

FLASH

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military aviation magazine



HAPPY



NEW YEAR



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

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Dear reader.

With the appearance of the last issue of the year, it's a good habit to subject the year that now lies behind to a thorough review.

The editorial team has plenty grounds for being content in particular with a growth in the number of subscribers and a steadily improving financial situation. As we see it, this is a result of the improvements of the magazine itself.

After looking back, we turn our eyes to the future, and a few New Year's resolutions. We have set the following goals: an additional photo-page, improvement of the paper and more (yes, still more) information. This not only wishful thinking on our part, but a real possibility with your co-operation. The mentioned improvements will not necessarily mean that the price of the magazine will increase. The editorial team hopes to be able to finance improvements from existing financial resources. Therefore we hope you will enjoy FLASH in the new year too.

We wish you all a merry Christmas and a happy New Year.

the editors.

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- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
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- If you publish any information out of FLASH elsewhere, please mention the source.
- At the moment the following back-issues are still available.
Nrs. 50, 52-62. At DFL.2,-.
- Also still available is the unique FLASH-calendar 1976 for DFL.3,50.
- All none-commercial advertisements in FLASH are free of charge.
- Sample-copies of FLASH are free obtainable at the editorial address.

NEWS ----- NEWS

With special thanks to: F.v.d.Berk, A.Booy, R.Breur, R.F.v.Eijck, B.Hickmann, P.v.Gemert, P.Hooper, H.R.Prod.Spot.Dep., J.Lekkerkerker, H.de Ree, Sp.Gr.Valkneburg, P.v.Veen, JP-4 and Vliegende Hollander.

HOLLAND

-- Eindhoven movements included:

Nov. 21: C-12 F-27 334Sqn
27: FT-28 T-33A BAF: K-3059 NF-5A 3313Sqn
K-3031, 3073, 3048, 3016, all NF-5A 316Sqn
Dec. 1: FT-30 and FT-34 T-33A BAF
2: XS794 Andover CC.2 RAF Queens Flight
4: K-3026 NF-5A 316Sqn C-8 F-27M 334Sqn

-- On October 22nd, the United States Marine Corps vessel U.S.S. Ponce visited Rotterdam Harbour. On deck were three CH-47Fs of the

HMM-263: 157574/16-EG
157695/17-EG
157664/15-EG (all painted entirely green)

-- Some Volkel movements:

Sept. 23: DT-974 T-33A RDaNAF
25: 17785 F-104G RNoAF
26: 104703 and 104708 CF-104G CAF
Oct. 30: 25-62, 25-30, 25-12, 25-28, F-104Gs of WGAF JABOG-33
38-25 and 37-73 F-4F WGAF JABOG-36

-- Movements at Leeuwarden (Ljouwert Air Base) included:

Sept. 29: K-4026 (315Sqn) and K-4029 (no badge) both NF-5B
250V Atlantic MLD 321Sqn
21-85 F-104G WGAF ES-61 (till 3/10)
Oct. 2: AV Mirage IV FAF (plus another one)
3: K-4020 NF-5B 316Sqn; A-366 and H-20 Al.III GPLV, SAR resp.
6: XS679/BP Wessex HC.2 RAFG 18Sqn
XV462/B Phantom RAFG 17Sqn (emergency-landing; till 7/10)
8: 255V Atlantic MLD 321Sqn; K-4028 NF-5B 316Sqn
XS791 Andover CC.2 RAFG 60Sqn
141009 C-131F USNavy/Mildenhall
10: 70-84 UH-1D WGAF HTG-64; A-350 and 488 Al.III GPLV
K-3031 and 4023 NF-5A/B 316Sqn
13: 71-29 UH-1D WGAF HTG-64; 221/K UH-1B MLD 7Sqn
14: D-8051 (no badge) and D-8063 (311Sqn), F-104G
XV428 and XV487 Phantom RAFG 31Sqn (the latter emerg. landing)
BD-14 Mirage 5BD BAF 80TU (also on 15/10)
15: BA-18 Mirage 5BA BAF 2Sqn/2 Wing; 71-29 UH-1D WGAF HTG-64;
BR-19 Mirage 5BR BAF 42Esc/2 Wing
16: 70-84 UH-1D WGAF HTG-64 (also 17/10)
21-85 F-104G WGAF ES-61 (also 20/10)
17: K-684 C-47A RDaNAF 721Esk.
20: 70-53 UH-1D WGAF HTG-64 (also on 21/10);
22-90, 23-83 and 24-46 F-104G WGAF JABOG-34;
D-8129 and 8281 (R) F-104G Volkel Wing
CR69-283 F-4E USAF 32TFS
21: D-8281 F-104G 311/312Sqn; K-4003 NF-5B 313Sqn
216/V SP-2H Neptune MLD 320Sqn
25-08 F-104G WGAF with badge of JABOG-32 but probably in
use with ES-61, as it came from Manching (via Twenthe).
22: K-687 C-47A RDaNAF 721Esk.; C-5 F-27M 334Sqn
XV723/BR Wessex HC.2 RAFG 18Sqn
23: K-4003 (no badge), K-4028 (316Sqn), both NF-5Bs
K-687 C-47A RDaNAF (also on 24/10), A-302 Al.III GPLV
24: K-3007 and 3028 NF-5A 315Sqn

Leeuwarden cont.

Oct. 24: K-688 C-47A RDanAF 721Esk.; FX-51 F-104G BAF 10Wing
BA-04 and BR-18 Mirage VBA/PR BAG 2 Wing
30: K-3007 and K-4014, NF-5A/B 315Sqn
27-11 TF-104G WGAF ES-61 (also on 31-11)
BA-18 and BA-50 Mirage 5BA BAF 2Sqn/2 Wing (plus two others)
Nov. 4: K-3007 and 3051 NF-5A 315Sqn;
30-44 and 32-69 G-91R3 WGAF LFKG-43
7: D-8057 RF-104G 306Sqn; K-3007, 4005, 4026 NF-5A/B 315Sqn
14: D-8337 and 8326 both 311Sqn, D-8343 and 6681 both 312Sqn, all
F-104Gs (till 18-11)
17: 35-53 and 35-60 RF-4E WGAF AKG-52
18: K-3007 and K-4006 NF-5A/B 315Sqn;
D-8257 and 8326 F-104G 311/312Sqn
35-57 and 35-58 RF-4E WGAF AKG-51
24: 22-46 and 26-20 F-104G WGAF JABOG-34
25: TF-104G D-5813 returning from Avio Diepen after an overhaul
since 17/6. D-5815 had a nose-wheel collapse at Leeuwarden
on April 29th.
27: RT-664 CF-104D RDanAF; 72-08 UH-1D WGAF

-- Attentive spotters at Soesterberg or at the Open Day ay Volkel
(30/9) already noticed the different nose an the special knobs
of the C-3, Friendship of No.334Sqn. The created space makes
place for instruments for Electronic Warfare.
The Friendship is in fact an enemy aircraft within its own air
force and is being used for training the Starfighter-pilots
from Leeuwarden, the reality, just as it occurs in war-time.
These training-flights comprehend attacks of a AWX-interceptor
fighter from Leeuwarden, on the C-3. As the C-3 is transmitting
misleading signals, it is impossible for the F-104 to use it's
own radar. Despite this handicap the F-104-pilot is supposed to
manoeuvre in such a way that its Sidevinder-rockets or boardguns
can be fired succesfully.

-- Movements at Valkenburg included:

Nov. 4: XS794 Andover CC.2 RAF 32Sqn
5: 131608/JT C-118B USNavy VR-52Sqn
6: 46-94 C-119G ItAF 46 Aerobrigata
7: XT475/W-N, XT771/W-R, XT483/W-U, XT479/W-X, XS481/W-Z, all
Wessex HU.5, tail-code "VL" from R Navy, 707Sqn
10: 46-25/MM26040 C-119G ItAF 46 Aerobrigata
12: 149790/JM C-130F USNavy VR-24Sqn

-- Movements at Ypenburg included:

Sept. 16: WV729 Pembroke RAF
23: 7766 Alouette II HFER
Oct. 6: 33303 VC-118A USAF (also on 6/11)
9: OT-CDA DC-6 BAF 15Wing
13: XW791 HS-125 CC.1 RAF 32Sqn
24: XS789 Andover CC.2 RAF Queens Flight
29: CM-01 Mystere 20 BAF 15Wing
Nov. 5: 11-02 Jetstar C-140 Luftwaffe; CM-02 Mystere 20 BAF
Furthermore visiting U-21A of USArmy: 18019(16/9, and 23/9)
and T-39As: 24471(9/9), O-10679(16/9), 10685(30/9), 24461(1/10)
Arriving for overhaul, three F-104Gs of the RNoAF:
12633 (10/9), 12233 and 14785 (both 25/9)

-- Movements at Beek/Maastricht included:

Nov. 3: 146028 C-1A Trader USNavy "JM" VR-24Sqn; O-10653 T-39A
6: 33303 VC-118A USAF
12: C-7 F-27M 334Sqn (with C-9, 10 and 12 on 17/11)
18: 18035 U-21A USArmy
19: WV729 Pembroke RAF; 159362/JM CT-39G USNavy VR-24Sqn
27: 84-39 CH-53G Heer 28: No.64/AA Nord 262D FAF

-- Movements at Soesterberg included:

Oct. 13: WR65-778 F-4D USAF 81TFW
15: D-8089, 8331, 8324 and 8104 F-104G 322/323Sqn
17: BT67-233 F-4E USAF 36TFW (emergency landing)
20: 220/K UH-1B MLD 7Sqn; 250/V SP-13A MLD 321Sqn
21: D-8258 F-104G 322/323Sqn
22: 34-16, 34-31 G-91T3 WGAF WS-50
23: K-4013 NF-5B RNethAF
28: 251/V SP-13A MLD
29: 18014 H-21A USArmy
30: 222/K UH-1B MLD 7Sqn; 27-20 and 27-96 TF-104G WGAF WS-10
Nov. 3: D-5702 (TF-104G), D-8098 and 8294 F-104G Leeuwarden
AR65-901 RF-4C USAF 10TRW
4: 35-03 and 35-45 RF-4E WGAF AKG-51; 21289 C-130E USAF
10: SP63-537 F-4C USAF 52TFW
20: WR65-689 F-4D USAF 81TFW; TJ63-532 F-4C USAF 401TFW;
OO-TAN ex RNethAF R-135, L-21B Piper Cub
24: 50-10 C-160D WGAF; SP66-714 F-4D USAF 52TFW;
AR66-478 RF-4C USAF 10TRW
Dec. 1: 64-023 RF-4C USAF 10TRW (uncoded)
3: 34-47 G-91T3 LEKG-41 Husum; 21-45 F-104G WGAF JABOG-32
8: XW225/DJ Puma HC.1 RAF 230Sqn (plus another one)
20-01 and 23-48 F-104G WGAF JABOG-31
15: 37-30 F-4F WGAF JG-71
Smashplay/troetelschijf/hitpig and so on.....
147648/653/LF EKA-3B Skywarrior USNavy VAQ-208/CWVR-20
(departed 17/12)
18: A-007 and A-020 F-35 Draken RDanAF
23-29 and 24-88 F-104G WGAF JABOG-31; 37832 C-130E 463TAW
19: Another smashplay....
147667/654/AF EKA-3B Skywarrior USNavy VAQ-208/CWVR-20

For the first time spotted at Soesterberg on November 19th, was a new F-4E of the 32TFS, being CR68-370

On November 4th, the first known Bolkow accident took place. Bolkow Bo-105C B-41 fell down from 20 metres height.

-- Between Schijndel and Heeswijk-Dinther (Holland) crashed the second Starfighter from Volkel of this year. The accident took place on December 19th. Both pilots ejected safely.

BELGIUM

-- The Belgian government has ordered 12 Fairey Britten-Norman Islanders for the Army Light Aviation, to replace the DO-27s. This order is stimulating for the Belgian aircraft industries, because these aircraft will be manufactured at the Fairy-factories. First deliveries will be in spring 1976.

GREECE

-- On November 28th, a light plane of the Greek Air Force crashed at Salonica, in the northern part of Greece. Three officers were killed. No further details are available.

ISRAEL

-- On November 25th, a IDF/AF C-130 crashed, killing 20 troops and crew. During a night training mission the aircraft hit a peak of a mountain in the Sinai-desert. Although it was a cloudy night it is a great mystery because all C-130s have an advanced weather radar, and are fully equipped for night operations.

ITALY

-- The four Starfighters crashing near Bitburg on September 25th, were on squadron-exchange at Bitburg. The registrations were: 6-03, 6-07, 6-18 and 6-19 (6Stormo/154Gruppo). More details see FLASH 60.

UNITED KINGDOM

-- Some lose movements of RAFGermany air fields:

Learbruch: Oct.24: BR-19 Mirage 5BR BAF 42Esc./2 Wing
58-73 DO-28D WGAF LEKG-43

Bruggen: Nov.17: FX-44 and FX-84 F-104G BAG 1 Wing
20: XL609/80 and XL565/89 Hunter T.7 RAF 6FTS
38-05 and 38-18 F-4F WGAF JABOG-36
33-11 G-91R WGAF LEKG-43; BD-11 Mirage 5BD BAF
WJ756/6 Canberra F.15 RAF 98Sqn

Wildenrath: Sept. 26: On exercise were three Hunters of 58Sqn and seven Hunter of No.45Sqn. being: XF519/90,

XG207/96, XK140/92 Hunters FGA.9 of 58Sqn

XK137/66, XE582/70, XG252/73, XK151/71, XK138/67, XG261/64, all Hunters FGA.9 of 45Sqn and furthermore XL619/77 Hunter T.7 of 45Sqn

Visitors: 11-0A/70683 T-33A FAF; K-684 C-47A RDanAF
XP771, XV270 and XV268 Beaver AL.1 AAC from Middle "allop

Oct.1: 61-ML/F-17 and 61-MD/F-4 C-160F FAF

64-BA/113 Noratlas FAF; 11-MH/42152 F-100D FAF

SP66-662 F-4D USAF 52TFW

Oct.2: BT69-303 F-4E USAF 36TFW

WJ909/A and WJ948/E Varsity T.1 RAF 6FTS

59-01 DO-28D (not ex Marine) Luftwaffe FBSS (painted white)

-- After the No.14Sqn, No.17Sqn of the RAFGermany at Bruggen also received its Jaguars: XX766, 767, 768, 817, 818, 819, 820, 821, XX822, 823, 824, 840(T.2) and 845(T.2).

Jaguars of No.14Sqn: XX751/X, 755/A, 756/B, 757/E, 758/-, 759/D, XX760/F, 761/G, 762/H, 764/J, 765/-, 836(T.2) and 844(T.2)

New noted Jaguars on Nov.20th:

No.14Sqn: XX824/A, 827/C, 826/B, 958/-, 959/- and 844(T.2)

No.17Sqn: XX765, 823, 956, 961, 962 and 845(T.2)

Probably these Jaguars are added to No.14Sqn & No.17Sqn, as No.31Sqn will soon receive Jaguars, which will possibly be diverted from 14 and 17Sqn stocks.

-- Somewhat late but still worth mentioning:

The Vulcan that crashed in Matla on 14.10.75 was XM645 of 9Sqn. It under-shot at Luga, took off again minus the port undercarriage, tried to make a second approach on foam, but the starboard undercarriage must have ruptured the fuel tanks and the nearest engine exploded as the aircraft was turning to intercept the extended centre line. Luckily, even though the wing section fell in the centre of a local village (densely populated) and a school was hit, only one woman died. Several others were injured and several houses were damaged or destroyed. Of the five crew and two extra ground crews on the Vulcan, only the two pilots escaped since the hatch was jammed on impact.

-- Movements from RAF fields:

- Binbrook: Oct.17: On squadron-exchange were six F-4Fs of the WGAF of JG-74 from Neuburg, being: 38-07, 37-75, 37-63, 37-47, 37-35, 37-31

Lightnings of No.5Sqn: XV328/T, XP753/X, XR713/S, XR755/O

Lightnings of No.11Sqn:XS920/E, XP741/N, XS416/Z, XS452/Y (in olive camo),XS451/X and XR720/M

Lightning XM969 was on the dump and Lightning XS449 was noted in colours of "LCU".

- Coningsby: Oct.17: Noted were XV396/A and XV432(no code) of the newly reformed 238sqn. XV396 carried a bid red eagle on the side of the cockpit while XV432 carried a white one.

Other noted Phantoms: No.22800U: XV472, 405, 398, 430, XT899, 908, 903, 895 and 897

No.111Sqn: XV500/M, 436/B, 428/H No.41Sqn: XV438/U

- Cranwell: Oct.17: XW438, 373, 375, 336, 354, 357, 369, all Jet Provost T.5 of "The Poachers"
XW327/92, 362/17, 408/84, 335/61, 295/19, 358/18, 330/91,
XW327/92 and 328/80, all Jet Provost T.5 of R.A.F. College

UNITED STATES of AMERICA

- Noted at Upper Heyford on November 23rd:
TJ64-0655, 63-7625, 63-7413, all F-4C USAF 401TFW
WR66-7759 and 66-7619 F-4D USAF 81TFW
And again a hitshot.....
MO70-2377 (red tip), 70-2398 (blue), 72-1444 (green), 72-1450 (green),
all F-111Fs of 366TFW from Mountain Home AFB.
- Some movements at Mildenhall:
Nov.15: 147655/AF-655, 138925/AF-651, 147648/AF-653, all KA-3B
Skywarriors USNavy VAQ-208/CVWR-20
148893/BH and 148896/BH, both KC-130F USMarines VMGR-252
67-0013 and 66-0134 C-141A USAF; 67-0170 C-5A USAF
57-1439, 57-2603, 63-8025, all KC-135A
73-1676 E-4A
16: 37805, 37848, 37884, 37767 and 37820, all C-130E USAF
147666/AF-656 KA-3B VAQ-208Sqn/CVWR-20
- Yes, again one day Ramstein, with 'only' 54 visitors: November 13th
90014 (436MAW), 00446 (60), 00448 (436), 00465 (436), all C-5A USAF;
10882 C-9A USAF; 37820, 37826, 37856, 37884 C-130E USAF
38090 (438), 40622(438), 40626(438), 40631(437), 50262(60),
50271 (438), 59411(438), 60134(437), 60198(63), 67953(438),
70002 (438) and 70014(437), all C-141As USAF
SP63-513 F-4C and SP66-779, 66-797 F-4D USAF of 52TFW
ZR68-566, ZR68-567 RF-4C USAF 26TRW; CR69-275 F-4E USAF 32TFS
HR69-279 F-4E USAF 50TFW; UH68-014 F-111E USAF 20TFW
OT-CWE C-47A BAF; 38-00 F-4F WGAJ JB74; 15886 RU-21E USArmy;
133069 T-33AN CAF; 11-OJ/53093 T-33A FAF; 35-59 RF-4E WGAJ AG-51
Furthermore all 18 F-100s of the Michigan and Connecticut ANG.
As promised last month we give you the additional two aircraft:
CT53-564 and CT63-093 both F-100D of Conn.ANG
- Crashing near Kitzingen on August 28th was a UH-1H of the USArmy's
3rd Battalion.
- The first prototype of Boeings Vertol UTTAS contender YUH-61A heli-
copter crashed on 19-11-75 near Calverton, New York.
The two test pilots were not injured.
- All Lockheed C-5A Galaxies will have to be modified. It has been
found that when fully loaded the wing center section is not strong
enough. The modification program will take a number of years. It is
expected that operational capabilities of the Galaxy-fleet will not
be impaired
- The first completely equipped Boeing E-3A (AWACS) made its first
flight on October 31st, 1975. Delivery of production E-3As will
commence mid 1976
- The F-14A Tomcats intended for the USMC have been re-allocated to the
USNavy. As compensation the USMC will receive a number of ex USN
F-4Ns and later a substantial number of the new F-18. It is intended
that in the eighties the USMC's fighter-attack fleet will consists
of 50% F-4Ns and 50% F-18s. These plans still have to be approved of
the Senate, which will probably agree, and with such a decision
stimulate a de-standardisation of the aerial fleet.
- The USAF F-111s have been grounded because of problems with the

WEST GERMANY

-- Noted at Norvenich on November 20th:

-- An engine failure was the cause of the crash of a WGAF F-104G. The accident took place over Jutland (Denmark) on September 20th.

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Barry Hickman

HS-5	SH-3D Sea King	
RVAH-13	RA-5C Vigilante	"Bates"
VAW-117 (CVW-7)	E-2B Hawkeye	
VF-102	F-4J Phantom II	"Diamond Backs"
VF-33	F-4J Phantom II	"Felix"
VA-65	A-6E/KA-6D Intruder	"Tigers"
VAQ-132	FA-6B Intruder	"Royal Rampants"
VA-66	A-7E Corsair II	"Mod Squad"
VA-12	A-7E Corsair II	"Kiss of Death"

Registration report:

RA-5 RVAH-13 San: 156639/601-AG. 149276/602-AG.

F-4J VF-102Sqn: 157300/100-AG, 157293/101-AG, 155869/102-AG,
155745/103-AG, 157304/104-AG, 157305/105-AG, 157309/106-AG,
155558/107-AG, 157306/110-AG, 155824/111-AG, 155555/112-AG,

F-4J VF-33 Sqn: 155863/200-AG, 157287/201-AG, 155902/202-AG,
155542/203-AG, 157301/204-AG, 155530/206-AG, 155747/207-AG,
155746/210-AG, 157307/211-AG, 155561/212-AG

A-6E VA-65Sqn: 158531/500-AG, 158532/501-AG, 158045/502-AG,
158534/503-AG, 158535/504-AG, 158536/505-AG, 158537/506-AG,
158792/507-AG, 158539/510-AG.

VA-6D VA-65Sqr: 152626/521-AG, 149945/522-AG, 152893/523-AG

EA-6B VAQ-132Sqn: 158805/710-AG, 158806/711-AG, 158807/712-AG,
158808/713-AG

A-7E VA-66Sqn: 157443/300-AG, 159273/301-AG, 157449/302-AG,
157587/304-AG, 158004/305-AG, 159268/306-AG, 157570/307-AG,
159285/310-AG, 157575/311-AG, 157566/312-AG, 157463/314-AG

A-7E VA-12Sqn: 157472/400-AG, 159275/401-AG, 156855/402-AG,
157574/403-AG, 157578/404-AG, 159274/405-AG, 157581/406-AG,
157468/410-AG, 158652/411-AG, 159281/412-AG, 157459/414-AG.

UNITED STATES AIRCRAFT PRESERVATION FLIGHT

by Jac van Tuyn while Arnold Booy contributed with his log from Davis Monthan.

"What to do with the old aircraft?"; a great problem for the US Army Air Force just after the Second World War. The solution was Davis Monthan, now a field with over 4,000 aircraft and a frustrating paradise for every military minded spotter.

Just after WWII, several thousands of aircraft were withdrawn from USN and USAAF service, thus rising the above mentioned problem. Some of these aircraft solved this problem on their own. The C-47 Dakota/Skytrain, C-54 Skymaster, C-45 Expeditor, B-26 Invader found their way to several other Air Forces or civil operators. But with the heavy bombers, such as the B-29 Superfortress, the problem remained.

Here the history of the MASDC (Military Aircraft Storage and Disposition Centre) begins. The unit, formerly the 2704th Aircraft Storage and Disposition Group, was created at Davis Monthan AFB, near Tucson, Ariz. Davis Monthan was deliberately chosen because of its low soil acidity the bone-dry desert air and the low rainfall (30cm per year). In other words: the upmost conditions for long-term open-air storage of aircraft.

The first activity was the storage of the many B-29s. All the aircraft were cocooned; the aircraft were completely covered with a special plastic cocoon. Although this way of conserving protected the aircraft against the influences of weather and wind, soon the negative symptoms of this cocooning showed up.

The extreme high temperatures in the desert caused the aircraft to "sweat". The moisture from this "sweating" collected between the metal and the plastic skin of the aircraft, resulting in a severe corrosion. New valuable information concerning preservation of aircraft in desert conditions, was gathered from a case in Libya. In 1959 some technicians of an oil company discovered the wreck of a B-24 Liberator. The aircraft made an emergency-landing in 1943 and was left behind by its crew. Besides the radio, the hydraulic pumps, several other parts of the aircraft were still functioning.

From this case and of course from own experience, the MASDC developed a certain system to preserve aircraft.

After arrival at the storage centre, the aircraft is subject to several operations, as removal of armament and classified equipment, deactivation of hydraulic systems, portholes and vital places are covered with a special spray, in-takes are screened, new tires are replaced by old ones, etc., etc.. Furthermore, measure-instruments are placed on vital places enabling the USAF personnell to check the condition of the aircraft and some holes are being kept open in order to give a good circulation of the desert-air.

Another major task of the MASDC is re-circulation. This also includes the commercial part of the centre. Besides the useful spare parts that are being returned to the US Forces, the MASDC also sells to civil operators. Even complete aircraft, such as the C-97s and a few C-133Bs sold to several civil operators. This making it the only unit within the USAF, that makes profits, as the money earned this way is far more than the money needed for the exploitation.

The re-circulation is a result of the constantly necessity removal of the older types of aircraft with the MASDC in favour of the newly delivered ones. Most of these aircraft are broken up. After the removal of the useful spare parts, the remaining parts are destined for remelting.

But due to the way of preservation it is also possible to get the air-

craft re-operational again in no time.

Sometimes this is required. Such as the C-97 Stratocruisers sold to the Red Cross, or the C-47 re-delivered to the USAF to be converted to C-47s (nicknamed "Puff, the magic dragon"), or a/c delivered to the USA.

But also for non-operational tasks, such as that C-119 Flying Boxcar serving as a classroom for maintenance-personnell or the C-400 rejected aircraft for monuments, colleges for future aircraft-designers or for the several government authorities.

Below you can find a list of registrations we received from Arnold Booy as he visited Davis Monthan AFB on May 8th this year. Of course this list is very far from complete, as it is impossible to stroll along all the aircraft. One should imagine the situation Arnold Booy found himself in: 4,000 aircraft, unbearable heat and a tour that could only last three hours.

Trying to mind his mind on paper: "Magnificent....., frustrating....., click....., magnificent....., frustrating....., click....., magnificent...., frustrating....., click..... !!!!!

or USAF and ANG aircraft:

- B-52 : 0-20003 B-52A (X-15 Mothership); 42680 B-52C; 0-60679 B-52I; 60632 (all red), 0-60642, 0-60643, 0-60647, 0-60700, 0-60702, 0-60711, 70015, 70023, 70025, 0-70026, 70095, 70100 (cam), 0-70101, 0-70104, 0-70110, 0-70116, 70118 (cam), 70120, 0-70122, 0-70124, 0-70125, 0-70127, all B-52E 70031, 70037, 70053, 0-70054, 0-70155, 0-70163, 70168, 70175, 0-70176, 0-70183, all B-52F
- B-57 : 0-21454 RB-57A Mich ANG; 33860, 33865 and 33898 B-57G Kansas ANG (all cam.) 13288, 13289, 13290, 13291, 13294, 13296, 13302, 13500, 13502, all RB-57F
- B-58 : 0-50670, 0-50671, 0-50672, 0-92428, 92430, 92436, 92439, 92440, 92442, 92446, 92449, 92454, 92455, 92457, 92460, 92463, 01110, 01114, 01117, 01120, 01121, 01123, 01124, 01127, 12051, 12052, 12054, 12064, 12066, 12067, 12068, 12070, 12077, 12078, 12079, all B-58A 0-81009, 81010, 0-81011, 81014, 81015, 0-81018, all RB-58A
- B-66 : JN53-424, 54-419, 54-423, 54-507, 54-525, 54-534, all cam.
- C-47 : 0-24311, 4348151, 0-50948(SAC)
- C-97 : 0-92593 VC-97D HQ SAC; 0-30115 HC-97G 303ARRS; 22632 C-97G Arizona ANG
- C-119 : 12698 C-119 ex RNOAF
- C-124 : 0-10046 C-124A; 0-15188, 0-20948, 0-20967, 0-20992(2a.ANG), 0-21024 (Tenn.ANG), 0-21048, all C-124C
- F-84F : 0-11910 F-84F cam.
- F-100C : 0-31750 (N.Mex ANG), 0-31753 (N.Mex), 0-31776 (N.Mex), 0-41742 (N.Mex), 0-41767 (N.Mex), 0-41857 (N.Mex), 0-41866 (N.Mex), 0-42107 (N.Mex), 0-42114 (N.Mex), 54-1761 (Ariz.ANG), 54-071 (Ariz.), 0-41828 (Iowa ANG), 0-41842 (Iowa), 0-41878 (Iowa), 0-41955 (Ohio ANG), 0-41958 (174TFS), 0-41984 (174), 0-42003 (174), 0-42007 (174), 0-42062 (174) and 0-42039 (?).
- F-100D : 63098
- F-100F : 0-63744 (ARDC), 56-767 (GaANG), 0-63786 (Ohio ANG), 0-63953 (NF-100F?) and 0-63972 (ex WB).
- EF-101C : 54-450, 54-452, 54-469, 54-473, 54-479, 56-026, 54-475 (165 TRS), 54-486 (165TRS), 54-476 (154TRS), 56-012 (192TRS), 56-014 (192TRS), 56-018 (192), 56-025 (192), 56-027 (192TRS).
- EF-101A : 0-60155
- EF-101B : 0-60256, 0-60263, 0-60267, 0-60269, 0-60270, 0-60283, 0-60287, 0-60296, 0-60298, 60313, 0-60318, 60325, 60326, 0-70335, 70402

F-102A : 0-31801(Idaho ANG), 0-31809(Idaho), 0-31811(Idaho), 0-41385 (Idaho), 0-41395 (?), 0-53433 (Mont.), 0-53463(Conn.), 0-60978 (Louis.), 0-60983(Fla.), 0-60994(Cal.), 0-61008(Conn.), 0-61017(Tex.), 0-61036(Cal.), 0-61047(57FIS), 0-61050(?), 61053(Idaho), 0-61055(?), 61062(Cal.), 0-61069(Louis.), 61082(Cal.), 61083(S.Car.), 61093(Cal.), 61096(Cal.), 0-61097 (57FIS), 61101(N.York), 0-61102(57FIS), 0-61109(57FIS), 61111(S.Car.), 0-61115(Louis.), 0-61122(Fla.), 0-61127(?), 0-61132(4780ADW), 0-61134(Louis.), 0-61135(S.Car.), 0-61136 (?), 0-61170(Fla.), 0-61175(Fla.), 61193(S.Car.), 61202(Mont.), 61 (N.York), 0-61215(?), 0-61230(S.Dak.), 0-61236(N.York), 210 0-61242(Conn.), 61249(Cal.), 0-61250(?), 0-61253(Idaho), 0-61257(?), 0-61258(Conn.), 0-61259(Tex.), 0-61261(S.Car.), 0-61266(Conn.), 0-61268(Wisc.), 61272(S.Car.), 0-61274(Minn.), 0-61285(S.Dak.), 0-61287(Wisc.), 0-61293(S.Dak.), 61295(?), 0-61296(Louis.), 0-61299(Louis.), 0-61302(S.Car.), 0-61303 (S.Car.), 0-61304(Louis.), 0-61306(Louis.), 0-61308(Louis.) 0-61319(57FIS), 0-61334(Minn.), 0-61341(57FIS), 0-61343(?), 0-61345(Minn.), 0-61350(57FIS), 0-61356(57FIS), 61363(Cal.), 0-61373(Fla.), 0-61376(Fla.), 0-61394(57FIS), 0-61410(Penn.), 0-61412(4780ADW), 61430(Cal.), 0-61432(Minn.), 0-61433(Tex.), 0-61438(Conn.), 0-61439(?), 0-61447(?), 0-61449(?), 0-61455 (57FIS), 0-61456(Penn.), 0-61457(Penn.), 0-61462(Louis.), 0-61464(?), 61471(Fla.), 0-61478(Oregon), 0-61483(Minn.), 0-61488(Minn.), 0-61490(4760ADW), 0-61494(Penn.), 0-61495 (Oregon), 0-61503(Cal.), 0-61513(?), 0-61515(S.Car.), 0-70787(4780ADW), 0-70821(4780ADW), 0-70822(Vermont), 0-70824(Vermont), 0-70825(Penn.), 0-70831(S.Car.), 0-70834 (Vermont), 0-70838(Cal.), 0-70839(Cal.), 0-70842(Cal.), 0-70860(Vermont), 0-70868(Penn.), 0-70871(Vermont), 0-70878 (4780ADW), 0-70879(Penn.), 0-70899(Cal.), 0-70903(Cal.), 0-70907(Cal.), 0-70908(Cal.), 0-70909(?). Add. 61366(Cal.)

TF-102A: 0-41365(Idaho), 41368(Texas), 0-54040(?), 54045(Cal.), 0-54046(4780ADW), 0-54050(?), 0-62323(Texas), 0-62324(Conn.), 62333(Texas), 0-62336(Texas), 0-62339(Mont.), 62344(S.Car.), 0-62356(57FIS), 0-62359(4780ADW), 0-62367(57FIS), 0-62368 (4780ADW), 0-62369(4780ADW), 62370(?), 0-62372(Cal.), 0-62374(4780ADW). Add. 0-62363(S.Car.)

HH-34 : 43885, 48023, 48938 and 48944 all "Rescue"

T-29 : 0-91930, 0-91940 T-29A ANG 13798(MAC), 0-13807, 0-13814, 0-15120, 0-15126, 0-15149, 0-15155, 0-15160, 15170, 17896, 17903, 17915(MAC), all T-29B 0-21097, 0-21100, 0-21109, 21121(MAC), 21124, 21127, 21141, 21145, 21149, 21169, 33469, 33471, 33472, 33473, 0-33475, 33512, all T-29C 0-21182, 0-25819, 25831, 25833(MAC), 0-33537, 33543, 33545 T-29D

U-10 : 25913, 66-14343, 66-14344, 14362 units??? 63-094code AO of 4408CCTS/180W (cam.) 14347, 14349, 14351, 14360, 14368 California AG 14354, 14356, 14357, 14358, 14359 West Virginia AG 66-14363, 66-14365, 14366, 66-14367, 66-14369 Rhode Isl. AG

HU-16 : 0-10053 SAR

ex ARMY aircraft

C-45 : 29646

C-47 : 39074 "Golden Knights"

C-54 : 17239 "Kwajalein Test Site"

OV-1B : 25889 122nd Aviation Company

E-34 : 0-34491, 0-40896, 0-42888, 0-43012 (Idaho NG), 0-64285 (? NG)
64313

ex USNAVY aircraft

A-3 : 135409, 138953 (VAQ-130), 138964 "AF", 142237, 142238 (VAQ-208),
142249, 142251, 142253, 142401 (VAQ-129), 142638, 142650,
142651, 142652 (VAQ-135), 147657, all E/K/A-3A/B
C-45 : 23763 "65"
C-121 : 145925 "JB", ... 461 "JB" both NC-121K VXN-8Sqn
145929 "1" WC-121N WRS-4Sqn
145934 "TE" EC-121K VW-1Sqn
F-4 : 148415, 148424, 149431 F-4B
F-8 : 147175 F-8K 149175 F-8J
SP-2H : 140154 "LS" (VP-60), 140982 "LX" (VP-90), 140984 "PJ" (VP-69),
141242 (?), 141243 "LX-3" (VP-90), 141247 "LS" (VP-60), 142542
"PJ-8" (VP-69), 143172 (?), 145907 "PL" (VP-67), 145909 "PG" (VP-65),
145921 "PJ" (VP-69), 145923 "LX" (VP-90), 147951 "LV" (VP-66),
147968 "PL" (VP-67),
128330 "6A", 128344 "GF-9" (VC-8), 131422, 131491, 135558, all P-2
exact type remaining unknown
E-34J : 145709, 145712, .. 8352
T-28 : 137696 "2G-133" (VT-2), 137746 (?), 137798 "2P-238" (VT-6), T-28B
140466 "2G-161" (VT-2), 140475 (VT-27), 140597 (?), 140619
(VT-27), all T-28C
T-29 : 51-5124, 51-5129 "3C-26" (both ex USAF)
TS-2A : 133335
TU-16 : 131910

ex USMARINES Aircraft

F-4 : 149407 "SB" (VMFAT-101), 149414 "SH-3" (VMFAT-101), 149418 "SB-3"
(VMFAT-101), 149426 "DC-2" (VMFA-122), 149433 (?), 149435 "EC"
(VMFA-531), 149463 "EC-2" (VMFA-531), all F-4B
151977 (?), 151980 "TE" (VMCJ-3), RF-4B
F-8 : 145416 "5W-18", 145431 "5W-29", 145451 "5W-28", 145463, 145471
"5W-31", 145489 "5B-?", 145525 "5W-23", all F-8L
145562 "MG" (VMF-32) F-8C
146991 "MC" (VMF-351) F-8K
E-34 : 153120 UH-34D

ex MISCELLANEOUS:

DF-101: 17405, 17469, 17475 all ex RCAF
F-102A: N-617NA ex NASA
E-707: N70700 ex Boeing
SP-2H: 435, 436, 437 ex Aeronavale

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315 SQUADRON

A view of the history of 315 squadron, compiled by Frank Klaassen.

Basis for this article were the Klu memorial "15 years 315 squadron", publications by the Luchtmachtvoorlichtingsdienst and De Vliegende Hollander

We perceive the daybreak of 315 squadron in January 1952, when Tactical Air Command was established; in the frame of the Mutual Defence Aid Program the United States had delivered a number of Republic F-84 Thunderjets to equip 6 fighter-bomber squadrons.

All aircraft arrived in crates and were in full USAF markings. They were re-assembled at Volkel, after which the American serials and insignias were removed and replaced by Dutch. In April 1951 the first Volkel assembled Thunderjet (the FS-832) went airborne and medio 1952 enough aircraft had arrived to form the fourth squadron:

315, with Eindhoven as its home base

In the early days of the unit it was possible no more than one single Thunderjet was operational; nevertheless, in 1953 the first squadron move was planned. Both 315 and its sister unit 314 were to operate from Beek airport during an exercise. The two squadrons took off and set course to Beek; 314 was the first to arrive there. However, since the runway at Beek has a bump in it, the pilots thought to have come to the last meters before it really was so and applied the brakes as hard as they could. Result: a great number of flat tyres. The field was completely blocked for the 315 jets, which had to return to Eindhoven. For them the exercise started the following day...

In those dark days it could also happen that the squadron commander wanted to see 8 operational aircraft on the flight-line, although Maintenance couldn't offer the good man more than seven. But the CO would not listen and insisted on eight. Well, what to do under those circumstances? You give him his eight jets; that one of them doesn't have an engine is less important. But it was as if the devil was in it; the CO marched to the flight-line and picked the "hot" aircraft. After a thorough preflight-check he climbed in the cockpit and pushed the startswitch. The engine didn't respond (!); hardly a miracle of course but try to imagine the face of the line-chief!

In 1956 the Eindhoven based squadrons received new aircraft: Republic F-84F Thunderstreaks. The conversion went smoothly and soon the 315 jockeys were familiar with the new weapon system. In 1960 the unit was assigned to take the conversion of young pilots on the Thunderstreak on its shoulders; on October 1st, 1961 the first OCC (Operational Conversion Course) started.

But also the Belgian Air Force wanted to take part in this venture and as a result of these plans for a joint training two Belgian officers Capt. Barthelemi and Verdeyen arrived at Eindhoven on July 17th, 1961. Together they were to establish the Belgian detachment. However, on September 4th, two days before the integrated OCC was to start, an incredible accident happened; Captain Barthelemi took off in a formation of four Thunderstreaks to practise gunnery at Terschelling. His aircraft crashed a few seconds after take-off. It was a black day for the young Belgian detachment.

Untill 1970, when the integrated OCC came to an end, every 5 months a new class had arrived at 315 squadron to start the last phase of their training. Within 3 months, in 72 flying hours the students left for the various operational squadrons in Holland and Belgium.

In 1962 instructors of 315 squadron formed a stunt team, "Sandbag Diamond". Unfortunately the team was disbanded shortly afterwards, as

3



4



5





BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER PHOTO: Taking-off from Soesterberg AB, this Starfighter of the Royal Norwegian Air Force. Together with F-104G 633, this CF-104D 627, visited Soesterberg on October 8th, for what reason may ever be.

Photo: Jan van den Oever

MISCELLANEOUS

PHOTO 1: Editor Jaskolkowski is preparing an item on the latest helicopter types. This engine with a cockpit under it is a CH-54A Tarhe of the USArmy (18449); the photo was taken at Volkel on August 30th during the Open Day.

Photo: Jan Peter van Kempen

PHOTO 2: One of the remainders of the 200 Harvards supplied to New Zealand in 1941. About 20 of them are still in service for flying training duties. Illustrated NZ1087 and 1091.

Photo: Pieter van Gemert/GCA

315 SQUADRON

PHOTO 3: A rare photograph of two Thunderstreaks (P-135 and 133) of the Klu, without any markings except for the Dutch roundel. Later squadrons codes were applied, which in the case of 315 sqn was TB. Note the insignia on the nose of one of the aircraft.

Photo: SLH Klu

PHOTO 4: Two F-84Fs of 315 squadrons OCC landing at Eindhoven. In one aircraft is the student, his instructor is doing his best to talk him down. A very familiar sight at Eindhoven for many years.

Photo: Hans Engels

PHOTO 5: One of the many Thunderstreaks that didn't make the finish was P-268. It crashed at Terschelling on July 4th, 1968. The picture was taken at Eindhoven in 1967.

Photo: Frank Klaessen

DAVIS MONTHAN

PHOTO 6: One of the thousands of aircraft parked at Davis Monthan AFB Arizona is this VT-29 of the USNavy (ex USAF): 51-5129 coded "3C-26". Furthermore illustrated are: 33473 17915 and 33545.

PHOTO 7: Not only veteran types can be seen at Davis Monthan, this picture shows Phantom 149414 of the USMarine Corps, VMFAT-101. During the Vietnam war many aircraft from this reserve-stock were made operational again, a.o. the EC-121 Warning Stars.

PHOTO 8: An F-100C Super Sabre of the New Mexico ANG at Davis Monthan is O-41857 (on-background O-63972).

All photo's by Arnold Booy

MISCELLANEOUS

PHOTO 10: The Test-Flight at Twenthe now operates NF-5B K-4006 for research duties. This picture was taken at its home-base very recently

Photo: Jan Peter van Kempen

PHOTO 11: Portrait of a Corsair 157443 on board the USS Independence which visited Portsmouth harbour recently (see page 9).

Photo: Barry Hickman

PHOTO 12: Runway-works at Rheine-Hopsten force the aircraft of JABOG-36, to deploy to elsewhere. A number of them operated from Twenthe a.o. 37-81. Photo: S.Rutten

As the pilots and the flying hours were needed for the OCC. Aircraft used were P-133, 165, 128, 155 and 125, pilots de Jong, Frieling, ter Horst, Buitelaar and Roosma.

In Holland it's a custom to make "practical jokes" on April 1st; in 1966 an aircraft of 315 made the newspapers as follows: Thunderstreak P-263 was parked at the Avio Diepen works at Ypenburg to be overhauled. Well, with red and white plastic the serial, air force and squadron insignias were covered and the letters CCCP, a red star and a hammer-sickle insignia were applied. Thus the Thunderstreak had become a "Tupolev, type 1.4.66 Avrilskaya". Early in the morning of April 1st the Streak was towed to Ypenburg main platform and to make it look as if the aircraft had just landed the canopy was opened and the dragchute spread out. An armed MP made it even more realistic. "Russian Aircraft In Holland"...

In the meantime the other 2 Streak operators, 311 and 312 squadrons at Volkel were in full progress of exchanging their aircraft for the new F-104G Starfighters. The ex-Volkel Streaks all went to Eindhoven, while the Eindhoven ones were returned to their owner, the USAF. Although this may seem a somewhat complicated procedure, it wasn't so strange as it looks like; the Eindhoven Streaks were all of Fiscal Year 1952, while the Volkelisians were of 1953! On December 1st, 1965 the last five Volkel based F-84Fs P-216, 248, 229, 182 and 214 headed towards Eindhoven.

By the end of 1968, 315 squadron was the first unit in the Dutch Air Force to reach 100.000 flying hours! Sgt. Schlosser, once an OCC student and now one of the instructors, flew that last hour in Thunderstreak P-213.

How many parties would have visited the squadron in the past years? It's hard to say; they came from far away and from nearby, from Eindhoven and from Norway. Once the squadron was visited by a group of old ladies from Veldhoven, who wanted to see where all that noise came from. Well, they took a close look at the "straoljaegers" and were tresten on a small airshow, during which the 315 crews did their utmost to make very fast and very noisy low-passes. One of the ladies is to have said: "Yes, that's all very nice but I don't think that they will dare that when they fly higher"...

But an air force needs to go along with its time: the Thunderstreaks began to crack. Between May 1968 and July 1970 no less than eight F-84Fs crashed!

After a thorough evaluation the Northrop F-5 was selected as the successor of the Streak. For many years the city of Eindhoven had been bowed by the noise made by the two squadrons and as a result of the negotiations between the Air Staff and Eindhoven it was decided that 315 was to move to Twenthe AB with the arrival of the new fighters. Thus, when in 1970 the first batch of NF-5s arrived from Canada, the squadron left its birthground; by train that is, as the Thunderstreaks remained at Eindhoven. Early 1972, 315 was on full strenght; their aircraft: K-3001, 3002, 3003, 3004, 3005, 3006, 3014, 3019, 3020, 3022, 3024, K-3025, 3028, 3032, 3038, 3039, 3040, 3052, 3053, 3057, 3061, 3062, 4002, 4005, K-4006, 4007, 4010, 4012, 4013, 4016.

In 1974, the squadron was selected to represent the Koninklijke Luchtmacht in the NATO Tactical Weapons Meet; it was for the first time since many years that a non-Starfighter unit took part in this exercise.

"Nec Timide Nec Tumide", in English "Without Fear and Recklessness" is the official motto of 315 squadron. An amateur latinist once seems to have translated it as "No Yellow beastards, but overconfident louts neither"; no doubt 315 will act according to its device, if necessary.

THE HERCULES STORY Part VI (the end)

In this, last part of the Hercules Story, we will give additions and corrections. Of course there is no real end to the story of an aircraft that is still in production and in service with a lot of countries for many years to come. In addition it is hard to be completely up to date because of the many mutations (e.g. shifts from first-line units to reserve units, and/or ANG, crashes and 'shot down over Vietnam'). The author will try to give the future mutations as completely as possible in the news column.

This Hercules Story was made possible by the kind assistance of T. Boelen, G. Hiltérmann, Lockheed Aircraft Corporation, USAF Public Relations Department.

Navy and USMC versions and variants:

E-130F (USN) serialled: 149787 c/n 3636, 149790 c/n 3645, 149793 c/n 3660, 149794 c/n 3661, 149797 c/n 3666, 149801 c/n 3686, 149805 c/n 3696

Operated by VR-24 coded JM; and VR-20 coded RZ

E-130F (USMC) serialled: 147572 c/n 3554 ex 58-755(USAF), 147573 c/n 3555 ex 58-756(USAF), 148246 up to 148249 c/n's 3566, 3573, 3574 and 3577 resp. 148890 up to 148899 c/n's 3592, 3605, 3606, 3607, 3608, 3619, 3623, 3627, 3631, 3632 149788, 149789, 149791, 149792, 149795, 149796, 149798, 149799, 149800, 149802 up to 149804, and 149806 up to 149816 C/n's: 3640, 3644, 3657, 3658, 3664, 3665, 3680, 3684, 3685, 3693, 3694, 3695, 3703, 3704, 3705, 3709, 3710, 3711, 3718, 3719, 3723, 3725, 3726 resp. 150684 up to 150690, c/n's 3727, 3728, 3733, 3734, 3740, 3741 and 3742 resp.

In service with VMGR-152, 252 and 352 coded QD, BH and QB resp.

E-130F (USN) serialled 148318 up to 148321 c/n 3562, 3563, 3564, and 3565 resp. (ex 59-1528 up to 1531 USAF) Operated by VXE-6 Sqn coded XD (ex JD)

E-130Q (USN) serialled: 156170 up to 156177, c/n's 4239, 4249, 4269, 4271, 4278, 4279, 4280, 4281 resp. Operated by VQ-4 previous coded HL

E-130G (USN) serialled: 151888(c/n 3849) up to 151891 Operated by VQ-4Sqn

E-130R (USN) serialled 155917 c/n 4305 and 159129 up to 159131 Operated by VXE-6 coded XD (ex JD)

U.S. COAST GUARD versions and variants

E-130B serialled: 1339 up to 1342 c/n's 3529, 3533, 3542 and 3548 (ex 58-5396, -5397, -6973, -6974 USAF) 1344 up to 1351 c/n's 3594, 3595, 3638, 3641, 3650, 3745, 3763, 3773 resp. (ex 60-311, -312, 61-2081, -2082, -2083, 62-3753, -3754, -3755 USAF)

E-130E serialled: 1414 c/n 4158 (ex 66-4299 USAF)

E-130E serialled: 1452 up to 1454 c/n's 4255, 4260 and 4265 (ex 67-7183, -7184 and -7185 USAF)

E-130H serialled: 1501 c/n 4507

ADDITIONS

PAF: 74-1654 up to 1693 and 74-2061 up to 2072, all C-130H

Saudi Arab AF: 463, 464, 465, 1602, 1603, all C-130H

Venezuelan AF: H.4224 and H.5320

Irak AF: 741. C-130H

Yugoslavia AF: 9T-TCE (replacing crashed one)

Peru AF: C-130H reg D has c/n 4575 (callsign CN-AOD)

PAF: codes: 4X-FBL/313, -FBL/316 and -FBP/208

PAF/IIAF: One C-130E 5-111 of the IIAF is transferred to the PAK.AF and is now registered 64312/L.

UNITED STATES AIR FORCE IN EUROPE (part 12)

by Hans van de Laar, with special
thanks to USAF, Paul Jackson and
Pieter van Gemert.

First some corrections and additions to part 11 in FLASH Nr.62:

-- Page 19 81st TFW. In some issues, a few lines have been omitted
out of the registration list of the F-101As, which were
noted in the States after service with the 81st TFW. These lines
are:

-184TRS, 188TRGp, Arkansas ANG, Ft. Smith: 54-1461

-Instructional airframe at Shepherd AFB: 54-1444

-w/o as RF-101G in Tennessee on 28.4.67: 54-1483

-Davis Monthan AFB (all in 1972): 54-1445, 1452, 1454, 1457, 1460,
54-1461, 1462, 1463, 1464, 1472, 1473, 1476, 1479 and 1484.

-- A small mistake, caused a wrong order of succession of the pages.
After page 19, you have to go to page 21, then to page 20 and
finally to page 22.

Let's continue with the regs of the F-4D Phantoms of 78, 91 and 92TFS:

66-7514/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.), 91TFS; 7519/WR (ex
9TFS/49TFW/HD, 7TFS/49TFW/HO, 10TFS/50TFW/HR resp.); 7520/WR (ex
435TFS/8TFW/FO, 48TFW/LN resp.); 7524/WR (ex 49TFW, 22TFS/36TFW/
BR-BT resp.), 91TFS, to USA; 7525/WR (ex 22TFS/36TFW/BR-BT resp.),
91TFS; 7527/WR (ex PACAF, 48TFW/LN resp.); 7537/WR (ex 49TFW,
22TFS/36TFW/BR-BT resp.), 91TFS, to USA; 7539/WR (ex 49TFW, 22TFS/
36TFW/BR-BT, 23TFS/52TFW/SP resp.); 7542/WR (ex 49TFW, 22TFS/
36TFW/BR-BT, 23TFS/52TFW/SP resp.); 7545/WR (ex 49TFW, 22TFS/
36TFW/BR-BT resp.), 91TFS; 7547/WR (ex 49TFW, 22TFS/36TFW/BR-BT
resp.), 91TFS, to USA; 7549/WR (ex 49TFW, 22TFS/36TFW/BR-BT
resp.), 91TFS, to USA; 7551/WR (ex 49TFW, 22TFS/36TFW/BR-BT,
23TFS/52TFW/SP resp.); 7552/WR (ex 49TFW, 22TFS/36TFW/BR-BT
resp.), 91TFS; 7553/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.),
91TFS; 7556/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.), 91TFS, to USA;
7558/WR (ex 49TFW/HO-HO, 10TFS/50TFW/HR resp.); 7559/WR (ex 49
TFW, 22TFS/36TFW/BR-BT resp.), 91TFS; 7560/WR (ex 49TFW, 22TFS/
36TFW/BR-BT resp.), 91TFS; 7561/WR (ex 49TFW, 22TFS/36TFW/BR-BT
resp.), 91TFS, to USA; 7566/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.),
92TFS; 7568/WR (ex 49TFW, 22TFS/36TFW/BR-BT resp.); 7570/WR
(ex 49TFW, 22TFS/36TFW/BR-BT resp.), 92TFS, to USA; 7578/WR (ex
49TFW, 22TFS/36TFW/BR-BT resp.), 92TFS; 7579/WR (ex 23TFS/36TFW,
BS, 23TFS/52TFW/SP resp.); 7588/WR (ex 49TFW, 23TFS/36TFW/BS,
23TFS/52TFW/SP resp.); 7604/WR (ex 23TFS/36TFW/BS, 23TFS/52TFW/
SP resp.); 7605/WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.);
7607/WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.); 7610/
WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP resp.); 7614/WR (ex
49TFW/HD-HO, 10TFS/50TFW/HR resp.); 7615/WR (ex 49TFW, 23TFS/
36TFW/BS, 23TFS/52TFW/SP resp.); 7619/WR (ex 49TFW, 23TFS/36TFW/
BS, 23TFS/52TFW/SP resp.); 7620/WR (ex 49TFW, 23TFS/36TFW/BS,
23TFS/52TFW/SP resp.); 7623/WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/
52TFW/SP resp.); 7629/WR (ex 23TFS/36TFW/BS, 49TFW/HO, 36TFW/
BT resp.), 92TFS; 7634/WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/
SP, 36TFW/BT resp.), 92TFS, to USA; 7644/WR (ex 49TFW, 23TFS/36
TFW/BS-BT, 23TFS/52TFW/SP, 36TFW/BT resp.), 92TFS; 7645/WR (ex
49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP, 36TFW/BT resp.), 92TFS,
7649/WR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO, 10TFS/50TFW/HR resp.);
7656/WR (ex 49TFW, 23TFS/36TFW/BS, 23TFS/52TFW/SP, resp.);
7664/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.);
7669/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.);
7677/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.); to USA
7684/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.); to USA

66-7685/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.);
 7689/WR (ex 49TFW, 23TFS/36TFW/BS, 53TFS/36TFW/BT, resp.); 92TFS;
 7698/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.); to USA;
 7708/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.);
 7710/WR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO, 10TFS/50TFW/HR resp.);
 7715/WR (ex 391TFS/475TFW/UD, 48TFW/LK-LN resp.);
 7733/WR (ex 48TFW/LK-LN resp.);
 7735/WR (ex 7TFS/49TFW/HB, 48TFW/LK-LN resp.);
 7738/WR (ex 523TFS/405TFW/PN, 494TFS/48TFW resp.);
 7747/WR (ex 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN resp.);
 7751/WR (ex 49TFW, 53TFS/36TFW/BT, 10TFS/50TFW/HR resp.);
 7754/WR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO, 10TFS/50TFW/HR resp.);
 7759/WR (ex 9TFS/49TFW/HD, 48TFW/LK-LN resp.);
 66-8687/WR; 8824/WR (ex 49TFW/HO, 10TFS/50TFW/HR resp.).

52nd TACTICAL FIGHTER WING

The forerunner of the present 52nd TFW came into being as the 52nd Pursuit Group (Interceptor) which was activated at Selfridge Field, Michigan, 16 January 1941. The group then was composed of the 2nd, 4th and 5th Pursuit Squadrons, flying P-39 Airacobras and P-40 Warhawks. The 52nd subsequently moved to Norfolk (Virginia), Florence (South Carolina), Wilmington (North Carolina) and Grenier (New Hampshire), from which its aircraft crossed the Atlantic on the 24th of June, to arrive in Northern Ireland 13 July. On 26 August the group arrived on its new combat base Goxhill, England, and was soon re-equipped with Mark III Spitfires. The 52nd trained with the RAF as a unit of 8th Air Force, flying missions from England to France during August and September. Group pilots flew newer Mark IX Spitfires from Gibraltar to Algeria during the invasion of North Africa in November 1942. Part of the 12th, and later of the 15th Air Force, the group flew escort patrol, strafing and reconnaissance missions in support of allied forces in Tunisia. Taking part in the conquest of Sicily, Group Spitfire aircraft attacked all types of tactical targets in support of allied operations. In April-May 1944, the 52nd converted to P-51 Mustangs and was engaged primarily in escorting bombers to Italy, Germany, Czechoslovakia, Austria, Hungary, Romania and Yugoslavia. The group's first Distinguished Unit Citation (DUC) came as a result of a mission on 9 June 1944, when its aircraft protected bombers that struck aircraft factories, communication centers and supply lines in Germany. Providing this fighter escort as a part of the 306th Fighter Wing, the 52nd began to compile a great record in aerial combat; on June 1944, the 102nd enemy aircraft fell before the guns of a 52nd FG's Mustang, which gave the group a new record for a single month's combat. During its combat period the group changed constantly bases as was necessary for the also changing war situation. From Tafaroui, Algeria the 52nd subsequently moved to La Sennia, Orleansville, Telergma and Youksles-Bains (all in Algeria), Le Sers and La Sebala (both in Tunisia), Boccadifalco (Sicily), Corsica, Madna Field (Italy) where they remained till April 1945. In addition to escorting bombers of the 15th AF, the group also made strafing attacks on important targets in Italy, France, Central Europe and the Balkans. One of the first shuttle missions to Russia was flown 4-6 August 1944. The second DUC was earned for a strafing raid in which the group destroyed or damaged over 100 fighter and transport planes on the ground and shot 9 enemy fighters out of the air that attempted to intercept, during an attack at Beghin Airfield, Romania, on 31 August 1944. On 24 March 1945, the 52nd flew the longest escort mission ever flown in Europe - a 1600 mile round-trip to Berlin. By the end of the war, 421 aerial victories were claimed by pilots of the 52nd Fighter Group. During the last months of the war the group moved to Piagiolino and afterwards to Lesina and departed to the USA in August 1945. On 7 November 1945, the 52nd FG was inactivated at Drew Field, Florida.

to be continued next month.

This month the introduction of a new column. With the silent disappearance of the column "Letters", the editors felt, they lost that special contact with our readers.

In order to restore this, the editors created this column. This unique column comprehend everything military spotters are supposed to know. So to mentioned a few: rumours, something about old & new books, plastic models, the latest jokes of the trade, something about photography, etc., etc..

To show what we had in mind:

-- Those Sp.Gr.Eindhoven spotters are up to something again. Overheard last week were talks about a football-competition with spotter-teams from all Dutch air bases.

-- Very interesting could be a discussion on photography. To start this discussion and to be sure of responses, the following statement:

"Ilford-films are much better than Kodak-films".

-- From now on we have a good opportunity to publish those rumours that are very likely to be true. But as always with such rumours, one can never tell:

It is said that both Jever and Ahlhorn are to become fully american air fields; Jever should get A-7s and Ahlhorn should become a USArmy air field.

Waffenschule 10, presently at Jever, should be moving in at Geilenkirchen (near Aachen).

True facts in near connection with this rumour: The American minister of Defence complained of the absence of American forces in Northern Germany. The Germans invested some millions of Marks to patch up Geilenkirchen.

-- Book-shelf:

- Already becoming an older book, is "World's Air Forces" by David W.Gragg. It comprehends brief histories of over 150 air forces, ending with a summary of their present (1971) equipment.

Some data: costs £2.00 (DFL.11,-), including seventy photographs (all official photos), containing 231 pages, and a list of all modern a/c types with very brief data.

- "Koku Fan", a Japanese aviation magazine, some times publishes issues entirely devoted to one type of aircraft. To name a few: F-38 Lightning, F-4E Phantom, A-7 Corsair, Saab Draken, T-33A, F-84F/RF-84F, F-101 Voodoo, H.S. Harrier, F-104, F-100 Super Sabre. These special issues are very very richly illustrated with exclusive photographs (also in colour). They are also richly provided with drawings of technical details, camouflage schemes, sqdn. badges. A disadvantage of this series is language used: yes Japanese (hard to read).

Price per issue is £.1,00 (DFL.5,50).

-- Top-five of European military airfield in NOVEMBER (according to FLASH-movements):

1. Rambam (Ramstein)	USAFE	credit: F-100s ANG
2. Ramstein	USAFE	credit: del.flights A-7H GreekAF
3. Upper Heyford	USAFE	credit: MO F-111F
4. Portsmouth harbour	WET	credit: USS Independence
5. Eindhoven	Klu	credit: F-27 overshoot

-- One of our editors has been buzy working out the registrations of the 96 HO F-4Ds visiting Germany.

The result of an entire day was admission to a mental hospital. His Doctor asked all those spotters who sent those registrations to check their reports with possibly make photos. The doctor told us: "The only way to cure him is to clean up that dreadful mistakes in those lists. Please help that poor guy".

Not before he is dismissed from hospital we are able to publish the list of HO-phantoms.

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edited by S.Jaskolkowski and J.Struben

In one respect we had a very bad start with the civil section. Due to a somewhat unusual typography of your editor's typewriter some Is (as in India) have been printed as Js (as in Juliet). A list of corrections can be found at the end of this section on page 26. Apart from this error and the one in the title of our Dutch register column, we feel that the first civil section was such a success that we are optimistic about the future of the civil section and of FLASH as a whole.

**** MOVEMENTS ****

With thanks to SGE, R.Smid. P.J.Hooper and 1st TASW.

Eindhoven:

Nov. 1: D-BAKA F-27 Friendship c/n 10198 TDL (ex PH-LIP Philips)
Nov. 18: N812B Beech Baron
Nov. 24: G-BBIJ Cessna 421B c/n 0432 Measure Intern. Systems Ltd.
Dec. 2: G-AYMM Cessna 421B Pye of Cambridge Ltd. (also on 4/12)
Dec. 4: F-BRPK Mystere 20 c/n 188 Europe Falcon Service

Beek (Vliegveld Zuid-Limburg):

Nov. 3: G-AYFM HS.125-400B c/n 25227 Ford Motor Co.
Nov. 5: D-IHLK Cessna 421B
G-AYLW King Air 100 Tube Investments Co.
I-BOGI HS.125-3B c/n 25138 Soc. Ignis
PH-ILY Mystere 20E c/n 326 Philips
Nov. 7: G-BCCL HS.125-600B c/n 256039 McAlpine Aviation
Nov. 19: G-FPWJ B.707-351C c/n 18746 Pacific Western (also on 26/11)
Nov. 20: G-AVDX HS.125-3B c/n 25113 Board of Trade CAFU
HB-IDS DC-8-63CF c/n 45968 SATA
Nov. 21: G-BAVE King Air 100 c/n B-171 JBC

Schiphol (Amsterdam):

Oct. 25: HB-IHD DC-10-30 c/n 46578 Swissair
Oct. 27: F5000C G.1159 Gulfstream 2
SE-DEN SN.601 Corvette
Nov. 1: I-DYNA DC-10-30 c/n 47861 Alitalia
PH-ILY Mystere 20E c/n 326 Philips
Nov. 2: OY-TOR VFW.614 Cimber Air
Nov. 7: OO-SBP F.27 Air Alpes colours
Nov. 8: JA-8127 B.747 Japan Airlines new a/c
N308A G.1159 Gulfstream 2 Aramco
Nov. 13: D-IDHC DHC-6 Twin Otter Hapag Air
Nov. 14: CCCP-11104, 11120, 11527 all Antonow AN-12 c/ns resp. 01347710, -
02348102 and 02348208 Aeroflot
EC-CLE DC-9-30 Aviaco
G-ASGF VC-10 1151 c/n 856 Ba/Overseas diversion from Heathrow
G-AWND B.747-136 c/n 19764 Ba/Overseas diversion from Heathrow
Nov. 21: CCCP-11107 Antonow An-12 c/n 01347809 Aeroflot
HB-IEN Canadair Cl.44D-4 c/n 25 Transvalier
N57091 Aero Commander 690
OD-AGC B.747-123 c/n 20391 TWA

Bestienhoven (Rotterdam):

Nov. 5: LN-MOB DC-4 c/n 27373 Bergen Air Transport
and a number of diversions from Schiphol including LX-LGD (F.27 of Luxair) and SE-DBX (DC-9-41 of SAS).

Nov. 3: F-WTNZ Alouette 3 Schreiner & Co. delivery
Nov. 9: PH-OII Cessna 182
Nov. 10: N8782R DC-8-54CF IAS Cargo c/n 45667
Nov. 14: N804SW DC-8-55CF c/n 45816 Seaboard World
and some diversions from Schiphol including D-ABKG (P.727
of Lufthansa)
Nov. 15: all diversions from Schiphol:
G-ASTJ BAC1-11 201 c/n 085 BCAL
G-BAKL F.27 c/n 10293 Air Anglia
HB-IFP DC-9-32 c/n 47111 Swissair
I-DIZA DC-9-32 c/n 47238 Alitalia
Nov. 17: N60CC G.1159 Gulfstream 2

**** NEWS ****

Acquisitions:

- Aeroperu has taken delivery of a DC-8-53, OB-R-1116 and c/n 45629. It used to be KLM's PH-DCN
- Aer Turas' new Britannia is now known to be EI-BBH, c/n 13436 ex XM491.
- Air Alsace has ordered two additional Corvettes for delivery before the end of this year (1975). The company will then operate four Corvettes from Strasbourg.
- Air Anglia now has an Argosy on lease from Air Bridge Carriers as a replacement for its last two Dakotas, that have been sold to Skyways Cargo.
- Alitalia will lease seven Boeing 727s as replacement of a number of the older DC-8s and the Caravelles. Delivery will be by the end of next year (1976).
- BCAL's twelfth Boeing 707 is again a -338C, ex VH-EAI, c/n 19629, now registered as G-BDLM
- Bristow Helicopters Ltd. Two new Sikorsky S.61N Sea Kings are G-BDII c/n 61750 and G-BDIJ c/n 61751.
- Cargolux's new DC-8-63 LX-FCV c/n 46002 is leased from Flying Tiger ex N782FT.
- Geminair. Another RAF Britannia C.1 is gone. XM520 went to Geminair as 9C-ACE c/n 13514.
- KLM's new Boeing 747-206C PH-BUH has been named after the company's founder Dr. Albert Plesman. PH-BUI "Wilbur Wright", also a -206C, will be delivered in January 1976. KLM's B.747Cs differ from other B.747Cs insofar that they do not have the hinged nose, but a large cargo door in the side of the fuselage. They also differ from most B.747s in their engines, which are General Electric CF.6s, in stead of Pratt & Whitney JT9Ds which are standard.
- Lufthansa has ordered its 10th (incl. Condor) B.747, a -230C, for delivery in December 1976. Total sales now stands at 301.
- Mr. P.A. Mann is the proud owner of the sole Westland Lysander on the British register. It is an ex RCAF Mk.3 recently restored to flying condition at Booker. It now bears the registration G-BCWL and the c/n is 1244.
- PIA leases BMA's B.707-321 G-AYVG c/n 17598 for six months from October this year (1975).
- SAA/SAL ordered its 6th B.747SP, the 16th B.747SP ordered in total.
- Surinam Airways has started transatlantic operations with KLM's DC-8-63 PH-BWM c/n 46141. It is named "25 November" after Surinam's independence day.
- TEA took delivery of its Airbus (its first A.300B-4 variant), on October 23rd 1975. It has the registration OO-TFG and c/n 17.
- Transavia will lease two United B.737-222s for eight years.

Crashes

- United Kingdom. November 29th was a black day in light aviation. That night Southern England and the Midlands were covered with a thick fog, and it was freezing. This has cost two aircraft and ten lives. At 2106hrs a Baron crashed near Firmingham Apt., killing the four occupants, and at 2130hrs a Piper Aztec, N6645Y, owned and flown by the form world champion motor-racing Graham Hill, crashed at Elstree near London.
- USA. The ONA DC-10 that was written off at Kennedy Apt, New York, on November 12th, is now known to be N1032F, c/n 46826.
- USA. Federal Express (a light freight carrier) lost one of its Mystere 20Ds when N25FE "Particia" crashed into two parked aircraft (American and Allegheny) after aborting take-off at Providence Apt., Rhode Island on September 27th. Its c/n was 221.

Miscellaneous.

- International Concorde operations will begin on January 21st, 1976, with a British airways flight from Heathrow to Bahrain on the Persian Gulf and an Air France flight from Paris to Rio de Janeiro. Both flights will inaugurate a twice-weekly Concorde service. The Ba flight will be flown by G-BOAA c/n 006, which made its first flight on November 5th from Filton.
- Germany (West). The short haul carrier General Air has ceased its operations on October 31st due to financial difficulties. Its four Yak-40s have been returned to the USSR.

** DUTCH REGISTER part two **
compiled by C.v.d.Heuvel

As the attentive readers may have noticed there was some discrepancy in title and introduction last month. The addition "1949-1975" was of course incorrect, because this column gives a list of the Dutch civil register on November 1st, 1975. Now this horrible error has been made good, here is the list for this month.

- PH-AIL. SIAI Marchetti S.208, c/n 4-232, ex OO-HLP, del'd to Werk-lust Vastgoed en Beheer BV 15-7-74
- PH-AJB. Piper PA-36-285 Pawnee B, c/n 36-7560040, del'd to H.Bogaerds BV 7/75
- PH-ALB. Cessna F.150E, c/n 60797, ex N6097T, to OO-SIM, del'd to PH-ALB Icarus BV 11-8-65, to Aero Limburg NV.
- PH-ALF. Cessna F.150K, c/n 0531, Aero Limburg NV.
- PH-ALI. Cessna F.150M, c/n 1161, del'd to Aero Limburg NV
- PH-ALM. Piper PA-18-135 Super Cub, c/n 18-3179, ex 53-4779 (USArmy), to L-105 (Belgian Army), to R-81 (Klu), to PH-ALM M.J.M.Duyvestein, rebuilt to PA-18A-150 3/71, to Air Advertising Holland 31-1-74.
- PH-ALS. Cessna 150F, c/n 62405, ex N6097 T? (see ALB), del'd to Aero Limburg NV 8-12-65
- PH-ALW. Cesna F.172M c/n 1226 Aero Limburg NV
- PH-ANK. Fokker S.11-1 Instructor, c/n 6274, ex E-31 (Klu), to 174 (MLD), to PH-ANK Honcoop 19-4-74, to SKADOC 14-11-74, back to Honcoop (?), to SKADOC 8/75.
- PH-AOD. Cessna TU.206F, c/n 20602629, del'd to Air Service Holland 8/75.
- PH-APB. Piper PA-25-260 Pawnee, c/n 25-5276, ex D-EAVO, del'd to H.Bogaerds BV 10-8-72.
- PH-ARK. Fuji FA.200-160, c/n 174, del'd to REN Stichting 14-11-72.
- PH-ART. Scheibé SF.25C Falko, c/n 44122, '75 del'd to Handels-Onderneming Aart Dekkers.
- PH-ASE. Jodel DR.1050, c/n 142, del'd to Vliegclub Teuge 17-6-60, to Avio Teuge 18-1-71.

- PH-ASH. Cessna FRA.150L, c/n 0239, del'd to Air Service Holland 17-5-74.
- PH-ASM. Piper PA-28-180 Cherokee, c/n 28-2885, del'd to A.H.Del Prado 10-12-65, to H.van 't Land and E.D.van Maarsen.
- PH-ATO. Cessna T.210L, c/n 21060901, ex N5800V, del'd to ATHO BV 8/75.
- PH-ATV. Piper PA-30 Twin Comanche, c/n 30-1929, ex N8773Y, del'd to Schreiner & Co., to Sensor Nederland 28-6-72.
- PH-AVL. Cessna FR.172G, c/n 0215, del'd to A.J.van Lent 1-10-70.
- PH-AVM. Piper PA-34-200 Seneca, c/n 34-7260011, ex N1978T, del'd to Schreiner & Co. 20-3-72, to Milair NV 9-8-72, to Schreiner & Co. 15-9-72.
- PH-AVU. Piper PA-28-180 Cherokee, c/n 28-5359, del'd to Schreiner & Co 21-1-71, to Stichting Vliegmaterieel R'dam 24-6-71.
- PH-AZL. Cessna F.172E, c/n F.0072, ex D-EKKU, del'd to Aero Limburg NV 21-5-65.
- PH-BAB. Piper PA-31-350 Navajo Chieftain, c/n 31-7552084, del'd to Business Air Services 8/75.
- PH-BAJ. Piper PA-18-150 Super Cub, c/n 18-5512, del'd to C.A.M.M. Neidt 20-3-75.
- PH-BAS. Piper PA-31-350 Navajo Chieftain, c/n 31-7305043, ex N74907, to CE-FMG, to PH-BAS J.L.Dolk 23-3-74, to Business Air Services 25-3-75.
- PH-BAT. Piper PA-25-235 Pawnee C, c/n 25-4952, ex N8532L, del'd to J.Mastenbroek 28-5-72.
- PH-BKT. North American AT-16A Harvard 2B, c/n 14A-1020, ex 43-12721 (USAAF), to FS880 (RAF), to B-135 (Klu), to PH-BKT J.A.H.M. Thuring 14-6-71

**** THE END OF THE DUTCH CARAVELLE ERA ****

by J.Struben

When your editor visited Schiphol East (the 'old' Schiphol) on December 20th, he was, to his astonishment, confronted with two Transavia Caravelles (PH-TRH and TRP) lying on their bellies at the North side of the platform. A third (PH-TRR) was alongside them, and three Transavia employees were busy removing the landing gear. A closer inspection of the three aircraft showed that the engines and radar antennae had already been removed, and that the aircraft were generally in a very bad condition. When asked what was happening, one of the men busy with "TRR" told that the Caravelles in question had been flown to the end of their airframe lives, and would be sold as scrap.

Stored and awaiting scrapping at Schiphol East were also PH-TRO, TRX and TVV, and an all yellow one without registration (though very likely ex PH-TVW) with the legend: "Operated by Schiphol Fire Authority". Still flying on that day were PH-TRS, which was all white and PH-TRU while PH-TRY was standing on the A-platform.

Transavia has operated a grand total of fourteen Caravelles in the seven years the Dutch Caravelles era has lasted. Most were Transavia's own, but some were leased on long or short term basis. The replacement of the DC-6s by the Caravelles made Transavia Hollands first all-jet carrier. The Caravelle was the (1969) the best Transavia could get for the money it was prepared to pay, and it was a pretty fast aircraft and compared to the DC-6 it was a major step forward. Unfortunately the Caravelle is a very noisy aircraft and Transavia put in so many seats that there was hardly any room left for the passengers. Still, the Caravelle made Transavia what it is today, and now the quieter and hopefully more comfortable Boeing 737 is taking over. The Caravelle era is almost over, the 737 era has already begun.

CORRECTIONS and ADDITIONS to FLASH Nr.62

Page 23 Schiphol: Sept.16 G-BCJJ must be G-BCII; Sept.18 OD-AGC is of TMA; Oct.10 OO-SGA is a B.747-129

Page 24 Oct.20 PH-BUH is a B.747-206C; Dan-Air regs have to be G-BDIT-

Page 25 crash Malev HA-LCJ has to be HA-LCI

