGAF, RHAF resp.; 6796;
 6707, to WGAF, RHAF resp.; 6819 (78th TFS);
 6836, to WGAF, RHAF resp.; 6852, to WGAF, RHAF resp.;
- F-101A : 54-1441 (91st TFS); 1444; 1445; 1446; 1449; 1451; 1452;
 1453 (92nd TFS); 1454; 1455; 1457; 1460; 1461 (92nd TFS);
 1462 (91st TFS); 1463 (78th TFS); 1464; 1469; 1471;
 1472; 1473; 1474 (Scrap Bentwaters); 1476; 1478; 1479;
 1482; 1483; 1484

Most converted to RF-101G in the USA

After service with the 81st TFW, following F-101A's were noted with the following units:

- 165th TRS, 123rd TRGp, Kentucky ANG, Louisville: 54-1457, 1462, 1476, 1482, 1484
- 154th TRS, 189th TRGp, Arkansas ANG, Little Rock (some coded "RB"): 54-1445, 1449, 1462/RB, 1463/RB

81TFS/86TFW/ZS, 401TFW/TJ resp.; 7537/WS-WR (ex 4453CCTW/DM), to 401TFW/TJ; 7557/WS-WR (ex 557TFS/12TFW/XC), to 401TFW/TJ; 7605/WS-WR (ex 559TFS/12TFW/XN, 80TFS/347TFW/GR, 4453CCTW/DM resp. to 401TFW/TJ; 7620/WS-WR (ex 4453CCTW/DM, 58TFTW/LA resp.), to 7625/WS-WR (ex 557TFS/12TFW/XC, 4453CCTW/DM, 479TFW/GA resp.), to 401TFW/TJ; 7638/WS (ex 4453CCTW/DM), to 81TFS/86TFW/ZS, 5TFS/52TFW SP resp.; 7711/WS-WR (ex 36TFS/347TFW/GL, 479TFW/GA resp.), to 401TFW/TJ;

64-0655/WS-WR (ex 479TFS/GA, 30TFS/347TFW/GR resp), to 401TFW/TJ; 0754/WS-WR (ex 35TFS/347TFW/GG, 479TFW/GA resp.), to 401TFW/TJ; 0765/WS-WR (ex 35TFS/347TFW/GG, 4453CCTW/DM, 58TFTW/LA resp.), to 0775/WS-WR (ex 57FWW/WD, 58 TFTW/LA, to 401TFW/TJ; 0796/WS-WR (ex 36TFS/347TFW/GL), to ??; 0812/WS-WR (ex 36TFS/347TFW/GL, 479TFW/GC resp.), to 401TFW/TJ; 0813/WS (ex 557TFS/12TFW/XC, 479TFW/GC, 4453CCTW/DM resp.), to Spanish AF; 0818/WS-WR (ex 556TFS/12TFW/XT, 479TFW/GC-GA resp.), to 401TFW/TJ; 0820, to 389TFS/366TFW/AT, 35TFW/GA, 58TFTW/LA resp.; 0824/WS-WR (ex 479TFW/GA), to ??; 0826, to ??; 0828, to 558TFS/12TFW/XD, 4453CCTW/DM, 58TFTW/LA resp.; 0829/WS-WR (ex 433TFS/8TFW/FG, 12TFW, 479TFW/GA resp.), to 401TFW/TJ; 0831, to 479TFW/GA; 0837, to 390TFS/366TFW/BJ; 0841/WS-WR (ex 479TFW/GA, 433TFS/8TFW/FG resp.), to 401TFW/TJ; 0846/WS, to Spanish AF; 0850/WS-WR, to Spanish AF; 0853/WS, to Spanish AF; 0854/WS, to Spanish AF; 0855/WS, to Spanish AF; 0856/WS, to Spanish AF; 0857/WS, to Spanish AF; 0858/WS, to Spanish AF; 0859/WS, to Spanish AF; 0860, to 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/Sp; 0861/WS, to Spanish AF; 0862/WS (ex 92TFS), to Spanish AF; 0863/WS (ex 92TFS), w/o 11-11-70; 0864/WS, to Spanish AF; 0865/WS-WR, to ??; 0867/WS, to Spanish AF; 0870/WS, to Spanish AF; 0878/WS, to Spanish AF; 0879, to 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.; 0888/WS-WR (ex 92TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.), to ??; 0889/WS-WR (ex 92TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.), to 401TFW/TJ; 0890/WS-WR, to 401TFW/TJ; 0891/WS, to 92TFS/81TFW/WT-WR, 401TFW/TJ resp.; 0894/WS (ex 78TFS to Spanish AF; 0897(ex 78TFS), to 81TFS/86TFW/ZS; 0910/WS-WR (ex 78TFS/81TFW, 81TFS/50TFW, 81TFS/86TFW/ZS resp.), to 401TFW/TJ; 0919/WS-WR (ex 76TFS, 92TFS/WT resp.), to 401TFW/TJ; 0920/WS (ex 78TFS), to Spanish AF; 0923/WS (ex 78TFS), to 92TFS/WT-WR, 401TFW/TJ resp.; 0924/WS (ex 78TFS), to Spanish AF.

92nd TFS "Avengers", in 1969/70 coded WT, 1972 recoded WR.

63-7419/WT-WR (ex 4453CCTW/DM), to 401TFW/TJ; 7434/WT-WR (ex 4453CCTW/DM), to 401TFW/TJ; 7449/WT (ex 479TFW/GC), to 91TFS/WS-WR resp.; 7450/WT (ex 4453CCTW/DM, 91TFS/WS resp.), w/o 1-2-1972; 7479/WT-WR (ex 4453CCTW/DM), to 401TFW/TJ; 7482/WT-WR (ex 4453CCTW/DM), to 401TFW/TJ; 7507/WT-WR (ex 559TFS/12TFW/XN, 479TFW/GC resp.), to 401TFW/TJ; 7542/WT-WR (ex 4453CCTW/DM), to 401TFW/TJ; 5TFS/52TFW/SP resp.; 7549/WT-WR (ex 479TFW/GC), to 401TFW/TJ; 7552/WT-WR (ex 497TFS/8TFW/FP, 479TFW/GC resp.), to 401TFW/TJ; 7569/WT-WR (ex 479TFW/GC-GB), to 401TFW/TJ; 7582/WT-WR (ex 366TFW, 12TFW, 356TFS/475TFW/UK, 479TFW/GA resp.), to 401TFW/TJ; 7637/WT-WR (ex 58TFTW/LA), to 401TFW/TJ; 7646/WT-WR, to 401TFW/TJ;

64-0749/WT (ex 556TFS/12TFW/XT, 4453CCTW/DM resp.), to 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.; 0772/WT-WR (ex 57FWW/WD), to 401TFW/TJ; 0789/WT-WR (ex 479TFW/GC-GB), to ??; 0823/WT-WR, to 401TFW/TJ; 0852/WT-WR (ex 479TFW/GA, to 401TFW/TJ; 0862, to 91TFS/WS, Spanish AF resp.; 0863, to 91TFS/WS, w/o 11-11-70; 0866/WT, to Spanish AF; 0868/WT, to Spanish AF; 0871/WT, to Spanish AF; 0872/WT, to Spanish AF; 0875, to USAF Armament Lab.; 0877/WT, to Spanish AF; 0880/WT, to Spanish AF; 0881/WT, to Spanish AF; 0882, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0883, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0884/WT, to Spanish AF; 0885, w/o 6-5-1966;

F-101C: 54-1486 (78th TFS); 1487; 1488; 1489; 1490; 1493;
56-0001; 0002; 0004; 0005 (78TFS); 0006 (92TFS); 0009; 0010;
0011; 0012 (92TFS); 0013 (w/o 7-5-1964); 0014 (78TFS); 0015;
0016 (78TFS); 0018; 0019 (91TFS); 0020 (78TFS); 0022 (78TFS);
0023; 0025; 0026; 0027; 0029 (91TFS); 0030; 0031 (92TFS);
0032; 0033; 0034 (92TFS); 0035; 0036; 0038; 0039

While flying with the 81st TFW, the F-101A/C's were painted with a red, yellow and blue flash and white stars on their fins. Last 3 F-101C's left UK for the USA on 31-1-1966.

Most of the F-101C's were converted to RF-101H in the USA.

After service with the 81st TFW, following F-101C's were noted with the following units:

- 165th TRS, 123rd TRGp, Kentucky ANG, Louisville: 54-1486, 1488, 1493
- 56-0001, 0002, 0004, 0006 (coded RG); 0010 (w/o 6-8-1968 at Richards-Gebaur AFB); 0011
- 192nd TRS, 152nd TRGp, Nevada ANG, Reno AFB: (some coded RJ): 56-0012, 0016, 0018, 0019, 0020/RJ, 0022/RJ, 0023/RJ, 0025, 0026, 0027/RJ, 0029, 0030/RJ; 0031 (w/o 22-6-1966); 0032, 0033/RJ, 0034/RJ, 0035/RJ, 0036, 0039, 0014
- Fire-dump Luke AFB: 56-0039 ('72)
- Davis Monthan AFB (all in 1972/73): 56-0006, 0012, 0014, 0016, 0018, 0020, 0025, 0026, 0027, 0030, 0032, 0033, 0035

I-39A : 62-4469

C-47B : 43-49158

F-4C : Squadron unknown: 63-7629, after service with 81st TFW, to 36th TFS/347th TFW/GL, 433rd TFS/8th TFW/FG, resp.; 64-0835 ??; 0873 and 0874, both w/o after mid-air collision 5-2-1968; 0901, w/o 11-9-1968.

78th TFS "Bushmasters"

63-7628, to 81TFS/50TFW, 4453CCTW/DM resp.;
64-0894, to 91TFS/81TFW/WS, Spanish AF resp.; 0897, to 91TFS/81TFW, 81TFS/86TFW/ZS resp.; 0898, w/o 25-3-1969; 0899, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0900, to 92TFS/81TFW/WT, Spanish AF resp.; 0903, to 92TFS/81TFW/WT, Spanish AF, resp.; 0904, to 92TFS/81TFW/WT-WR, 401TFW/TJ resp.; 0905, to 92TFS/81TFW/WT-WR, 401TFW/TJ resp.; 0906, to 92TFS/WT, Spanish AF resp.; 0907, to 92TFS/WT, Spanish AF resp.; 0908, to 81TFS/50TFW, 81TFS/86TFW/ZS; 0909, to 92TFS/WT, Spanish AF resp.; 0910, to 81TFS/50TFW, 81TFS/86TFW/ZS, 91TFS/81TFW/WS-WR, 401TFW/TJ resp.; 0911, to 92TFS/WT-WR, 401TFW/TJ resp.; 0912, to 92TFS/WT-WR, 401TFW/TJ resp.; 0913, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0914, to 81TFS/50TFW, to ?; 0915, to 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP, 401TFW/TJ resp.; 0916, to 92TFS/WT, w/o 18-1-1971 resp.; 0917, to 81TFS/50TFW, 81TFS/86TFW/ZS, 5TFS/52TFW/SP, resp.; 0918, to 92TFS/WT-WR, 401TFW/TJ resp.; 0919, to 91TFS/WS-WR, 401TFW/TJ resp.; 0920, to 91TFS/WS, Spanish AF resp.; 0921, w/o 1967; 0922, to 81TFS/86TFW/ZS, 5TFS/52TFW/SP, 401TFW/TJ resp.; 0923, to 91TFS/WS, 92TFS/WT-WR, 401TFW/TJ resp.; 0924, to 91TFS/WS, Spanish AF resp.; 0925, to 92TFS/WT, Spanish AF resp.; 0926, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.;

91st TFS "Bluestreaks", in 1969/70 coded WS, 1972 recoded WR

63-7413/WS-WR (ex 559TFS/12TFW/XN, 479TFW/GC resp.), to 401TFW/TJ;
7421/WS-WR (ex 479TFW/GC-GA resp.), to 401TFW/TJ; 7449/WS-WR (ex 479TFW/GC, 92TFS/WT resp.), to ??; 7450/WS (ex 4453CCTW/DM), to 92TFS/WT, w/o 1-2-1972 resp.; 7492/WS-WR (ex 558TFS/12TFW/XD, 4453CCTW/DM resp.), to 401TFW/TJ;
7506/WS-WR (ex 479TFW/GC-GB resp.), to 401TFW/TJ; 7530/WS-WR (ex 479TFW/GA, to 401TFW/TJ; 7532 (ex 559TFS/12TFW/XN), to 81TFS/50TFW, Ad. 7487/WS (ex 4453CCTW/DM), to 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.;

0886/WT (ex 81TFS/50TFW), to Spanish AF; 0887/WT, to Spanish AF; 0888, to 81TFS/50TFW, 81TFS/86TFW/ZS, 91TFS/WS-WR resp., then to ??; 0889, to 81TFS/50TFW, 81TFS/86TFW/ZS, 91TFS/WS-WR, 401TFW/TJ resp.; 0891/WT-WR (ex 91TFS/WS), to 401TFW/TJ; 0892, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0893, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0895/WT, to Spanish AF, as C-12-01; 0896, to 81TFS/50TFW, 4453CCTW/DM, 58TFTW/LA resp.; 0900/WT (ex 78TFS), to Spanish AF; 0902/WT-WR, to 401TFW/TJ; 0903/WT (ex 78TFS), to Spanish AF; 0904/WT-WR (ex 78TFS), to 401TFW/TJ; 0905/WT-WR (ex 78TFS), to 401TFW/TJ; 0906/WT (ex 78TFS), to Spanish AF; 0907/WT (ex 78TFS), to Spanish AF; 0909/WT (ex 78TFS), to Spanish AF; 0911/WT-WR (ex 78TFS), to 401TFW/TJ; 0912/WT-WR (ex 78th), to 401TFW/TJ; 0916/WT (ex 78TFS), w/o 18-1-1971; 0918/WT-WR (ex 78th), to 401TFW/TJ; 0919/WT (ex 78TFS, 91TFS/WS resp.), to 91TFS/WS-WR, 401TFW/TJ resp.; 0923/WT-WR (ex 78TFS, 91TFS/WS resp.), to 401TFW/TJ; 0925/WT (ex 78TFS), to Spanish AF; 0928/WT, if correct then to ???;

F-4D: 78th, 91st and 92nd TFS's coded WR, squadron-assignment mentioned when known.

65-0658/WR (ex 10TFS/50TFW/HR), 92TFS; 0662/WR (ex 10TFS/50TFW/HR, 92TFS, w/o 14-3-1974 Aviano; 0667/WR (ex 10TFS/50TFW/HR, 78TFS; 0673/WR (ex 417TFS/50TFW), 78TFS, w/o; 0676/WR (ex 10TFS/50TFW/HR, 92TFS; 0681/WR (ex 50TFW), 78TFS and 92TFS resp.; 0682/WR (ex 10TFS/50TFW/HR, 92TFS, to 48TFW/LN; 0684/WR (ex 53TFS/36TFW, 10TFS/50TFW/HR resp.), 92TFS; 0685/WR (ex 10TFS/50TFW/HR, 92TFS, to 48TFW/LN; 0687/WR, 92TFS; 0688/WR, 78TFS, to USA, then to 48TFW/LN; 0689/WR (ex 10TFS/50TFW/HR), 92TFS, to 48TFW/LN; 0692/WR (ex 50TFW, 78TFS and 92TFS resp.; 0694/WR (ex 10TFS/50TFW/HR), 92TFS; 0696/WR (ex 10TFS/50TFW), 78TFS and 92TFS resp.;, to 48TFW/LN; 0699/WR (ex 10TFS/50TFW/HR), 92TFS, to 48TFW/LN; 0700/WR (ex 10TFS/50TFW/HR), 92TFS, to 48TFW/LN; 0702/WR (ex 417TFS/50TFW), 78TFS and 92TFS resp.; 0703/WR (ex 10TFS/50TFW/HR), 92TFS; 0710/WR (ex 50TFW), 78TFS and 92TFS resp.; 0711/WR (ex 10TFS/50TFW), 78TFS and 92TFS resp.; 0712/WR (ex 50TFW), 78TFS and 92TFS resp., to 48TFW/LN; 0714/WR (ex 10TFS/50TFW), 78TFS; 0721/WR (ex 50TFW), 78TFS; 0731/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0735/WR (ex 10TFS/50TFW), 78TFS, to 23TFS/52TFW/SP, 48TFW/LN resp.; 0736/WR (ex 10TFS/50TFW), 78TFS; 0738/WR (ex 10TFS/50TFW), 78TFS, to 48TFW/LN; 0739/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0741/WR (ex 10TFS/50TFW/HR), 78TFS, to 48TFW/LN; 0748/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0749/WR (ex 50TFW), 78TFS; 0754/WR (ex 10TFS/50TFW/HR), 78TFS; 0756/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0759/WR (ex 50TFW), 78TFS; 0763/WR (ex 10TFS/50TFW/HR), 78TFS; 0765/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0767/WR (ex 10TFS/50TFW), 78TFS; 0769/WR (ex 10TFS/50TFW/HR), 78TFS, to 48TFW/LN; 0772/WR (ex 10TFS/50TFW/HR), 78TFS; 0776/WR (ex 50TFW), 78TFS, w/o 9-7-1974; 0778/WR (ex 10TFS/50TFW/HR), 78TFS; 0780/WR (ex 10TFS/50TFW/HR), 78TFS; 0781/WR (ex 10TFS/50TFW/HR), 78TFS; 0788/WR (ex 50TFW), 78TFS, to 48TFW/LN; 0793/WR (ex 10TFS/50TFW/HR), 78TFS, to 48TFW/LN;

66-0227/WR (ex 479TFW), 78TFS and 91TFS resp.; to 48TFW/LN; 0229/WR (ex 497TFS/8TFW/FP, 10TFS/50TFW/HR resp.), 91TFS; 0261/WR (ex 335TFS/4TFW/SB, 78TFS and 91TFS resp.; 0272/WR, 78TFS and 91TFS resp.; to 48TFW/LN

66-7479/WR (ex 49TFW, 10TFS/50TFW/HR resp), 91TFS; 7480/WR (ex 10TFS/50TFW/HR), 91TFS, to 48TFW/LN; 7485/WR (ex 10TFS/50TFW/HR, 91TFS, to 48TFW/LN; 7487/WR, 78TFS and 91TFS resp.; to 48TFW/LN; 7498/WR (ex 417TFS/50TFW, 22TFS/36TFW/BR, 10TFS/50TFW/HR resp.), 91TFS, to 48TFW/LN; 7507/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.), 91TFS; 7509/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.), 91TFS, to the USA; 7511/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.), 91TFS;

to be continued next month.

CIVIL AVIATION, edited by S.Jaskclkowski and J.Struben

This is the first civil section in a magazine that always has been purely military. The editors felt that after five years of military magazine a broadening of the concept would be a good idea. FLASH was once a magazine for the military plane spotter, now it is a magazine for everybody who has an interest in the aviation of the present.

This first civil section may seem a modest start in the civil field but we think that this is just the right size for those military spotters who want to broaden their outlook on aviation and for those civil spotters who want to know something about military aircraft and aviation as well as about civil. The idea behind it all is that we are all aviation enthusiasts, whether our main interest lies in the military or the civil field.

We would like to repeat our appeal to our readers to send in civil movements, news, articles and corrections and additions. And you could show this enlarged FLASH to your friends who are interested in civil aviation. If they aren't interested by the civil section they might to military aviation by the military section...

MOVEMENTS. Thanks to 1st TASW and F.Swinkels

Eindhoven.

- Sept.29: F-BRPK Mystere 20 c/n 188 Europe Falcon Service
- I-BOGI HS.125-3B c/n 25138 Soc.IGNIS
- Oct. 16: OC-PWW Cessna 172 (also on 17/10)
- Oct. 17: F-BUOS Baron Euralair

Schiphol (Amsterdam).

- Sept. 1: HB-DNB Mooney
- Sept. 2: G-ARCC PA-22 Tri-Pacer 150 PAG (Contracts) Ltd.
- Sept.10: PH-EXA F.28-1000 c/n 11096 Garuda Indonesian
- PH-ZBL F.28 all white colours
- Sept.11: G-BBKJ Cessna FT.337G c/n F.008 Carter's Ltd.
- Sept.16: G-BCJJ Cessna 500 Citation Burmah Oil
- LN-FON DC-6A c/n 45521 Fred Olsen Lines
- Sept.17: VH-FCA F.27 Ansett
- Sept.18: OD-AGC B.747-123 c/n 20391 TWA ex N9676 of American Airlines (on delivery?)
- N1155T Beech 60 Duke
- Sept.20: F-BVPP Nord 262A c/n 41 Air Alsace
- HB-ISM "sion" DC-9-51 Swissair
- HB-VDD Mystere 10
- SE-FBY Cessna 210H Centurion
- SX-DBH B.720-051B c/n 18353 Olympic Airways
- Sept.23: N99GA Grumman 1159 Gulfstream 2
- Sept.25: 5A-DBS F.27 Libyan Arab
- Sept.28: HB-HEU AS.202 Bravo
- Oct. 3: D-IOLA BN.2A Islander c/n 277 Ostfriesische (OTT)
- DN-SCN Tu.134 Interflug
- 9Q-CLT DC-10-30 Air Zaire
- Oct. 4: D-GAGM and D-GMWC both PA-34-200 Seneca
- N4008J Grumman 1159 Gulfstream 2
- N475MA Mitsubishi Mu-2
- Oct. 10: G-ASZJ Short SC.7 Skyvan 3 Short & Harland Bros. Ltd.
- G-BAKG Hughes 269C c/n 0155 Direct Rentals
- OO-SGA B.747-1229 c/n 20401 SABENA
- N100Y Sabreliner 60 c/n 282-32 Purolator Products
- Oct. 12: SP-LZA Antonow An.12B c/n 6344307 LOT
- Oct. 16: D-IMEN Cessna 500 Citation

Oct. 16: SE-FLPAero Commander 112A
TR-LVK DC-8 Affretair

Oct. 17: I-DYNE DC-10-30 c/n 47862 Alitalia

Oct. 19: 9K-ACJ B.707-369C c/n 20084 Kuwaiti Airways

Oct. 20: PH-BUH B.747-306 KLM delivery!
F-BUOS Baron Furalair
PK-GVR F.28-1000 c/n 11098 Garuda Indonesian

Oct. 21: EC-CQX PA-28-180 Cherokee
F-BPVU SE210 Caravelle
G-BCWN AB.206 Jetranger
N1H Grumman 1159 Gulfstream 2
N749WA B.747-273C c/n 20653 Korean Airlines colours

Oct. 24: F-BTML Mystere 20
G-ANNF B.747-136 c/n 19766 British airways/Overseas
I-EKET Mystere 20 c/n 170 FJAT

NEWS.

Acquisitions:

- Aer Turas, the Irish charter company, has bought one ex RAF Britannia C.1.
- Air France has ordered an additional B.747-128 (its 16th), to be registered as F-BPVQ c/n 21141 and its second B.747-128F
- Aviaco has ordered four DC-9-33CFs for delivery in May and June, 1976. These will be added to the eight DC-9s already in service.
- Aviateca. Another ex Court Line BAC 1-11 518 has found a new owner. Aviateca, the Guatemalan national airlines, has bought one from BAC after the a/c had returned from a lease to Transbrasil following the collapse of Court Line. This is Aviateca's 2nd 1-11 500sr.
- British airways returned three B.707-436s to Boeing so as to get a reduction in the purchase costs of four B.747-236Bs, powered by RB.211 engines. One of the 707s has been donated to the Franklin Institute of Pennsylvania for museum display.
- BCAL's newest B.707 is a -338C, ex VH-EAC an c/n 19623 of Qantas, now registered as G-BDKE. BCAL operates a total of 11 B.707s.
- Dan Air London has added an ex Sudan Airways Comet 4C to its fleet. It is G-ASDZ c/n 6457 and ex ST-AAW. It has also bought the five Comet C.4s retired from RAF service recently:
G-BDJT to BDJX c/ns 6467 to 6471, ex XR395 to XR399.
- Garuda's new F.28-1000s are or will be as follows:
PK-GVN c/n 11043, PK-GVO c/n 11044, PK-GVP c/n 11094
PK-GVQ c/n 11096, PK-GVR c/n 11098, PK-GVS c/n 11101
- Jet aviation of Basel, Switzerland is the proud owner of the first Rockwell Sabre 75A to be registered in Europe: HB-VEC.
- KLM's newest B.747 was delivered on October 20th, and is registered PH-BUH.
- KLM Aerocarts has a new a/c too: a PA-31-350 Navajo Chieftain, PH-OTH c/n 31-7552075.
- LTU have bought their 2nd TriStar, an ex Eastern Airlines craft.
- Martinair ordered their third DC-10-30CF for delivery by the end of 1976.
- PAL now operates one ex RAF Argosy C.1 mainly for the transport of spare parts or even whole engines for a/c of the PAL-fleet. With the recent addition of two ex Court Line 1-11 518s, PAL now operates eleven 1-11s.
- SATA. This Swiss charter company has bought a DC-8-63CF from Capitol International Airways: HB-IDS ex N4908C c/n 45968.
- TEA has ordered an additional B.737 for delivery next year.
- Young Cargo has sold its CL.44 to Affretair as TR-LVO c/n 20, ex OO-ELJ and has bought two ex RAF Britannia C.1s: OO-YCA c/n 13397 and ex XL635 and OO-YCB c/n 13456 and ex XL659.

CRASHES:

- Colombia. Avianca's B.727-240 HK-1272 c/n 19525 crashed at Barranquilla on September 30th.
- Czechoslovakia. Inex Adria's DC-9-32 YU-AJO c/n 47457 crashed during the morning of October 30th on approach to Ruzyně Airport, Prague. Visual conditions were very bad because of thick fog. The DC-9 hit a hill in the Sedlec suburb of Prague. Out of 115 passengers aboard, mostly Czechoslovakians returning from holidays in Yugoslavia, 72 were killed and 25 injured.
- Indonesia. Garuda's F.28-1000 PK-GVC c/n 11039 crashed at Palembang on September 24th.
- Lebanon. Malev's Tu.154 HA-LJJ crashed into the Mediterranean on approach to Beirut IAP, on September 30th. All 60 aboard were killed.
- USA. ONA lost one of their DC-10-30CFs on November 12th. The aircraft was taking off from Kennedy IAP, New York when one of the engines caught fire. Take-off was aborted and the aircraft came to a halt alongside the runway. The 139 people aboard, all ONA employees were able to leave the plane safely. The plane burnt out completely.

MISCELLANEOUS:

- Belgium: Another cargo charter company has appeared in Belgium. It is called Cargo Air Transport and operates a Gabonese registered DC-8F.
- Holland. Total sales of the F.27 Friendship / Troopship have reached 642 with orders for two Mk.500s for Ansett, one Mk.200 for the Icelandic government and two Mk.600s for Somali Airways.
- United Kingdom. British airways will provide maintenance for both Gulf Air's and Saudi's fleets of four TriStars each.

WITCH REGISTER 1949-1975, part one.
compiled by C.v.d.Heuvel

In this and following issues we will give the complete current civil register (not including sailplanes and balloons). This and all the following instalments will give the status of November 1st 1975. New registrations will be given in a separate column. Additions and corrections and new registrations are welcome.

- PH-AAC. Cessna F.172H c/n 0512, del'd to General Aviation NV on 10-5-68; to Vliegclub Teuge on 10-3-72
- PH-AAS. Piper PA-18A-150 Super Cub c/n 18-4466, ex N2999P, G-APYR, del'd to Aero Ypenburg 29-4-66, to General Aviation NV on 18-8-66 crashed 1-7-68 at Rotterdam Apt., repaired, to Air Service Holland 20-1-72, to Air Advertising Holland on 30-1-74.
- PH-AAT. Piper PA-18A-150 Super Cub c/n 18-490, rebuilt from parts of original 18-490 and PH-OEG (c/n 18-5596), del'd to General Aviation NV on 22-5-68, to Air Service Holland on 20-1-72, to J.Mastenbroek on 19-5-72.
- PH-AAZ. Gardan GY-80-160 Horizon, c/n 88, ex OO-FRA, F-BNUD, del'd to N.Honcoop on 10-3-71.
- PH-ABA. Cessna F.172M, c/n 1212, ex D-EEVC, del'd to Airborne Air Services, Hilversum during 6-75.
- PH-ABC. Jodel Dr.1051 Record, c/n 591 ex OO-JOZ del'd to GFM Alberts on 19-10-65, to ML.Alberts-Jansen on 1-7-70.
- PH-ADF. Cessna F.172M, c/n 1072, del'd to Stichting Vliegmaterieel Schiphol on 11-1-74.
- PH-ADW. Cessna F.172L c/n 0841, del'd to MGW.Driessen on 27-4-72,
- PH-AFC. Morane-Saulnier MS.885 Rallye, c/n 369, ex F-BLBZ, del'd to APCENT Flying Club on 9-2-68, to GL.Hamers 25-8-70, to St. Vlmat, Budel 21-1-72, to ASH 13-11-72, to Lion Toys 8-10-73.

CESSNA'S FIRST TURBOPROP

by S.Jaskolkowski

Cessna's new 441 turboprops twin, now undergoing flight development, has one or two advanced design features to its name. The high aspect ratio wing is a metal to metal bonded structure of reduced weight compared with a riveted wing. Instead of the split flaps found in earlier Cessna twins, the 441 has hydraulically operated Fowler flaps. The undercarriage, which is of articulated design with a retraction time of five seconds, is also hydraulically operated.

Power for the 441 comes from two Garret AiResearch TPE331-8-401 turboprops of 620 shp at sea level. This engine is in direct competition with the PT6A of United Aircraft of Canada and the annual output is claimed to be around the 700 mark. Versions of the TPE-331 are being manufactured for Beech for their new King Air B100, and are to be found in 40 other types, including the CASA212 Aviocar, Swearingen Metro, Pilatus Turboporter, Mitsubishi MU-2J and MU-2K and the Rockwell Turbo Commander 650 to name but a few.

The TPE331's military counterpart, the T76 of 715 shp, is only to be found in the OV-10 Bronco. An uprated version of 1000 shp has been under development. With a good reputation and more than 5½ million hours in the air Cessna have made good choice.

The 441 will seat 10 in standard executive lay-out in a pressurized cabin and will be able to carry 450 US gallons of fuel giving it a range of over 1800 nautical miles with a service ceiling of 30,000 feet. Maximum speed is 325 mph at 16,000 feet and rate of climb from sea level is 2,405 ft/min on two engines or 700 ft/min on one engine. Payload is 687kg. Length of the 411 is 39ft, height is 13ft 1inch and span is 46 ft 4 inch.

SOME NOTES ON AIRLINERS

by S.Jaskolkowski

The brains at Fokker are now contemplating a new version of the F-28 for the 1980's. They propose a 110 seat stretched version of the Mk.4000 with two plugs in the fuselage of 7½ inch forward and 44 inch aft of the wing. A supercritical wing is also under consideration. The new model is at present known as the VFW F.28-2 and might be powered by uprated Rolls-Royce Spey 555s of around 11,000 lbs of thrust and equipped with "hush-kits", or may even employ three engines. The use of composite materials has also been emphasized by Fokker-VFW for spoilers, airbrakes and perhaps the whole tail unit. The F.28-2 is a long term project and it will be interesting to see how it develops with a definite decision not expected until 1979.

With the Boeing 747SP (Special Performance) now firmly established in the Boeing family, it remains to be seen if it will sell as well as its big brothers. It can fly faster, higher and further than all the other wide-bodies, including the Lockheed C-5A Galaxy. Payload is 288 passenger and maximum range is nearly 6,000 nautical miles. So far orders stand at 15 for PanAM, South African Airways and Japan Air Lines.

FINALLY a request: does anyone know whether the F.28 c/ns beginning with 119.. (e/g. 11991 PH-ZAR, I-TIDI) are correct, and if so why they are out of sequence? Anyone who can clear up this mystery is requested to write to the familiar address (PO.Box 855, Eindhoven).

