

FLASH

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military aviation magazine

**NATO
TIGER**



**MEET
'76**



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Dear reader,

A few years ago Dutch air shows were generally the worst on the continent. The static show consisted of one NF-5, one F-104G, one Alouette, one F.27, one Piper Cub, one Beaver, with a bit of luck an S.11 and with a lot of luck one or two MLD aircraft. Foreign aircraft weren't seen, except for the occasional Soesterberg Phantoms that made one pass so high that one couldn't even read the registrations. The air shows were if possible, even worse.

But we are glad that this is changing for the better. Deelen in 1973 was an exception (no wonder, it was the 25th anniversary show) and every K/lu Open Day since Twenthe in 1974 had foreign participation. Soesterberg Open Day on 19 June this year showed (in spite of the rain) that the K/lu is (re)learning how to organize an Open Day. We have only one objection against this last Open Day: some of the aircraft, including some very interesting ones, had been placed inside individual fences, and those were much too close to the aircraft. It was impossible to take good photos of those aircraft. The strangest thing was that the rest of the static show was placed in a row inside a long enclosure, so that good photos could be taken. We hope that in the future the K/lu Open Day will become even more interesting.

- Next issue will be the annual bumper issue, combining the July and August issues. The next issue can be expected during the second half of August, thus allowing a well earned holiday for your editors.
- Hans van de Laar's USAFE article will not be found in this issue due to lack of space, but will be continued next issue (same goes for the Sea King).
- You will, however, find that as from this month we have one more military photopage, and a photopage devoted to civil aviation. The editors felt that a civil section implied the inclusion of a civil photopage and those who can't stand the sight of anything that is not military may rest assured: the civil section has not and will not take up space previously devoted to military affairs.
- The increased amount of photos published monthly does mean that we need more photos, especially from readers who don't contribute photos regularly. Also wanted are, of course, civil photos
- Finally, GCA Photo Service's editor P.v.Gemert requested us to warn you that the closing date of list Nr.16 was not June 17th but July.

Jacob Struben

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NEWS ----- NEWS

Editorial:

As long as FLASH exists, the editors have uttered the well-known, perhaps even boring request for more cooperation from the readers. But times have changed. Because of the enthusiastic cooperation of many readers, the editors have encountered a problem in the meanwhile. So far we have always been trying to publish all movements we received. But if we would do so this time too, the news-column would cover page 3 to 19! Since this too much, we have to do something about this decidedly (only in the summer months of course). We have the following in mind:

When the offer of movements is too much with regard to the available space, the military scene in Holland and West Germany (also USAF, RAF and CAF) get top priority.

Don't think we throw all the remaining movements in the waste paper basket. On the contrary: all these registrations will be collected and, if still of any value, be published in the winter months.

So don't let your self be discouraged if some movements of yours aren't published and keep writing down those registrations. We'll never have too much movements.

This month special thanks to: H.Berger, F.v/d.Berk, A.Booy, N.H.Breur, J.Clewer, J.v.Eggen, G.Hiltermann, F.J.McMeiken, T.Mulder, R.Pelle-mans, H.de Ree, F.Smith, W.Sorhagen, J.Talycr, F.v.Uytenhout, G.Weinmann, N.A.Wiltens, H.Zomers, BAR.

HOLLAND

-- Movements at Valkenburg included:

- Mar. 1: 24470 T-39A USAF 7101ABW (and O-10665 on 17-5)
XR443 Sea Heron C.1 RNavy 781Sqn
152687 C-118B USNavy/Keflavik
2: XJ348 Sea Devon C.20 RNavy 781Sqn; B-40 Bo-105C (first visit)
3: 76-54 A.II WGArmy; 46-81/MM52-6016 C-119G ItAF
8: 147568 SP-2H French Navy 25F
10: 18034 U-21A USArmy USEURCOM (and 18050 (USAREUR) on 12-5)
25: 46-39/MM52-6017 C-119G ItAF
26: 33303 C-118A USAF SHAPE (also on 27-5)
29: 158926/LA-4 P-3C Orion USNavy VP-5 (also on 13-4)
31: XW789 HS.125 CC.1 RAF 32Sqn
Apr. 2: WP313/CU-568, WP309/CU-570, WP308/CU-572, WF133/CU-573,
WM739/CU-574, WP314/CU-577, all Sea Princes T.1 RNavy 750Sqn
5: 59-09 DO-28D WGN MFG-5 (and 59-18 on 7-5, 59-19 on 25-5)
85-07 CH-53DG WGArmy MHFTR-15
20: XR445 Sea Heron C.1 RNavy 781Sqn
23: 61-01 Atlantic WGNavy MFG-3 (also on 31-5 and 61-20 on 31-5)
28: 133542 CT-33AN CAF
29: XS571/634, XT427/502 Wasp HAS.1 RNavy 703Sqn (also on 3-5)
XT469/PO514, XT763/PO515 Wessex HAS.1 RNavy 772Sqn (also on 3-5)
May 4: XS506/V-O, XT485/V-T, XT761/V-U, XT769/V-W, all Wessex HU.5
all had tail-code "B" except XT769, all did still wear a
badge of 948Sqn but this unit recently disbanded and their
Wessex passed on to 846Sqn (these Wessex also visited on 31-5)
5: 16-01 Hansa Jet WGAF FBSS
6: Lancaster PA474/KM-B, Hurricane LF363/LE-D and Spitfire AB910/
QJ-J from the RAF Battle of Britain flight flew overhead the
airfield.
10: 158923/LA-9 P-3C Orion USNavy VP-5
11: 58-87 and 58-88 DO-28D WGAF WS-50
17: XV708/BL-410, XV714/BL-413 Sea King HAS.1 RNavy 820Sqn (these
helicopters were temporarily based for a 10-days stay)
18: VP976 Devon C.2 RAF 207Sqn
21: 10876 C-9A USAF 55AAS
24: D-5702 TF-104G TCA
25: 912 Navajo French Navy
28: 029 C-160D Transall Turkish AF 221Sqn

-- Movements at Soesterberg included:

Apr. 29: 18509 CH-47A USArmy 205th Av. Comp.

May 5: D-6695 and D-6668 F-104G 311/312Sqn

7: XW205/CB, XW210/CG, XW216/CN, XW237/CR Puma HC.1 RAF 33Sqn
(plus seven others)

10: 15028 and 20946 CH-47A USArmy 205th Av. Comp.

12: 28-35 and 27-94 TF-104G WGAF WS-10

13: K-4028 NF-5B 316Sqn

14: ZR68-565 RF-4C USAF 26TRW

17: AR66-0421 RF-4C USAF 10TRW/1TRS

19: CR74-041 and 74-045 F-4E USAF 32TFS (first noted)

New F-4E at present with 32nd TFS: 74-0650, 0652, 0653, 0654, 0656, 0657,
CR74-0659, 0660, 0663, 0664, all F-E-60-MC

But recently also F-4Es have been delivered: 74-1041, 1045 and 1044,
CR74-1046, 1047, 1048, 1049, 1051 (the latter six arrived on May 28th),
all F-4F-6-MC

-- Movements at Volkel included: (also additions to the ones published last month):

Apr. 12: K-4018 NF-5B (no badge)

15: L-8388 and D-8110 F-104G 322/323Sqn

K-4017 and K-4019 NF-5B 314Sqn

20: K-4030 NF-5B 315Sqn; 21-19 and 21-24 F-104G WGN MFG-2

K-4023 and K-4028 NF-5B 316Sqn

38-01 and 38-45 F-4F WGAF JABOG-36

21: 3-02/MM6568 and 3-04/MM6576 F-104G ItAF 18Gruppi/3Aerobrig.

22: K-3036 and K-3027 NF-5A 314Sqn

May 10: FT-22 T-33A BAF

20: XX843/T Jaguar T.2 RAF 2Sqn

21: XX847/Q Jaguar T.2 RAF 2260CU; XZ102/H, XZ106/E Jag. RAF 2Sqn

25: XW764/C and XZ145/T Harrier GR.1/T.2 RAF 2Sqn

26: WV318 Hunter T.7 RAF; XX888/C, XX890/K Buccaneer RAF 15Sqn

Jun. 2: FC-01 TF-104G BAF 10Wing

-- Movements at Leeuwarden included:

Apr. 12: K-4003(313), 4029(-), 4019(314), 4028(316), all NF-5Bs (all were based at Leeuwarden for a month)

B-42 Bo-105C GPLV (and B63, 66 on 14-4, B39 15-4 and B64 29-4)

24462 T-39A USAF; 58-99 DO-28D (no badge)

SP63-512 (also on 13-4) F-4C and SP66-737 (also on 13-4 and

22-4), F-4D USAF both of 52TFW

13: C-4 & 8 F-27M 334Sqn (C-6 on 14-4, C2 7-4, C-8 & 11 on 28-4 and C-7 on 29-4); D-5801 and D-5804 TF-104G CAV

K-4017(314), 3060(314), 3006(-), 3017(316), 3063(316),

K-4030(315), all NF-5A/Bs; CR68-507 F-4E USAF 32TFS

35-65 and 35-69 RF-4E WGAF AKG-52; O-10654 T-39A USAF

14: D-8119 RF-104G 306Sqn; WL795 Shackleton AEW.2 RAF 8Sqn

K-4024 and K-4028 NF-5B 316Sqn

15: K-3023 and 3055 NF-5A 314Sqn

20: K-3066(316), 4017(314), 4019(314), 3034(314), 3060(314),

K-4015(313), 4025(315), all NF-5A/Bs

CR74-652 F-4E USAF 32TFS

21: K-3007(-) and 4018(-) NF-5A/Bs; D-8273 F-104G 306Sqn

22: RT662 and RT683 T/CF-104D/G RDanAF 726Esk.

K-3057 NF-5A 315Sqn; CR68-516 F-4E USAF; 250/V SP-13A MLD

23: 203/V SP-2H MLD; K-3060(314), 4023(316), NF-5A/Bs

26: D-5081 (also on 29-4), 5810 (also on 28-4) TF-104G CAV

K-4002(313), 4028(316), 3005(-), 3057(315), all NF-5A/Bs

27: K-4022, 3011, 3022, 3057 NF-5A/Bs

FC-01 TF-104G BAF 10Wing; RT667 CF-104D RDanAF 723Esk.

28: K-3061, 4021, 4022(also on 29-4), all NF-5A/Bs of 314Sqn

CR69-265 F-4E USAF

29: K-3005, 3011, 3022 NF-5A (no badges); CR74-659 F-4E USAF

FC-05 and FC-06 TF-104G BAF 1Wing

Leeuwarden cont.

Apr. 29: FX15, 45, 59, 62, 74, 78, all F-104G BAF 1Wing
Before the TWM at Twenthe started the Canadian Starfighters from Soellingen made many exercise flights to the range at Vlieland, using Leeuwarden to refuel:

104839 (on 12,15,20,22,26,27,28-5)	104796 (on 15,20,22,26-5)
104899 (on 12,20,26,27-28-5)	104835 (on 15,22,27,28-5)
104733 (on 13,15,22,7,28-5)	104726 (on 22-5)
104762 (on 13,26,27,28-5)	

-- Movements at Twenthe included:

Apr. 1: BA-45 and BA-63 Mirage 5BA BAF
13-SN/16 (also on 20-4), 13-SM/6 (also on 5&15-4) Mirage 5F FAF
2: 13-SP/46 Mirage 5F FAF 3/13Esc.; 67-FE Al.III FAF
7759 and 7729 Al.II WGArmy; 62-KB/101 Noratlas FAF
D-8058 F-104G 322/323Sqn; 28-35 and 27-18 TF-104G WS-10
24-28 TF-104G WGAF WS-10
5: D-5803 TF-104G CAV; 13-TC/14284 T-33A FAF (also on 8&20-4)
104840 CF-104G CAF; R-138 L-21B; CR69-253 F-4E USAF
6: 637 CF-104D and 860 CF-104G RNoAF (both camouflaged)
8: 13-SG/2 (also on 20-4); 13-SR/38 Mirage 5F FAF 3/13Esc.
K-3045(314), 3058(314), 3043(316), all NF-5A
27-81 TF-104G MFG-2; H-20 Al.III SAR; 73-13 UH-1D Heer
9: BT69-36(!) and BT69-271 F-4E USAF 36TFW
D-5812 TF-104G CAV; D-8127 RF-104G 306Sqn
12: K-3072, 3010(also on 13-4), 3054(also on 15-4), 3031(also on 13-4), 3066, 4024 and 4023, all NF-5A/Bs of 316Sqn
24-77, 20-39, 26-33 and 20-48 F-104G WGAF JABOG-31
13-SS/22, -SD/44(also on 20-4), -SF/27(also on 15-4), all Mirage 5F FAF 3/13Esc.
XV462, 474, 501, 430 and 494 Phantom FGR.2 RAF 31Sqn
D-5702 TF-104G TCA; 27-03 TF-104G WGAF WS-10
13-TC/14284 T-33A FAF; K-4019 NF-5B 314Sqn (also on 15-4)
BD-07 and BD-09 Mirage 5BD BAF; BA-55 Mirage 5BA BAF
13: K-3016 and 3063 NF-5A 316Sqn; C-4 F-27M 334Sqn
84-85 CH-53DG Heer
14: K-3030 NF-5A 316Sqn; 38-01 F-4F WGAF JABOG-36
15537 UH-1H USArmy; 84-76 CH-53DG WGArmy
15: SP66-710, 66-711 and 66-737 F-4D USAF 52TFW
K-3061 and 3060 NF-5A 314Sqn; CR68-528 F-4E USAF
28-16 and 28-34 TF-104G WGAF WS-10
20: K-4021 NF-5B 314Sqn; D-6695 F-104G 311/312Sqn
H-67 and H-81 Al.III SAR; 37-29 F-4F WGAF JABOG-36
21: R-771 CF-104G and R-648 F-104G RDanAF; D-6684 F-104G
204/V SP-2H MLD; 258/V SP-13A MLD
22: K-3061 and 4019 NF-5A/B 314Sqn; D-5809 TF-104G TCA
CR68-384 F-4E USAF; 250/V SP-13A (also on 24-5 and 1-6)
SP66-756, 66-797 and 66-710 F-4D USAF 52TFW
D-8272 F-104G 322/323Sqn
23: D-5702(TCA), 8282(-), 8337(311/312), 8281(311/312) T/F-104Gs
K-4022 NF-5B 314Sqn; CR69-260 F-4E USAF 32TFS
26: 27-26 TF-104G WGAF WS-10; 58-62 DJ-28D WGAF JB-36
From 28-4 till 15-5 see page 14 (TWM article)
May 18: 28-02 and 27-17 TF-104G WGAF WS-10
19: FT-22 T-33A BAF; C-8 F-27M 334Sqn
21: R-159, 183, 186 L-21B; 27-18 and 27-37 TF-104G WGAF WS-10
24: 218/V SP-2H MLD
25: 26-33 and 26-44 F-104G WGAF JABOG-31
XW764/C (GR.1) and XZ145/T (T.2) Harriers RAFG 3Sqn
26: 24-43, 28-32, 27-01 T/F-104G WGAF WS-10; D-5806 TF-104G CAV
31: D-8114 F-104G; C-4 F-27M 334Sqn
Jun. 1: D-8300, 6684, 6666 F-104G 311/312Sqn; D-5807 TF-104G CAV

-- Movements at Ypenburg included:

May 21: D-8047 F-104G (coming in for overhaul)
D-8260 and 8066 (testflights)
Jun. 8: 12239 F-104G RNoAF (testflight, also on 10-6)
9: Arrival of a F-104G of the RNoAF (poss. 12241)

-- Movements at Beek/Maastricht included:

Mar.30: 58-34 DO-28D WGAF LTG-611
Apr.12: VF962 Devon RAF (also on 31-4)
20: 58-39 DO-28D WGAF LTG-61 (also on 20&21-5)
21: 41-AP/82 Paris II FAF
29: 18019 U-21A King Air USArmy
May 20: WV746 Pembroke RAF; ASR/1149 Puma ALAT
21: 79007/13-77 C-47A RSw.AF; 41-AR/94 Paris II FAF
25: XP855 and XP910 Scout AH.1 AAC

FRANCE

-- Noted at Evreux on May 16th:

N2501s: XA/144, XC/57, XD/207, XH/81(?), XZ/174 and -/183, all of
GAM-56; 64-?J/58, 64-BC/98, 64-?N/187, 64-BO/159, 64-BP/52,
64-BR/182, 64-IC/111, --IF/149, 64-II/162, 64-IK/180, 64-IM/161,
64-IN/198, 64-?O/163, ??-IQ/158, 64-IT/92, 64-IV/177, 64-IX/88, all
of ET-64; KO/112, KD/103 and -/156(cam.)

-- Noted at Nancy-Ochey on 2, 15 and 29-5:

T-33As: 338-HY/29867, 338-HL/35132, 338-HE/16909, 338-HK/29838,
12-XE/14385, WD/54433, 314-WA/16520, 338-HR/35147,
314-WB/17546, -/16516, 338-HI/14383, 338-HN/17414
11-OA/70683, 338-HG/35060, ?/16524, 3-KA/41579
Mir.IIIE: 3-IS/502, -IR/531, -IL/534, -IF/537, -IG/550, -IH/553,
-IJ/556, and II/584
Mir.5F: 3-XA/4, -XC/10, -XE/13, -XF/18, -XH/20, -XI/21, -XM/25,
-XJ/29, -XR/35, -XL/39, -XN/43 and -/49

-- Noted at BadenOos (W.Germany) on May 23rd:

CWB/1074 and CWA/1328 AL.III ALAT; CWM/268 Broussard ALAT
CWC/24508 and CWD/24575 L.19A ALAT; 41AA/11 Broussard FAF
CWV/1334 and CWR/1353 Gazelle ALAT
All a/c of the ALAT of the CCEFA, which is a liaison unit between
the French headquarters in Germany and France.

-- The P-3B Orion of the USNavy (152177), reported last month at
Landivisiau, is/was based at Lorient. It is based there for evaluation
purposes for the Aeronavale has corrosion problems with their Atlantics.

ITALY

-- Starfighters of 3rd Aerobrigata noted on May 2nd at Villafrance:

18th Gruppi: 3-03/MM6533, -11/MM6565, -10/MM6502, -14/?, -01/?, -06/?,
-02/MM6568, -07/MM6576, -12/MM6571, (all F-104Gs)
28th Gruppi: 3-26/MM6651, -27/MM6653, -31/?, -29/?, -34/? (RF-104Gs)
132nd Gruppi: 3-40 and -43 (F-104Gs)
T-33A: 3-832/MM51-8832
On May 6th a rotation started here with RAF Canberra's (further de-
tails unknown).

-- Movements at Istrana included:

Mar 29: 3-832/MM51-8832 T-33A ItAF; 53-27 T-33A ItAF
9-33 F-104S ItAF
Apr.10: 26-81 and 23-12 F-104G WGNavy MFG-2
3-330/MM55-3030 T-33A ItAF
F-104Ss of 155th Gruppo which have recently changed MM-serials:
51-31/MM6890 ex 6781; 51-38/MM6831 ex 6788; 51-42/MM6847 ex 6795

PORTUGAL

-- The following aircraft are known to have been left behind in Angola

after the withdrawal of the Portuguese Forces:

6163, 6164, 6176 C-47s; 6404, 6412 N-2501s; 2520 Beech 18;
7107, 7195 B-26; 5195, 5141 F-84G; 3528, 3536, 3566, 3572 Auster D5;
3352, 3355, 3356, 3367, 3420, 3480 DO-27; 4605 Harpon
And at least 12 T-6s.

Two ex Portuguese Air Force Dakota's are now operating with the MPLA
as CR-LOH and CR-LOI as well as the Alouette III CR-LPK (c/n 2215).

SWEDEN

-- Noted at Angelholm on May 23rd:

J-35s of F.10: 35597/42, 35596/16, 35574/64, 35484/55, 35248/63,
only oodes of 39, 68 and 12

On dump: 34089 J-34 Hunter; 32094 and 32127 J-32 Lansen
35227 J-35 Draken F.18; 35264/68 J-35 Draken ex F.10

Visitor: 60037 Sk.60 F.20 Monuments: ?/E and ?/59 Saab J-29 F.10

UNITED KINGDOM

-- Movements at Laarbruch included:

Apr.23:	233,239 F-104G RNoAF 331Skv;	100,108 RF-5A RNoAF 717Skv
	165 F-5A and 909 F-5B RNoAF;	XR365 Belfast C.1 53Sqn
	XV728/BR Wessex HC.1 18Sqn	
26:	37884 C-130E USAF 463TAW;	16002 C-47C USArmy 205Av.Comp.
	K-4024 NF-5B RNethAF 316Sqn;	K-4019 NF-5B RNethAF 314Sqn
	26-92 F-104G WGN MFG-1;	XX822 Jaguar GR.1 14Sqn
	3565, 3579 RF-4E WGAF AG-52;	3537, 3558 RF-4E WGAF AG-51
May 3:	FC-05 RF-104G BAF 1Wing;	ZR68-596 RF-4C USAF 26TRV
	R-814, 832, 887, 888 CF-104G RDanAF 723Esk.	
	RT-660, 662 CF-104D RDanAF 726Esk.;	34-24 G-91T WGAF WS-50
	30-82 and 30-70 G-91R WGAF WS-50 (emergency landing)	
	7654 Alouette II Heer;	G-263, 763 F-100D RDanAF 727Esk.
	XV490,465 Phantom RAF 23Sqn;	XN787/L, 728/V Lightning 92Sqn
	B-38 Boelkow 105C RNethAF;	XW233/CP Puma HC.1 RAF 33Sqn
	18004 U-21A USArmy;	OT-CND/K-8 C-47A BAF 21Smalldl.
	WR66-749, 66-759 and 65-638 F-4D USAF 81TFW	
1:	27-05 TF-104G WGAF WS-10;	28-13 TF-104G WGAF JABOG-34
	WF916/P Canberra T.17 360Sqn;	61000 and 16967 UH-1H USArmy
12:	BA-39 and 31 Mirage 5BA BAF;	BD-13 and 07 Mirage 5BD BAF
	37-97, 38-01 F-4F WGAF JB-36;	XS729/G Dominie T.1 RAF 6FTS
13:	133542 CT-33AN CAF;	WV701 Pembroke C.1 RAF 60Sqn
	XV302 Hercules C.1 LTW;	CH-12 C-130H BAF 21Smaldeal
20:	XH563 Vulcan SR.2A RAF 27Sqn;	XL609 Hunter T.7A 4FTS
21:	21-91 F-104G WGAF;	FT-25 T-33A BAF
	RS68-401, 497, 475, 490, 447, 446 F-4E USAF 526TFS	
	370 (F-5A), 125 (F-5A) and 241 (F-5B), all RNoAF	
	21567 UH-1H USArmy;	37-31, 37-47 F-4F WGAF JG-74
	84-84 CH-53DG Heer;	50-94 Trensall WGAF LTG-63
	AR-002, 004 RF-35 RDanAF;	WJ756 Canberra E.15 RAF
	K-4024(316), K-3075(314), both NF-5A/Bs RNethAF	
	30-37, 31-23, 33-18, 32-88 G-91R WGAF LEKG-41	
	WH902, WJ891 Canberra T.17 RAF 360Sqn	
24:	21-65, 22-69 F-104G WGAF JB-31;	B-40 Bo-105C RNethAF
	37-35, 37-75, 37-63, 38-08 F-4F WGAF JG-74	
	58-21 DO-28D WGAF JB-31;	BR-24 Mirage 5BR BAF
25:	O-12428 U-8F USArmy;	XR143 Argosy E.1 RAF 115Sqn
	FX-07 F-104G BAF 10Wing	
31:	D-8129 RF-104G RNethAF 306Sqn;	A-550 Al.III RNethAF GPLV
	K-3016, 3018, 4011, 4022 NF-5A/Bs RNethAF 314/316Sqn	

-- No.56Sqn have re-equipped with Phantom FGR.2s at Coningsby and
currently operates:

XV415/A, XV460/B, XV470/C, XV480/D, XV486/E, XV489/F, XV497/G,
XT909/Y, and XT914/Z

-- Interesting birds at Northolt in May:

May 7: XW855 Gazelle HC.4 (new based a/c)
 10: OT-CBD/KY-2 DC-6B BAF
 11: AL/No.88 Nord 262 FAF ET.1.65 (also on 12-5 and 15-5)
 13: XS646 Andover C.1 RAE; WB534 Devon C.2 (ex 26Sqn now based)
 14: 84-76 CH-53DG WGArmy MHFTR-15
 16: 136451 US-2B USNavy NASRota; 18034 U-21A USArm USEUCOM
 19: 214/V and 218/V SP-2H MLD; 184 Twin Otter RNoAF 719SKv.
 20: N-586 C-54 RDanAF Esk.721; 312-AS/497 CM-17OR FAF GE.312
 25: 11-03 C-140B WGAF FBS; 260/A Mystere XX FAF GAEL
 26: 33303 VC-118A USAF SHAPE
 27: VP959 Devon RAE

-- New noted codes of Jaguars at Brueggen:

No.14Sqn: XX827/AE, XX958/AH, XX836/AZ
 No.17Sqn: XX817/BB, XX818/BC, XX845/BY
 No.31Sqn: XX967/DA, XX869/DC, XX972/CF, XX977/DL
 On June 8th, eight CF-104s of No.421Sqn from Soellingen arrived at Brueggen for an squadron-exchange with No.17Sqn. Regs: 104839, 104835, 104899, 104893, 104822, 104891, 104862
 Since no Jaguars of No.17Sqn left for Soellingen in this day, the exchange might have been a one way one.
 In the latter half of June Brueggen had another one way exchange. Very unfortunately this time the Phantoms of No.31Sqn had to do the work. The exchange was with a F-100 unit of the Turkish Air Force. Rumours say the Turkish couldn't come as they were converting from F-100s to Phantoms.

On July 1st, the runway at Brueggen will be closed for at least two months. Two Jaguar squadrons will move to Wildenrath and one squadron to Laarbruch.

Movements at Bruggen included:

May 12: 104653 CF-104D CAF; XV177 and XV291 C-130K RAF LTW
 XL568 Hunter T.7 RAF Laarbruch Station Flight
 Jun. 8: XV305 C-130K RAF LTW; D-5807 and 5803 TF-104G RNethAF CAV
 105, 102 RF-5A RNoAF; 133393 and 133069 CT-33AN CAF
 WD955/Q and WH664/H Canberra T.17 RAF 360Sqn
 Jun.11: XX733, 740, 730, 739, 728, all Jaguar GR.1s of No.6Sqn
 XX150 Jaguar T.2 6Sqn XX117/05 Jaguar GR.1 226OCU
 104661 CF-104D CAF 421Sqn; 21715 UH-1H USArmy
 104795, 104840 CF-104G CAF 421Sqn; XV200 C-130K RAF LTW
 XT588/AS Wessex HC.2 RAF 72Sqn; CF-01 Merlin IIIA BAF
 XR362 Belfast C.1 RAF 53Sqn

UNITED STATES of AMERICA

-- Movements at Ramstein included:

May 1: AR66-425 RF-4C USAF 10TRW; HR68-535 F-4E USAF 50TFW
 LN65-718 F-4D USAF 48TFW; LN66-496 F-4D USAF 48TFW
 XR362 Belfast C.1 RAF; 21293 and 21294 C-130E USAF 314TAW
 14: 41675 C-130H USAF 463TAW; 58-18(JG-74), 58-15(JB-31) DO-28D
 84-40 CH-53G Heer; 10876 C-9A USAF
 XX960 Jaguar GR.1 14Sqn; SP63-443 F-4C USAF 52TFW
 ZR68-600, 69-369 RF-4C USAF; OT-ZAC/RM-3 Pembroke BAF
 Three A-7Hs on delivery to Greece (possibly 159925, 26 and 27)
 15: 01271 C-130E USAF 317TAW; 41658, 41661, 41663, 41669 C-130H
 Departure of 18 F-100s of the Iowa ANG (regs, please?)
 18: ZR69-360, 371, 373, 364, 68-562, 568 RF-4C USAF 26TRW
 BT69-236 F-4E USAF (TWM-tail); 24453 T-39A USAF AFCS
 31-81, 32-15 G-91R WGAF LKG-41; FC-02 TF-104G BAG 10Wing
 58-96 DO-28D WGAF JG-74; 35-75 RF-4E WGAF AKG-51
 10876, 10880, 10881 C-9A USAF;
 MT-4, MT-5(Red Devils), MT-11(Red Devils), all CM-17OR BAF
 22: BT68-391 (yellow tip) F-4E USAF 36TFW;
 64-BR/182 N-2501 FAF 61-ZF/88 C-16OF FAF

Ramstein cont.

In the meantime the mystery of the Iowa ANG deployment has been cleared. All 18 F-100s went to Aviano as originally planned, but on their way back to the States, they payed a three day's visit to Ramstein (from May 13th till May 15th).

Very bad news! It is being said that the GCA-personnel has been complaining about the enormous amount of work they have to do lately (no jokes). As a result all (?) fighter aircraft are requested to divert to Hahn AFB or Bitburg AFB.

On 11 April three Buckeye T-2Es on delivery for the Greek AF left Keflavik for Ramstein (via Prestwick), being 160068, 69 and 70. 160069 diverted back to Keflavik due to a minor internal fire. The a/c was flown to Greece with the next delivery flight. So on 1 May, 4 T-2Es arrived at Ramstein, being 160069, 160071, 160072 and possibly 160073.

-- Movements at Hahn lately:

Mar. 2: 20-15/MM54251 and 20-24/MM54259 TF-104G ItAF 20Gruppo

May 14: 83818 OV-10A USAF 20TASS

Jun. 3: C-8 F-27M RNethAF 334Sqn; 27-85 TF-104G WGAF WS-10
 FX-47 F-104G BAF 10Wing; K-4011, 3072 NF-5A/B RNethAF 316Sqn
 60155 C-141A USAF 438MAW; 58-11 DO-28D WGAF (no badge)
 37-90 F-4F WGAF JABOG-35; GT-791 F-100F RDanAF (no badge)
 And!!!! 159928, 159929 and 159930, A-7H Corsair IIs on
 delivery to Greece.

-- On May 21st, at 3 p.m. 68308, a C-5A of 60th MAW, brought in the first eight F-5E Tigers at Alconbury:

01532 to 01535 (cam.: 3 tone blue/light grey underside)

01542 to 01545 (cam.: light grey overall)

So it looks as though the 527TFTS is finally a reality

In the meantime all the RF-4Cs of the 30th and 32nd TRSs have been delivered to the various ANG-units in the States (the last one was supposed to have left on 24-3 being 41075).

The remaining RF-4Cs are all of the 1st TRS (blue tips):

50908, 927, 935, 939, 944, 60418, 421, 422, 423, 424, 425, 430, 433, 449, 478, 70469, 80553, 554, 555.

-- Movements at Frankfurt/Rhein-Main included:

Apr. 30: 46-80 C-119G ItAF; 01 VC-11A Coast Guard
 157310/LR-2 P-3C Orion USNavy VP-24

May 33: 00299 C-130B AFRES

7: 149677 P-3A Orion USNavy VQ-2

8: 157322/LR-8 P-3C Orion USNavy VP-24 (also on 20-5)

9: KC-97L Arizona ANG: 22695, 22761, 30224, 30244
 (73-)22260 C-21A USArmy (possibly on delivery flight)

12: 50230 C-141A USAF 60MAW; 157314/LR-5 P-3C USNavy VP-24

17: 10969 C-130B AFRES; 38081 C-141A USAF 62MAW

20: N61912 SNB.5(C-45) ex 134706 French Navy

141002 C-131F USNavy NAS Rota

22: KC-97L Wisconsin ANG: 20844, 20895, 22604, 22680

23: F-SEBF F-27 FAF Centre National D'Etudes des Telecommunications

-- Movements at Aviano (Italy) included:

Mar. 19: 60195 C-141A USAF 437MAW; TJ64-765, 64-905 F-4C USAF 401TFW
 WR65-711, 65-781, 65-824, 65-559, 66-656, 66-588, 66-542 F-4D

27: ZR69-360 RF-4C USAF; BT68-405 F-4E USAF 36TFW

WR66-525, 66-507, 66-669, 65-702, 65-763 F-4D USAF 81TFW

BA-15, 33 and 42 Mirage 5BA BAF 3Wing

Apr. 3: 24461 T-39A USAF 7005ABS; WR66-605, 65-702 F-4D USAF

13: 46-15/MM62001 C-130H ItAF; UH68-007 F-111E USAF 20TFW

May 3: LN66-475, 65-788, 66-464, 65-721, 65-685, 65-712, 65-696, 65-753,

66-646, 66-273, 66-279, 65-614, 66-227, all F-4D USAF 48TFW

WR66-604 F-4D USAF 81TFW; SP64-790, 63-615 F-4C USAF 52TFW

21827 C-130E USAF; 51-32 51-35 F-104S ItAF

24462 T-39A USAF; and four EB-57s and a C-121

- The "Blackbird" 17972, left Mildenhall on 30 April and only two flights have been noted.
The new rotation at Mildenhall with the Hercules, turned out to be one with C-130Hs: 74-1658 to 1665 and 74-1669 to 1676 all of 463TAW from Dyess AFB.
Recently passed through on delivery to Israel: 4X-FBF/301 C-130E (see last month); 4X-FBQ/420 C-130H (see last month); 4X-FBY/522 KC-130H c/n 4660 (see last month); 4X-FBS/427 C-130H c/n 4662 (on 11 May) and 4X-FBZ c/n 4664
- May 31st proved to be an interesting day on Bentwaters:
63-7576 (bi-cent.scheme) and 63-7460 both F-4Cs of 57FIS from Keflavik BD-01,05,08,13 and BA-03,23 all Mirage 5BA/BD of the BAF
WR66-7466 F-4D (new a/c)
- All the ex French F-100s at Sculthorpe have been broken up and the only a/c left is the Mystere IVA No.295 8-NA (and not 8-NH as reported last month).

WEST GERMANY

Noted at the various German airfields in May:

- Wunstorf: 5007,10,17,29,35,42,48,49,57,61,65,69,87,93, C-160D F3S"S"
- Hopsten: 37-13,25,29,33,37,45,49,53,57,61,69,73,77,85,89, 38-05,17,18
38-21,25,29,33,37,41,45,49,57,61,65, all F-4F of JABOG-36
- Jever: 27-02,12,17,19,20,29,37,89,94,96,97, 28-01,29,32,35 TF-104G
24-21,54 and 74 F-104G all of WS-10
- Ahlhorn: 30-29,37,45,74,78, 3126,28,29,30,35,37,39,69,82,84, 32-04,
32-25,35,38,55,63,67,73,82,90,84,96, 33-01,06,08,10,11,14,19,20,
all G-91R of LKG-43 34-38 G-91T 58-84 DO-28D both of LKG-43
- Gelle: 7216,7228,7323,7329,7335,7346 UH-1D LeHFTR.10
- Pferdsfeld: 37-30,46,50,62,66,70,74,78,82,98, 38-02,10,14,18,30,34,
38-42,58,62 F-4F JABOG-35 9705 Elster, 9605 L.18C both of JB-35
33-03 G-91R (out of service with LEKG-42 badge)
- Rheine-Bentalge: 84-51,69,70,72,74,76,78,82,87,98, 85-07 CH-53G MHFTR.15
- Norvenich: 20-03,38,39,44,48,56,57,59, 21-49,50,58,60,78,80,81,
22-10,66,69, 23-29,40,48,86,99, 24-02,89, 25-04,37,80, 26-05,
26-07,15,33,44,47, 27-24,31,35,73,84 and 28-31 all T/F-104G of JB-31
- Mendig: 84-20,28,33,35,66,93,94,38, 85-01,03 all CH-53G HFTR-35
- Buchel: 20-58,63,67,70,71,72,75,76, 21-83,88,90, 22-01,04,07, 24-00,
24-06,29, 25-10,12,17,23,44,51, 26-10,19,45,51, 27-75 and
28-28 T/F-104Gs of JB-33
- Furstenfeldbrücken: 90-10,23,27,28,40,83, 91-74,80,81,88,98, 92-01,
92-05,09,13,14,27 all P-149D; 58-77,86,87 all DO-28D
30-34,35,70,76,80,94, 31-24,31,77, 32-07,11,26,65,66,80,95,97
33-16, 34-02,12,19,23,30,41,42,43,44,45,49,51,56,58, all G-91R/Ts
All a/c are of WS-50
- Landsberg: 50-06,07,40,49,57,66,71,86,88,89, 51-00,01,04,11
C-160D of LTG-61
- Lechfeld: 20-68, 21-03,68,82,93, 23-32, 24-12,79,91, 25-24,25,27,
25-47,48,50,93, 26-16,49, 27-82 all T/F-104G of JABOG-32
- Leipheim(!): 30-11,17,19,21,23,25,31,32,42,48,60, 31-01,04,20,34,36,
31-48,60,65, 32-01,12,25,43,52,54,61,62,70, all G-91Rs
- Memmingen: 20-37, 21-41, 22-39,44,49,61,63,65,67,92, 23-83,92, 24-38,
24-46, 26-18,32,35,43,54, 27-84, 28-13 T/F-104G of JABOG-34
- Ingolstadt: 20-42, 21-22,67(silver), 22-03,14(MFG-1),73(MFG-1),
23-88(JB-33), 24-85, 25-29, 26-05,32(JB-32),90, 28-28 and c/n's
7432,7205 all T/F-104Gs on overhaul at Messerschmidt
37-03(JG-71), 17(JB-36), 19(-), 48(JG-74), 64(-), 67(JG-71), 72(-)
38-08(JG-74), 16(JG-74), 40(JG-74), 48(JG-74), all F-4Fs on overhaul
35-03(AGK-51), 25,26,35 all RF-4Es on overhaul
- Bremgarten: 35-16,44,58,68,87 all RF-4E of AGK-51
- Eggebeck: 21-09,11,14,15,16,23,32, 22-11, 23-02,11,16,17,18,23 26-58
26-61,62,77,79 all F-104Gs of MFG-2
- Jagel-Schleswig: 22-79,80,82,85,93, 23-00, 26-65,69,70,79 F-104G MFG-1

THE LOCKHEED A-11/YF-12/SR-71 FAMILY

by Barry Hickman

Design of the A-11 started in about 1959, and was almost certain to supersede the U-2 on long range high altitude strategic reconnaissance missions. As with the U-2, the design team was led by C.L. Johnson (Lockheed's vice president for advanced development projects), in the restricted building at Burbank, known as the 'Skunk Works'.

Construction dictated that a new alloy would have to be developed to stand the stresses and strains of sustained high speed, high altitude flight. Beta B-120, a new Titanium alloy was developed jointly by Lockheed and the Titanium Metals Corp., having a tensile strength of up to 200,000 lb/sq.in.

YF-12A

Evaluation as an experimental all-weather fighter in the USAF's IMI (Improved Manned Interceptor) programme began in 1964, with the first 3 A-11 a/c (60-6934-36) being redesignated YF-12A.

Probably better known as the "Blackbird", due to its special black high-heat emissive paint, the YF-12A was first publicly displayed at Edwards AFB on 30th September 1964. On May 1st 1965 the first and second a/c set three world and six International Class records, flown by USAF crews.

In 1969 the second and third a/c were allotted to the joint USAF/NASA AST (Advanced Supersonic Technology) programme, to seek data on numerous aspects of high-speed flight. ADC (Aerospace Defence Command) was responsible for the first phase (operational combat research) of the programme, spreading between 1970 and 1971.

On 24th June 1971 60-6936 was lost in an accident, its place in the programme being taken by 60-6937 - the sole YF-12C. The areas originally occupied in the YF-12A by missiles and fire control radar are filled with research instruments on the AST aircraft.

YF-12C

The 4th a/c (60-6937) ordered on the same contract as the A-11/YF-12As, was completed as the prototype for the SR-71 version and designated YF-12C.

SR-71A

During 1964 the team at the 'Skunk Works' were building the first of the production batch of improved A-11 type aircraft, later to be known as the SR-71A. The existence of the SR-71A was announced by President Johnson on 24th July 1964, with the first example flying from Edwards later that year on December 22nd.

The initial order placed in 1961 for the SR-71A/B, is believed to have been for 21 a/c (61-7950-70) with an option for six more. Although this option was taken up in 1966, serial numbers up to 61-7980 have been revealed in published photographs, suggesting that at least 10 more a/c after the initial order have been built.

SR-71B

The SR-71B is the original training version of the "Blackbird" having an elevated cockpit behind the pilot cockpit. As in the YF-12, ventral fins under the engine nacelles were reintroduced. Two a/c are known, 61-7951 and 56, though one of these was eventually lost in a crash.

SR-71C

A revised training version, made from an SR-71A after the loss of the SR-71B in an accident.

Operations have reportedly included surveillance of the Suez Canal area in 1970 and, by aircraft detached to Kadana AFB Japan, of the Chinese mainland prior to 1971. An aircraft was known to have operated during the and after the Yom Kippur War in late 1973.

The SR-71 fleet is operated by the 1SRW, 9SRW (formerly 4200th) at Beale AFB, Calif. Also based at Beale is the 17BW (ex 456BW), which operates among other types, the KC-135Q version of the Boeing refueller.

The SR-71 uses a low vapour pressure hydrocarbon fuel known as JP-7, its special properties necessitating the use of modified tankers.

TWELFTH TACTICAL WEAPONS MEET, at TWENTE AB, HOLLAND

A report by Jacob Struben, with special thanks to Capt. P. Strijker, K/Lu, Hptm. Freytag, Sgt. Walker, and HTG-64, Luftwaffe and H. Berger

On Wednesday 28 April 1976, the first transport aircraft arrived. On Saturday 15 May the last aircraft left. And on the sixteen days between those dates Twente was the busiest air base in Holland: nine teams of each five aircraft, dozens of visitors, numerous helicopters, all the action that surrounds a major competition like the TWM.

TWM 76 was the twelfth edition of Central Europe's tactical attack competition, and there were some differences compared with the last TWM, held at CFB Baden Soellingen in 1974.

All previous TWMs had been organized by AFCENT (Allied Forces Central Europe). But since a special headquarters for AFCENT's air elements was created at Ramstein recently, AAFCE (Allied Air Forces Central Europe), the TWM is now an AAFCE event.

Also different is the pilot selection procedure, which is now as follows: about a year before the TWM began, all participating air forces told AAFCE which squadrons or wings would participate. Then, about half a year later, each squadron gave AAFCE the names of ten of its pilots (or crews if the aircraft are Phantoms). These were put in a bowl and an innocent hand pulled out five names. This procedure prevents the participating unit from selecting only their cracks. After all, the objective of the TWM is to test the level of capability of the average pilot.

A difference that was more obvious to the hundreds of spotters and reporters that swarmed the base (especially when the weather became better on 5 May) was that a number of teams had applied special markings for the occasion. The Bitburg Phantoms had red/white and blue "76"-tails to celebrate the USA's 200 years of existence; the Spangdahlem Phantoms (who had a MIG-killer, the pilot of SP66-793 in their midst) were more modest: they had exchanged their fin-tip colour for a star and red stripes; the Canadians had enlivened their usual overall dark green CF-104s by painting the rudders white (with three red oak leaves, their national symbol) and the tip-tanks white too, with red stripes and in red "1 CAG"; and the Lechfeld T-104Gs had painted on the rear fuselage in large yellow letters the word "BAVARIA". That word can be explained in two ways: Lechfeld lies in the state of Bayern, or Bavaria in English and Latin, and Bavaria is a large beer brewery. Take your choice.

What did TWM 76 mean? Well, different things for different people. For those who organized everything: work, work, work, work, and that beginning months before the TWM actually began. For the pilots and the ground crews two weeks of flying and servicing in an almost festive atmosphere, meeting colleagues from all over Central Europe. For the air traffic controllers: constant work during the actual flying. For the judges: two weeks off from their usual jobs. For the spotters: loads of strange aircraft of every description. Thanks to the initiative and unbelievably hard work of Twente's sympathetic PRO, Capt. P. Strijker, and his small staff, hundreds of spotters (a bus full of Britons visited Twente on May 6th) were able to visit Twente. We hope that this experiment was successful enough for the authorities to repeat such facilities.

Of course there were setbacks too, e.g. the first day and half of the second (3 and 4 May), no competition flying was possible because of the bad weather. On 5 May fire broke out on Elsenborn Range, causing a delay of several hours. On 6 May, when two of the FLASH reporters who visited TWM 76 went with a WGAF UH-1D to Elsenborn (near Liege, Belgium) the range was on fire again: no competition flying for that day. On 7 May, while we were at the Vliehors Range (which can't be set on fire because it's sand and nothing else), 13-TC, a visiting T-bird from Colmar, ended up in the grass along the runway, when two tyres burst because the pilot had to

brake hard to avoid the drag-chute of a Spangdahlem Phantom that had landed seconds before the T-bird. Luckily they got off with nothing more than a fright.

But all that didn't prevent the TWM from being the major event in Europe this summer, nor 4ATAF from winning with a lead of only 14 points over 2ATAF (how small a difference this is, is illustrated by the fact that the maximum number of points is 8560!).

Registrations noted during the TWM at Twente:

- The teams arrived on April 29th:

2ATAF (left on 15-5)

-- 316Sqn, RNethAF, at Gilze-Rijen	K-3010,3030,3046,3054,3072	NF-5A
-- 1Esc/3Wing, BAF, at Bierset	BA15,45,47,55,65	Mirage 5BA
-- 1/31 JABOG, WGAF, at Noervenich	2038,2039,2048,2340,2652	F-104G
-- 31Sqn, RAFG, at Brueggen	XV404,426,462,494,501	Phantom

4ATAF (left on 14-5)

-- 1/32 JABOG, WGAF, at Lechfeld	2513,2546,2554,2612,2637	F-104G
-- 1 CAG, CAF, at Soellingen	104733,762,835,839,899	CF-104
-- 22TFS/36TFW, USAF at Bitburg	BT236,245,255,271,517	F-4E
-- 23TFS/52TFW, USAF, at Spangdahlem	SP66-575,727,790,793,797	F-4D

Guest team (left on 14-5)

-- 3/13Esc., FAF, at Colmar	13-SB/50, SD/44, SN/15, SR/38/SS/22	/Mirage 5F
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The following changes were made in the teams:

- 1 May: 13-SN/15 went back to Colmar and was replaced by 13-SK/37
- 3 May: 23-40 went back to Noervenich and was replaced by 20-15
- 5 May: SP66-790 went unserviceable (fuel leak over the left engine) and was replaced by SP66-595. SP66-790 left Twente on 7 May.
- 10 May: 104899 went to Soellingen and replaced by 104815(441Sqn) but came back on 12 May.

-- The chase planes were all NF-5Bs of Twente:

K-4005,06,08(313),22(313),29,30(315) and others

-- The following aircraft visited the TWM (including transports and helicopters based at Twente temporarily):

Apr.28:	C-10 F-27M RNeAF 334Sqn;	01267 C-130E USAF
	CHO2, CHO4 C-130H BAF 15Wing;	?/O F-4M RAF 2Sqn
	50-37,77,87 C-160Ds WGAF;	CR69-265 F-4E USAF
	61-ZQ/F99 C-160F FAF	70-99 UH-1D WGAF HTG-64
29:	58-57,59 DO-28D WGAF resp. JABOG-33 and 34	
	70-52,53,55,91,97 UH-1Ds HTG-64;	C-7 F.27M RNethAF
	41-AS/73 Paris FAF	
May 3:	133069 T-33AN VAF;	58-55 DO-28D WGAF JABOG-31
	A-218,226,374,495,324 Al.III	
4:	A-343 Al.III RNethAF;	H-67 Al.III RNethAF SAR Flt.
	OT-ZAD/RM-4 Pembroke BAF;	22-31,27-84 (T)F-104G WGAF JB-31
	70-58,71-24 UH-1D WGAF HTG-64	VP977 Devon C.1 RAF
5:	A-464 Al.III RNethAF;	58-55 DO-28D WGAF JABOG-31
	70-46 UH-1D WGAF HTG-64;	XX844/DZ Jaguar T.2 RAF 31Sqn
	13-TF/18693 T-33A FAF;	24462 T-39A USAF
6:	41-AP/82 Paris FAF;	133393 T-33AN CAF
	58-54 DO-28D WGAF JABOG-32	
7:	O-10653 T-39A USAF (with Gen.Ellis, c/o AAFCE on board)	
	58-54, 58-56 DO-28Ds WGAF JABOG-32 and 33 resp.	
	13-TC/14285 T-33A FAF (left 15May);	104747 CF-104G 441Sqn
10:	27-83 TF-104G WGAF JABOG-32;	7-PK/E23 Jaguar E FAF
	XP848 Scout AH.1 R.Army;	136226 CH-136 Kiowa CAF
11:	23-94,28-13 (T)F-104G JB-34;	263 (12263) TF-104G RNeAF 331Sqn
	OT-CDB/KY-2 DC-6B BAF;	104796 CF-104G CAF 439Sqn
	13-TF/18693 T-33A FAF;	104665 CF-104D (also 104658)
	BT68-444 F-4E USAF 53TFS;	24461 T-39A USAF
	XR521/BK Wessex HC.2 RAF 18Sqn;	WV729 Pembroke C.1 RAF 60Sqn
	OT-ZAD/RM-4 Pembroke BAF (&12-5)	136227 CH-136 Kiowa CAF
	CB-02 Boeing 727 BAF	





May 12: B64,70 Bo-105C RNethAF;	24471 T-39A USAF
73-35 UH-1D Heer;	A514,209 Alouette III RNethAF
84-34 CH-53G Heer HFB-300;	H-67 Al.III RNethAF SAR Flt.
13: 24-57,28-13 (T)F-104G JB-34	227/K, 228/K UH-1B MLD
14: XT791 HS-125 CC.1RAF	AF/78 N.262D FAF
CM-02 Mystere XX BAF;	10876 C-9A USAF
58-29(-), 58-61(JABOG-36) DO-28Ds WGAF	
WV729,746 Pembroke 60Sqn;	16-04 Hansajet WGAF FBS
41672 C-130H USAF;	24-57,28-13 (T)F-104G WGAF JB-34
30-80, 34-18 G-91R/T WGAF WS-50;	104653 CF-104D CAF
20-59 F-104G WGAF JABOG-31;	51-09,10,13 C-160Ds WGAF
27-13 TF-104G WGAF JABOG-32;	SP66-790 F-4D USAF
7-PN/E14 Jaguar E FAF;	C-5,6,10,11 F.27Ms RNethAF
BT68-388 F-4E USAF;	61-ZQ/99 C-160F FAF
B-44 BO-105C RNethAF;	
15: C-5,6,10,11 F-27M RNethAF;	61-ZQ/99 C-160F FAF
41676 C-130H USAF	CH-07, CH-09 C-130H BAF

NATO TIGER MEET 1976

by Jac van Tuyn with special thanks to
 Sen. Press Off. Lahr AFB Major W.Whitehead.

"Lots of rain few aircraft"! If somebody was to ask me how this year's Tiger Meet was, that would be my answer after having visited it two of the five days. But what do you buy for my opinion? We want facts man!

Who would organize the 16th Tiger Meet was a clear case: 439Sqn at CFB Baden Soellingen. In selecting the organizing unit facilities at the unit's base and exercises is taken in account, but since all Tiger units are anxious to organize the Meet the old sequence of 1962-1968 (resp. Woodbridge, Klei ne-Brogel, Cambrai, Leuchars, Bitburg, Leck, Lahr) is is being followed, thus resulting in 439Sqn this year (and 79TFS at Upper Heyford next year).

The expectations of 439Sqn as far as planes are concerned became only partly true. Of the nine units that are member of the Tiger Club only four came with their aircraft. Both Luftwaffe teams (LKG-43 and AKG-52) weren't allowed to come with a/c because of an accident at last year's Tiger Meet at Leck. The 79th TFS F-111Es had been told by USAFE's headquarters at Ramstein AB that they couldn't fly their missions from Soellingen, so they operated from their temporary home RAF Greenham Common. The Italian team (53 Stormo/21 Gruppo) couldn't come either because, according to 439Sqn's commander Ltnt.Col. DeSmedt, the ItAF couldn't spare transport aircraft, because of the recent earth-quake in Northern Italy. Although these teams didn't take their aircraft to Soellingen, they were present to meet their Tiger colleagues for a week of friendly exchange of experiences.

The Greek team didn't come at all and will in the future only participate if a full competition is added.

The following remained:

10Wing/31Sml. from Kleine-Brogel (BAF): FX-27, FX91 and FX-51
 1/12 Escadre from Cambrai (FAF): 12-YL/109, YH/148, YW/77 and YM/48
 36TFW/53TFS from Bitburg (USAF): BT69-236, 67-233 and 69-228
 No.439Sqn from Soellingen (CAF): 104756 CF-104G in Tiger-colours
 and all the other CF-104s of No.439Sqn

On Wednesday 2 June two Norwegian F-5As (369 and 376) of 336Skv. visited Soellingen to see what a Tiger Meet is like. Next year the Norwegians will likely join the Tiger club.

The program for the 16th Tiger Meet was as follows:

Monday 31 May: arrival	Thursday: sight-seeing
Tuesday 1 June: competition	Friday: departure
Wednesday 2 June: competition	

Competition is a big word of course, because there is no score and no

winner. Nevertheless missions are flown and every pilot does his best to leave a favourable impression behind. Anyway, the Tiger Meet is getting considerably less interesting for spotters, because only a meeting of people and no aircraft will remain. But members of the Tiger Club are now thinking of a more serious competition. Should this happen, the Tiger Meet will undoubtedly become one of the highlights of the spotter's season soon.

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

HANNOVER "DEUTSCHE LUFTFAHRTSCHAU 1976" (from A.Booy, MATS-tour 1976):

Static: F-ZWRX and F-zwRV/4001 Alpha Jet; T-406 Supporter RDanAF
D-9592 and 90-06 MRCA Tornado Luftwaffe; 33-00 G-91R WGAF LKG-41
2112 F-104G WGN instr.airframe c/n 7196; 35-09 RF-4E WGAF AKG-52
2251 F-104G WGAF JG-71 instr.airframe; 37-77 F-4F WGAF JABOG-36
72-96 (Heer), 71-67 (HTG-64/SAR) UH-1D; 51-08 C-160D WGAF LTG-63
856 Arava F.A.Guatemala; 61-05 Atlantic WGN MFG-3
58-25 D-28D WGAF no badge; 75-40 Al.II Heer
84-05 CH-53G Heer

Hangars: 73-45 UH-1D and 75-85 Al.II both Heer

72-14 (Heer), 71-04 (WGAF) both UH-1Ds

Also noted was a VFW-614 (c/n G-09) in WGAF-marks. Grey underside, blue window stripes and white roof, with Luftwaffe titles just behind the Visitors:

May 2: Noted by the side of the Hannover-Hamburg main-road during the afternoon was CH-53G 84-82 (possibly forced landing) as the crew were seen aprox 1/2 mile away, walking towards a farm.

4: No.67 and 91 Nord 262D FAF; 61-16 Atlantic WGN; 58-07 DO-28D
41-AP/82 Paris FAF; 16-04 Hansajet WGAF; 7376,7214,7046 UH-1D
No.2/D-9582, No.11 and 5 other BO-105Cs

5: 51-01 C-160D WGAF LTG-61; 58-92 DO-28D WGAF (no badge)

MELSBROEK "Open Deuren Dag" on May 7th and 8th (A.Booy, MATS-tour 1976):

Static: OT-CND C-47; OT-ZAJ/RM-10 Pembroke; OT-ZKK H-34; BA-19 Mirage
CF-01 Merlin 3A; CH-04,CH-08,CH-10 C-130H; CM-01 Mystere 20;
FT-17 T-33A; FX-96 F-104G; MT-47 Magister; ST-21 SF-260M

Also on field: 12669 VC-135B USAF; OT-ZAK/RM-11 Pembroke
OT-CDA/KY-1, OT-CDB/KY-2 DC-6B; CH-01,02,03,06,07,09,12 C-130H
CB-01 Boeing 727; A27,25 Al.II; CM-02 Mystere XX
K-687 C-47A RDanAF; XW790 HS.125 RAF; 00991 C-130E Turk.AF

HANUA-LANGENDIEBACH AAF "Open House" on May 9th (H.Zomers, H.Jockers, W.Sorhagen, G.Weinmann):

Static: 70-15192 c/n 40743 of 62 Corps Av.Comp. OH-58A Kiowa
69-16254 c/n 40475, 69-16244 c/n 40465, 70-15057 c/n 40608 and
69-15274, all OH-58A Kiowas (all without badge)
67-17266 (173Av.Comp.), 66-17052 (-) c/n 9246, 68-16216 (173 Av.Comp.)
67-17413 (173Av.Comp.), all UH-1H; 69-17126 CH-47C 3Supp.Com.

On field: 70-16043 and 70-16052 AH-1G; 18037 U-21A (based Hanau)
70-15226 (130th Eng.Brig.) and 72-21284 both OH-58A Kiowas

UH-1Hs of 173 Assault Helicopter Company:

yellow: 68-15691, 73-21634, 66-16863, 73-21698, 66-16875, 73-21825,
73-21754, 67-17514, 68-16338, 67-17772

white: 68-15285, 74-22327, 68-15556, 73-21696, 74-22328, 66-16967,
68-16505, 66-0828, 66-1000

based Hanau: 66-16485, 73-21818, 66-16405 and 68-15317

without badge: 67-17690, 66-16458 and 67-17623

Hangar: 17431,22331,59590,22329,12860 UH-1D/H; 18036 U-21A;

15179,15207,15183,15225,21217 OH-58A Kiowa

Additionally noted on May 8th: 15608 AH-1G

OH-58A: 16248,16982,16231,15257,16198,16223,

UH-1D/H: 17068,60762,22127, 65-12773, 72-21587,67-19492

SELBACH "Open House" on May 15th (F.J.McMeiken and C.Taylor)

Static: 66-16967 UH-1H 173rd As.Hel.Comp.; 50-81 C-160D WGAF LTG-63
10928 CH-53C 601TCW; 13562 OV-10A USAF 601TCW; 30-49 G-91R WGAF VS-50
18458 CH-54A 295thAV.Comp. (named Bonn); 68-16847 OH-58A 8th Cavalry
68-15847 CH-47C 205th Av.Comp.
Noted OV-10A Broncos of 20TASS/601TCW on the field: 13559, 83831, 14626,
14689, 14650, 83805, 83799, 83814, 14697, 83816, 14679, 83818, 83793, 14674,
14701, 83809, 83796, 14652, 83785, 14637, 14690, 14623 and 10932 CH-53C
Hangar: 14639, 83825, 83790, 83797, all OV-10A;
01625, 01626, 10924 CH-53C

AVORD "Portes Ouvertes" on May 16th (F.J.McMeiken and C.Taylor):

Static: DK/214 Mirage IIIB CIFAS-328 2-HC/19036 T-33A EC-2 (ex 7-JB)
319-CM/146 MD-312 GE-319; BV/49 Mirage IVA EB94
CJ/312738 C-135F ERV4/94 314-UI/21088 T-33A GI-314
315-IA/197 CM-170R GI-315 8-MK/300 Mystere IVA EC1/8
319-DV/153 MD-312 GE-319 ZR68-0570 RF-4C USAF 26TRW
Flight-line: 30-FJ/32 and 30-FK/33 Mirage F.1 ECTT-30
23 F-8E/(FN) 14F; 11-EC/A57 Jaguar A EC1/11
75 Alize 4F; AF/78 N.262A; 10-RE/30 Mirage IIIC EC-10
61-ZW/F157 C-160F ET-61 ACP/1416 Gazelle ALAT
ADJ/1232 Puma ALAT No.1 CAP-20
ST14, 15, 17 SF-260M BAF PM631/AD-C Spitfire B. of B. flight
1-EH F-84F nose section 62-KS/157 and 312-BG/77 N-2501
Dump: NA/163 Ouragon fuselage; 4-WA/169 MD-312
30-MO/336 Vautour IIN fuselage 478 Mirage IIIE remains of a crash
Car park: MDF/1089 Alouette III ALAT; JAH/1087 Alouette II Gendarmerie
On the field: 319-CP/228, -CU/189, -CW/238, -DC/235, DQ/252, -DT/252,
319-DW/229 and -KY/242, all MD-312 Flamant of GE-319
AM/14, AL/39 and AN/41, all Mirage IVA of EB94
CC/38472 and CI/312737, both C-135F of EBV4/94
Hangar: 319-CH/155, -CL/149, -CN/163, -CO/244, -CQ/253, -CY/203, -CZ/251,
319-DD/172, -DH/246, -DO/152, -DZ/196, -CC/208, -CD/243, -CE/210,
319-CJ/217, -CK/187, -CT/180, -DA/160, -DE/148, -DG/181, -DI/142,
319-DJ/201, -DK/216 and -DP/215, all MD-312 Flamant of GE-319
319-KC/278 and 319-KL/290, both MD-311 Flamant of GE-319

CELLE "Tag der Offene Tur" on May 16th (H.Zomers, W.Sorhagen and G.Weinmann)

Static: XV908 Gazelle RArmy XP852/N and XV137 Scout R.Army
XT506/B Sioux RArmy; A-302 AL.3 RNethAF; B-38 Bo.105C RNethAF
XV793/N Harrier GR.1 RAF 20Sqn XT681/BA Wessex HC.2 RAF 18Sqn
U-280 SH-3A RDanAF 71-21048 AH-1Q USArmy 2Arm.Cav.Reg.
71-21052 AH-1Q USArmy 2Arm.Cav.Reg. 70-15216 c/n 40767 OH-58A 2Arm.Cav.
74-22444 UH-1H USArmy 68-18446 CH-54A USArmy 295Av.Comp.
89-66 Sea King Mk.41 WGNavy 13559 OV-10A USAF 20TASS/601TCW
61-05 Atlantic WGN; 59-16 DO-28D WGN; 32-82 G-91R WGAF LEKG-43
50-94 and 50-97 C-160D WGAF LTG-63; D-HAXC Puma, Bundesgrenzschutze
D-HEPP/30650 AB-212 Bundesgrenzschutze
D-9589/No.9 (c/n S.73), D-9582/No.2, D-9593/No.3, D-9611/No.11,
D-9586/No.6, D-9584/No.4, No.1, No.5 and one without code, all BO.105Cs
On the field: AL.II:LeHFTR.10: 7659, 7669, 7685
CH-53G: 8469, 8473, 8475, 8476, 8480, 8482, 8483, 8485, 8498, 8500, 8507, 8512
CH-53G:HFWS: 8403, 8405, 8411, 8417, 8419
UH-1D LeHFTR.10: 7216, 17, 18, 19, 20, 59, 61, 63, 64, 66, 68, 65, 71, 78, 85, 96
73-12, 13, 27, 28, 31, 32, 35, 36, 41, 42, 44, 46, 59, 65, 69, 80 and 82
AL.II HFSt.7: 7508, 7509, 7581, 7606, 7620, 7652, 7683, 7684
AL.II HFB.6/Itzehoe: 7565, 7658, 7723
AL.II ? Badge: 7521, 7601 and 7641

Hangar: 7510, 7689 AL.II, ??/Z Gazelle RArmy XR639 Scout RArmy
Overflights: 20-38, 21-65, 26-07, 26-30 F-104G WGAF JB-31; 37-63 F-4F JG-71
*** The same day a F-4F collided with a motor-glider and crashed NE of
Osnabruck. The a/c belonged to the JG-71 and were with 3 other F-4Fs
en route from Wittmund to Celle Open Day. The two persons on board of
the glider were killed, the F-4 crew ejected safely.

LJUNGBYHED "Open Day" on May 23rd (C.Taylor):

Static: 37904/08, SK.37 Viggen 35600/20 J-35F Draken F-10
 60032 SK.60A F.5
 61002, 61014, 61055, 6092, 60056, 60113, all SK.61/Sk.60
 Flight-line: 84003/75 TP-84 Hercules F.7
 79006/76, 79007/77, 79008/78(cam), ?/72, all TP79 Dakotas F.13
 37034/34, 37038/38 J.37A Viggens F.7
 35959/59, 35906/06 J.35E Drakens F.11
 60058, 60073, 60084, 60093, 60061, 60143, all SK-60A F.5
 04452/92 HKP-4 Chinook 03424/92 HKP-3 AB204B F.10
 U-240 S.61A-1 RDanAF Esk.722
 Flying-display: 35090/30, 35066/32, 35088/50, 35089/52, all J-35A F.16
 and 8 J-37s, remaining a/c see flight-line
 Hangars: 50071/71, 50072/72, 50074/72, all SK.50 Safir
 610017, 61027, 61026, 61019, 61051, 61016, 61037, 61032, all SK.61 F.5
 60089 SK.60 F.20 60145, 60048, 60070, 60090, 60099, 60137, 60133, 60146,
 60021, 60100, 60103, all SK.60 F.5
 On field: 61033, 61005, 61046, 61058, 61013, 61056, 61042, 61052, 61044, 61006,
 61050, 61038, 61028, 61021, 61025, 61034, 61035, 61036, 61007, 61003, 61031, 6
 61041, 61008, 61018, 61047, 61001, 61043, 61029, 61045, 61023, 61015, 61040,
 61009, 61048, 61053, 61049, 61010, 61020, 61022, 61012, all SK.61 F.5
 60108, 60118, 60123, 60105, 60112, 60134, 60096, 60098 SK.60 all F.5
 35067/34 and 35068/36 J-35 F.16

CAMBRAL-EPINOY "Portes Ouvertes" on May 23rd (editorial):

Static: 11-RD/E37 Jaguar E BY/No.52 Mirage IVA 3/93Esc.
 92-AM/62 Vautour IIB DK/214 Mirage IIIB
 12-ZA/79 Mirage F.1 13-PF/480 Mirage IIIE
 10-SB/18 Mirage IIIC 12-YU/55 Super Mystere B.2
 12-XC/35339 T-33A (ex 314-WF) 12-XL/40 CM-170R
 12-XF/52 Broussard MH-1521M 12-XM/23 CM-170R (ex 30-QE)
 Hangar: 12-YP/158, -YI/16, -YC/159, -YX/124, -YJ/99, all S.Mystere B.2
 Flight: 67-IC/2054 AL.III 12-XA/16772 T-33A
 12-XK/344 CM-170R 13-SC/32 Mirage 5F
 JAL/1729 AL.II Gendarmerie 30-MF/9 Mirage F.1
 XI/234 Broussard 62-QI/205 N2501
 BT/47 (performed JATO take-off) and AY/26 both Mirage IVA 3/93Esc.
 12-YE/22, -YG/15, -YA/154, -YQ/113, -YT/166, -YW/77, -YC/112,
 -YD/54, -YV/172, -YN/127, -YL/109, -YM/48, -YR/111, -YY/153,
 -YB/139, -YS/74, all Super Mystere B.2
 Show: 11-RN/450 Jaguar A; 11-ML/42157 F-100D; 10-RN/58 Mirage IIIC;
 CG/312735 C-135F

STRASBOURG-ENTZHEIM "Portes Ouvertes" on May 23rd (A.Booy):

RS68-382, 68-491 F-4E USAF 526TFS XZ145 Harrier T.2 RAF 3Sqn (and a GR.1)
 JAU/1813 Alouette II Gendarmerie /173, 41-AK/? Broussard
 7-IA/A36 Jaguar 2-ZF/261 Mirage 3B; 13-SM/6 Mirage 5F; 41-AN/92 Paris
 67-FC/2077, 67-FH/2090, 67-FI/2096, all Alouette III
 33-CV/301, -CK/303, -CT/306, -CU/308, -CA/309, -ND/310, /NL/311,
 -CM/313, -CL/315, -KO/317, -NA/318, -N./319, -CJ/321, -NE/331,
 -CC/334, -CG/338, -NI/341, -N./342, -CP/343, -CN/345, -CF/347,
 -L/354, -/351, -TG/358, -TM/365, all Mirage IIIR/RD
 18-AP/363 Mirage IIIRD -/26, 33-XC/228, 33-XD/433 CM-170R
 33-PE/367 Mirage IIIRD 5-ND/71 Mirage F.1
 62-BK/56, 62-QC/181 N-2501 11-ES/64009 F-100F (cam)
 33-XG/13487 T-33A ex WF (serial should be 17487!!!!)
 -/55790, -/53093 RT-33A 33-CK/3757 RF-84F (monument)

BOUL-ROSIERE "Portes Ouvertes" on May 30th (editorial, A.Booy)

Static: 41-AE/24 MH-1521M Broussard 33-CP/343 Mirage IIIR
 41-AQ/77 Paris II 11-RM/A49 Jaguar A
 11-OH/53106 T-33A 4-AR/562 Mirage IIIE

Toul cont.

11-MT/42156 F-100D 13-SF/27 Mirage 5F
 2-FM/206 Mirage IIIB 11-OC/19 CM-170R
 -/A58 Jaguar A 67-FB/2076 Alouette III
 13 Crusader 14F
 Flight-line: JAY/1517 Alouette II Gendermerie
 67-FA/1968, -FH/2090 Al.III AEH/1285 Gazelle
 CYG/1017 SA330 Puma 30-MN/21 Mirage F.1
 62-QZ/109, -QF/153 N-2501
 11-EC/457, -EG/459, -/A60, -EO/E17, -EN/E18, -RB/E29, -RC/E30,
 -RF/E31 and -RX/E36, all Jaguars A/E
 11-MO/42204, -MQ/42154, -ML/42157, -MR/52736, all F-100Ds
 Hangar: 11-RK/A48 Jaguar A
 11-MM/42205, -MA/63936, -EX/63938, -MZ/64027 F-100D/F
 On the field: 11-OJ/54432 T-33A 11-../41 CM-170R 41-AT/91 Paris II
 11-MX/52739, -EV/42235(?), F-100D 11-ES/64009 F-100F
 -/42171 F-100D (silver wreck)

LIEGE-BIRSET "Open Deuren Dag" on June 4th (Editorial)

Static: FX-38 F-104G 10wing ST-28 SF-260M FT-15 T-33A
 BA-41 Mirage 5BA BD-11 Mirage 5BD BR-20 Mirage 5BR
 Hangars: BA-31, BA-39 Mirage 5BA LF345/ZA-P Hurricane MK.IIC
 On the field: BD-12,09,05,06,07,13 Mirage 5BD
 BA-10,34,63,15,57,08,28,61,62,42,55,05,07,23,45,46,31, all Mirage 5BA
 FT-37 T-33A CM-02 Mystere XX ST-30 SF-260M
 FU156 and FU-159 F-84F (wfu) FR-34 RF-84F gate-guard

SPOTTER'S VARIA

Again this month only the events:

July 3rd : "Armed Forces Day" at UPPER HEYFORD (England)
 : "Open Day" at Detmold (Germany)
 : "Tag de Offene Tur" at Payerne (Switzerland)
 July 4th : "Armed Forces Day" at Mildenhall (England)
 July 14th : "Naval Day" at Prestwick (Scotland)
 July 17th : "Portes Ouvertes" at Mont-de-Marsan (England)
 July 21st : "Naval Day" at Culdrose (England)
 July 24th : "Naval Day" at Portland (England) also on 25-7
 July 31st : "Air Tattoo" at Greenham Common (England) also on 1-8
 August 4th : "International Open Day" at St.Mawgan (England)
 August 7th : "Armed Forces Day" at Bentwaters (England)
 : "Heli-Meet" at Lee-on-Solent (England) from 1 till 7 Aug.
 August 14th : "Open Deuren Dag" at Koksijde (this date is uncertain as
 also two other dates are known)
 August 28th : "Tag der Offene Tur" at Dubendorf (Switzerland)
 : "Open Day" at Malmslatt (Sweden)
 September 4th : "Tag der Offene Tur" at Emmen (Switzerland)
 : "Naval Day" at Yeovilton (England)
 : "Battle of Britain Day" at a.o. St.Athans, Finningley
 September 5th : "Tag de Offene Tur at Neuhausen am Eck (Germany)
 : "Tag der Offene Tur" at Bremgarten (Germany)
 : "1976 SBAC Show" at Farnborough (England) till 12-9
 September 10th: "Open Deuren Dag" at Florennes (Belgium)
 September 12th: "Portes Ouvertes" at Nimes (France)
 September 18th: "Open Dag" at Gilze-Rijen (Holland)
 September 19th: "Portes Ouvertes" at Orleans (France)
 : "Portes Ouvertes" at Cognac (France)
 September 26th: "Portes Ouvertes" at Creil (France)
 Following Open Days have been cancelled: Hahn, Rhein-Main, Colleman,
 Ramstein (not quite for sure), Manching and Tempelhof.
 And "ALWAYS CHECK BEFORE GOING"!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: Air-to-air refuelling over the French Navy aircraft-carrier "Clemenceau" by two Etendard IVMs (one being 40) of the 17F.
Photo: via P.Ronan/BASG

MISCELLANEOUS

- PHOTO 1: On 12 May 1958, the very first prototype of the Mirage, the Mirage IIIA/01 started flight trials. It's now being used in an experimental role at Bretigny. Photo: A.Booy
- PHOTO 2: Etendard IVM No.62 serving with the 11F on 9 May 1972.
Photo: P.Ronan/BASG
- PHOTO 3: Royal Marines Gazelle XX413 taking off from the "Marinierskamp" in Doorn on 5 April 1976. Photo: J.G.Schets/NBG

TACTICAL WEAPONS MEET

- PHOTO 4: One of the F-104Gs of JABOG-32 which participated in TWM 1976 at Twenthe 25-54, touching down at Twenthe on 7 May.
Photo: J.Struben
- PHOTO 5: Visiting the 12th TWM on May 7th, was this French Jaguar E of Escadre 2/7, being 7-PK/E23. Photo: J.Struben
- PHOTO 6: Two "Bitburger" F-4E after their mission on their way back to the flightline. Photo: J.Struben
- PHOTO 7: 104899, CF-104G of the CAF, coming in after a mission in order to gather some points for 4th ATAF. Photo: R.F.v.Eijck
- PHOTO 8: Hardly visible is the red star (with yellow edge) on the splitter of the F-4D SP66-8792 from Spangdahlem. The star means that the pilot of this aircraft shot down a MIG during the Vietnam war. Photo: F.Klaassen
- PHOTO 9: A rare one among the many helicopters visiting the TWM, this CH-136 Kiowa, 136227 of the Canadians. Photo: J.Struben
- PHOTO 10: For the first time participating in the TWM were the Mirage 5BA of 1Sqn/3 Wing from Bierset. Illustrated is BA-15.
Photo: F.Klaassen
- PHOTO 11: Another Mirage, but this time a French one. 13-SS of 3/13 Esc from Colmar. Photo: J.Struben

HOT-PHOTOS

- PHOTO 12: 104756! ROAR.... ROAR....ROAR....ROAR....ROAR....ROAR....ROAR!
CF-104G at Soellingen on 1 June. Photo: H.v.Tuyn
- PHOTO 13: On deployment at Aviano, together with 17 others, this F-100D 63462 of the Iowa ANG. But the photo was taken at Ramstein while passing through there on May 14th.
Photo: J.v.Tuyn
- PHOTO 14: This is one of the Mirage IVAs from Creil, which recently moved to Cambrai. Reason for this move was the busy air-traffic over the area north of Paris. This AY/26 was taken at the last "Portes Ouvertes" at Cambrai on 22 May. Photo: H.v.Tuyn

MISCELLANEOUS

- PHOTO 15: For those who don't know what it is: Casa 207 Azor of the Spanish Air Force. Photo: A.Booy
- PHOTO 16: Jet Assisted Take Off (JATO) they call this thing underneath this Dutch RF-84G TP-6 of No.306Sqn. Photo: K/lu
- PHOTO 17: One of the Helicopters in service with the JGSDF is the OH-6A. Shown here is JG-1006 (s/n 31006). Photo: J.P.v.Kempen
- PHOTO 18: A C-47A of the New Cumberland Army Depot (43-15982) was present at Groton, Conn., USA on 11 August 1972.
Photo: J.P.v.Kempen

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ADVERTISEMENT:

- WANTED correspondents all over the world to exchange negs and slides of fighters (esp. F-104, F-100, RF-84F). K.Folkersma, Furmerustraart 326, Sneek 9400, Netherlands.
- WANTED replies from spotters's visites to Greek and Turkish ABs and correspondence from an Italian spotter on Italian and US bases in Italy. C.Taylor, 15 Giulford Ave., Feltham, Middx., TW13 4EN, England

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 MOVEMENTS NEWS DUTCH REGISTER FELLOWSHIP PRODUCTION MOVEMENTS NEWS DUTCH

MOVEMENTS

With thanks to 1TASW and H.W.van Overbeek/F.Uytenhout

Schiphol (Amsterdam):

- April 21: G-ARJN DH.106 Comet 4B c/n 6459 Dan-Air-London
 G-AWBT PA.30 Twin Commanche 160 CSE Aviation
 G-AYGN Cessna T.210D Walter Dennis Ltd.
 G-AZZS PA.34 Seneca J.A.Williams
 G-BBIX PA.28 Cherokee 140 J.E.Fricker
 N532PA B.747-21SP PanAM -first visit of a 747SP
 OB-R-1084 DC-8 AeroPeru for overhaul, test flight on May 20
 OY-ANN Beech Baron
 OY-PON Cessna 310B
- April 24: D-GERT Partenavia P.68B Victor
 D-IBPF Beech 99
 F-BXON Beech King Air 100
 G-ASUW DH.104 Dove
 G-BAIS Cessna F.177RG c/n 0069 Westair Flying Service Ltd.
 G-BANA Jodel DR.221 c/n 73 Avions Robin Ltd.
 LN-PAB PA.31-350 Navajo Chieftain (also on May 1)
 OH-CGQ Cessna 421
- April 25: OO-SKE AB.206 JetRanger
 4X-AXD B.747-258B ElAl
 5A-DBO F.27-600 c/n 10513 Libyan Arab Airlines
- April 29: CN-RMI B.737-2B6 Royal Air Maroc
 G-ACBN C-53D-DO Dakota 4 c/n 11711 Skyways Cargo
 G-AVGP BAC1-11 408EF c/n 114 British Airways/Regional Division
 G-BAOZ Cessna 414 c/n 0381 Webster Aviation Ltd.
 JY-AED Boeing 707 Jordanian World Airlines
 OO-HAL Grumman American AA.5B
 OY-SAG SE.210 Caravelle 6R c/n 88 Sterling
- April 30: G-AWKZ PA.23 Apache 160 E.A.Clark
 G-AZGG Beech King Air C90 The Plessey Co Ltd
 G-BDAI Cessna FRA.150
 OY-ANP Beech King Air (also on May 1)
- May 1: D-EADM Cessna 182K D-EDAJ Cessna T.210L
 D-EEJO Robin HR.200-100 D-EFBL PA.28 Cherokee
 D-EFIM Cessna F.172M D-EKZU PA.28 Cherokee
 D-ILEC Beech King Air C90 c/n LJ-544 Lufthansa
 EP-JOT F.27-300 c/n 10153 Iranian Oil
 G-BBTY Beech C23 Musketeer Sundowner M.R.Joyce
 G-BASN Beech 23 Musketeer Sundowner c/n M-1476 Eagle Airc.Serv.Ltd.
 HB-VEO Cessna 500 Citation
 N90353 Ted Smith Aerostar 601P
 JY-AES B.707 Alia-Royal Jordanian Airlines
 OD-AFD B.707-3B4C-H c/n 20260 MEA in full Saudia colours
 OO-TOF Partenavia P.68B Victor
 OY-BDK PA.31 Navajo OY-BGG PA.28 Cherokee 140
 OY-RPS Cessna 340 SE-GDP PA.31-350 Navajo Chieftain
 SE-GMR Cessna F.150M SE-GMS Cessna F.150M
- May 4: D-IHWF Cessna 421B WDL
 D-IKAS Dornier Do.28D Skyservant
 F-BSUX Lear Jet 23
 G-AYPG Cessna F.177RG C.D.Weiswall
 G-BARW Cessna 402B c/n 0225

- May 4 : G-BBNT PA-31-350 Navajo Chieftain c/n 7305107 Truman Aviation
 G-BCUZ Beech King Air 200
 I-DKET Mystere 20 c/n 160 FIAT
 N333PM Cessna 340
- May 5: C-GNDA DC-8-61CF Nordair
 D-CONA Lear Jet 35
 D-EFMV Cessna F.177RG
 EC-BJC CV.990A Coronado c/n 30-10-22 Spantax
 F-BRUB PA.28 Cherokee
 G-BCYF Mystere 20
 I-EKET Mystere 20 c/n 170 FIAT
 OE-LDK DC-9-51 Austrian Airlines
 OH-LFA Lear Jet
 OO-SJH B.707-320C-H c/n 18890 SABENA, on freight charter for Air India
- May 6: G-APWY Piaggio P.166 Marconi Co Ltd
 HS-TGC DC-10-30 c/n 46952 Thai Airways International (see news acquisitions column)
 N48200 DC-9-10srs McDonnell-Douglas, in full Cyprus Airways colours
 5N-ANM F.27 c/n 10476 Nigeria Airways (ex NAF902)
- May 7: D-INCC Cessna 500 Citation
 F-BOLI DC-8-55F c/n 45754 UTA
 LX-AIC Cessna F.172
- May 8: CCCP-85106 Tu.154 Aeroflot
 CN-RMJ Boeing 737-2B6 Royal Air Maroc
 EI-BBL Aero Commander 690
 OY-BIW Cessna 310
- May 9: F-BUZZ SE.210 Caravelle 6R c/n 94 Minerve
- May 11: G-AXMG BAC -11 518FG c/n 201 Bavaria
 G-BDFK Cessna 414 c/n 0623 Rogers Aviation Ltd.
 OY-BFF Cessna 182P
 PH-AVR Grumman American AA.5B - new aircraft
 SE-GID PA.28R Cherokee Arrow
 EC-CNH CV.990A Coronado Spantax
- May 12: F-BPUI F.27-500 c/n 10389 Air France, on an Air Charter International flight
 G-BBEE Lear Jet 25B c/n 25B-135 CSE Aviation Ltd
 G-BDVT F.27-200 c/n 10232 Air Anglia, still in Bangladesh Biman colours
 PH-TVL Airbus A.300B2 c/n 08 Transavia - new aircraft
- May 13: D-AMUC BAC1-11 528FL c/n 227 Bavaria
 CCCP-85117 Tu.154A Aeroflot
 G-BABG PA.28 Cherokee 180 c/n 28-2031 Spooner Aviation Ltd
- May 14: D-GOOD PA.34 Seneca 200
 D-IHBB Beech G50 Twin Bonanza Kurfiss Aviation
 G-ATOT PA.28 Cherokee 180 Coventry Autolift Services Ltd
 G-BAVW PA.E23 Aztec 250 c/n 27-4797 EFS
 SE-FXI Cessna 402

Ypenburg (Den Haag, The Hague):

- March 23: EC-CAU F.27-600 c/n 10396 Aviaco stored without engines
 OO-SBP F.27-400 c/n 10340 Air Alpes colours
 PH-FLN F.27-400 c/n 10342 Fokker still stored (since '74)
 S2-ABK F.27-200 c/n 10232 ex Bangladesh Biman, for Air Anglia
- April 20: LZ-TUP TU.134A Balkan Bulgarian Airlines c/n 1303
- May 55: EP-IOT F.27-300 c/n 10153 Iranian Oil
- May 6: 5N-ANM F.27 c/n 10476 Nigerian Airways
- May 13: PH-FCX F.27MPA prototype c/n 10183 Fokker
 PH-FBX F.28-1000 c/n 11045 RLD (Dutch Government)

Acquisitions:

- Aer Arann, the Irish internal airline, has bought a Partenavia P.68B Victor.
- Air Anglia's two ex Bangladesh Biman F.27-200s have been registered as G-BDVS (c/n 10232, ex S2-ABK) and G-BDVT (c/n 10233, ex S2-ABL). Last month 10309 was reported as "ABK's c/n incorrectly.
- Air Fret, a French cargo charter company formerly operating Super Constellations, now flies one ex TWA Boeing 707-131C, F-BUZJ (c/n 17658, ex N731TW).
- Air Rouergue also leases TAT's F.27 F-BUFO c/n 10259.
- Air Siam leases KLM's Boeing 747-206B PH-BUE c/n 20399 till February 1977 as HS-VGG.
- Bristow Helicopters received their nineteenth and, for the time being, last Sikorsky S.61N G-BDOC on 25 April.
- British Airways' leased Boeing 747-148 EI-ASJ has been registered G-BDPZ, and is flying in a non-standard Ba colour scheme.
- China Airlines will receive a Boeing 727 for what will probably be a very cheap price: the aircraft involved is an Air Vietnam plane that fled to Taipei nine months ago and was only recently confiscated by the Nationalist Chinese government and passed on to China Airlines.
- Iran Air is expected to order the two Concorde (Nos.214 and 216) for which they had options, soon.
- Irish helicopters are leasing KLM Noordzee Helicopter's S.61N PH-NZF c/n 61742 for oil-rig support in the Irish Sea.
- KLM Noordzee Helicopters now also operate a MBB Boe.105 registered PH-NZH.
- Leisure Sport Ltd owns two rare floatplanes: an airworthy replica of a Supermarine S.5 of Schneider Trophy fame, and a recently converted Tiger Moth. FoxMoth floats were used to make the Tiger Moth look like a World War Two Royal Navy Sea Tiger. At present there is only one other Sea Tiger flying, the Tiger Club example.
- Linjeflyg's five F.28-4000s are registered SE-DGD to 'H and have the c/n's 11111, 11112, 11115, 11116 and 11120 resp.
- Olympic Airways lease three aircraft from or via Boeing pending delivery of the Boeing 737s on order: two BCAL BAC One-Elevens and Boeing 727-30 N9233Z c/n 18366 (ex D-ABIK Lufthansa).
- ONA has ordered two DC-10-30s for delivery early next year, and will likely buy a third. These DC-10s will replace the two similar aircraft that were written off at Kennedy IAP and Istanbul Apt. last year.
- Saudia has again placed an order for TriStars, this time for three L.1011-200 models with Rolls-Royce RB.211-524 engines. The ex TWA TriStars may be re-engined with this updated RB.211.
- Sun Airways, a recently founded IT charter company, operates two Boeing 737-200s from Zaventem Apt., near Brussels.
- Tchad Gouvernement has purchased Transavia's Caravelle 6R PH-TRS c/n 100, now registered TT-AAM and named "El baraka du 13 Avril 1975", whatever that may mean.
- Thai Airways International are leasing KLM's DC-10-30 PH-DTL c/n 46952 till April 1977 as HS-TGC. The aircraft was previously leased to Garuda Indonesian.
- Tunis Air is leasing BMA's Boeing 707-321F G-AYXR c/n 17608 for six months.

Accidents:

- Argentina. On 19 April LV-HHB, an HS.748 of Yacimientos Petroliferos Fiscales crashed after one of the engines exploded. All occupants were killed.
- Australia. Privately owned Cessna 206 VH-KUQ crashed after engine trouble occurred south west of Auvergne Station on 25 April, and VH-VH-SMB a Pilatus PC-6/B1-H2 of the Snowy Mountains Hydroelectric Authority crashed while landing at Cooma airstrip at an unknown date. The Pilatus hit a radio mast during approach and caught fire during

- the subsequent emergency landing, killing all four occupants.
- Columbia. An American Boeing 720B, N37777 of International Travel Marketing Corporation crashed at Barranquilla on 22 April on a flower charter flight. Four crew members were injured.
 - France. On 24 April a Cessna 177, HB-CDV (c/n 177-02110), crashed in a pine forest near Annecy. Because of fog the wreck couldn't be found until several days later, when all three occupants were dead.
 - Germany (West). D-HAIN, a Bell 47G of Meravo-Luftreederei Fluggesellschaft, crashed near Oedheim killing the pilot on 11 May.
 - Italy. On 16 April ATI's DC-9-32 I-ATJA (c/n 47641) crashed 700 meters before the threshold at Palermo's Punta Raisi Apt. No one of the 103 occupants was seriously injured though the aircraft is expected to be written off.
 - Jamaica. Aero Commander 560 N1902S crashed off the Jamaica coast on 14 April because of engine trouble. The two occupants were killed.
 - Phillipines. On 21 May RP-C1161 (c/n 213), a BAC One-Eleven 527FK of PAL, was hi-jacked on a flight from Davao to Manila by Moslem insurgents. The aircraft landed at Zamboanga Apt. in the southern Phillipines where shooting broke out on 23 May. The aircraft caught fire and all six hi-jackers and thirteen passengers were killed, while another fourteen passengers were injured. The a/c will probably be written-off.
 - Spain. G-AWKE, a Cessna 337C Super Skymaster jointly owned by Anston Air Services and Mr. R.G. Lyman (c/n 0939) crashed in Pyrenees killing both occupants recently after a diversion from Bilbao to San Sebastian because of fog.
 - Switzerland. Two Cessna 150s were destroyed, killing four people on 8 May when HB-CSU (c/n 0201) collided with HB-CWL (c/n 0866) during a landing at Birrfeld airstrip.
 - UK. A large number of serious accidents these last months: a.o. on 10 April Brantly B.2B G-ATFH (c/n 449) of C.W. Udale Ltd, had a mid-air explosion killing one and injuring one; on 19 April Rothmans' Pitts S.2A Special G-BAEA at Sywell during take-off, seriously injuring two; on 21 April Auster J/5B Autocar G-AJYO c/n 2913, near Sheraton after striking power cables, killing one; on 29 April Hiller UH-12E G-BBLC (c/n 2164) of Central Helicopter Services Ltd at Acharacle, Scotland; on 19 May Bell 47G-5 G-AYMY (c/n 25023) of British Executive Air Services Ltd at Ballachulish, Scotland(?); and on 22 May Auster J1 Autocar G-AJRK (c/n 2609) of Mr. D.W. Miller near Shorwell on the Isle of Wight, killing four.
 - USA. On 27 April American Airlines' B.727-95 N1963 (c/n 19837) overshot the runway at St. Thomas, Virgin Islands (USA) after a flight from Providence, Rhode Island. The aircraft crossed a main road, hitting several cars, and then hit a petrol station and a rum factory catching fire and breaking in two. The thirty people in the forward piece of the wreck were killed, as were a number of people on the road and in the hit buildings. Those in the rear (about fifty) survived. St. Thomas's runway had in the past been characterized as dangerously short.

PHOTO COMMENT

- PHOTO 1: Illustrating our F.28 production list is this Mk.1000 EC-BVB "Rio Serge" c/n 11019 of Iberia, at Valencia-Manises, Spain, on 13 July 1973. Photo by J.Struben
- PHOTO 2: Now replaced by a Metro 2 is Publi-Air's Twin Otter Mk.300 OO-JFP c/n 74, seen at Eindhoven 3 January 1974. Photo by J.Struben
- PHOTO 3: This Cessna Citation demonstrator N553CC visited Eindhoven on 16 February 1973. Photo by J.sTruben
- PHOTO 4: This Convair CV.990A Coronado (N5615 c/n 30-1027) of the now defunct company Modern Air Transport was seen at Malaga Apt, Spain on 23 July 1974. Photo by J.Struben

DUTCH REGISTER part eight

compiled by Coen van de Heuvel

- PH-GAW. Cessna F.172E, c/n 172-0083, ex OO-PAT, del'd to G.A.Wildschut on 1-4-65.
- PH-GAX. Piper PA-18-150 Super Cub, c/n 18-3847, ex 54-2447 USArmy, R-157 K/lu, del'd to Stichting Vliegsport Gilze-Rijen on 23-4-75.
- PH-GDR. Cessna F.150L, c/n 1078, ex G-BBXC, del'd to Air Service Holland BV on 13-5-74.
- PH-GHE. Jodel D-112, c/n 751, ex F-BIGP, del'd to Combination GHE on 16-5-63, to P.H.D.van Moorsel on 18-5-66, to L.H.P.M.Hontele on 22-5-75.
- PH-GIW. Fuji FA-200-180 Aerosubaru, c/n FA200-255, del'd to Seaport Aviation BV on 19-12-74.
- PH-GKG. Cessna F.150L, c/n 0673, del'd to Aviation Consultants on 18-1-71, to Air Service Holland BV on 8-3-73.
- PH-GLA. Fuji FA-200-160 Aerosubaru, c/n FA200-137, 19-3-71 to Gelderse Luchtvaartmij, to G.Schier on 25-7-72, to T.R.v.d.Meulen on 27-2-74.
- PH-GNT. Piper PA-28-140 Cherokee, c/n 28-7325282, del'd to Schreiner & Co. on 27-3-72, to J.Siemons on 18-6-73, to Schreiner & Co. on 1-4-74.
- PH-GON. Cessna F.172M, c/n 0935, del'd to Air Service Holland BV on 27-4-73, to Stichting Vliegschool Zesteinhoven on 7-1-74, to Air Service Holland BV on 24-9-74, to J.Boers on 6-11-75.
- PH-GRA. Cessna F.150L, c/n 1006, ex D-EGJC, del'd to Grondmet.Aviation on 15-1-74, to KLM Aerocarto on 6-6-75.
- PH-GRE. Cessna F.172M, c/n 1110, del'd to Air Service Holland BV on 6-5-74, to Vliegbedrijf Noord Nederland on 10-6-74.
- PH-GVP. Cessna F.172M, c/n 1251, del'd to Air Service Holland BV on 25-9-75.
- PH-HAI. Cessna FR.172E, c/n 0022, ex D-EDDC, del'd to Aero Camera BV on 20-8-75.
- PH-HAK. Cessna 182P, c/n 182-63986, del'd to Air Service Holland BV on 3-11-75, to Hakdam BV on 6-2-76.
- PH-HBG. Fuji FA-200-160 Aerosubaru, c/n FA200-224, del'd to Hollandsche Beton Groep BV on 31-1-74.
- PH-HFA. HFB-320 Hansa Jet, c/n 1032, ex D-CERE, del'd to RLS on 10-1-69.
- PH-HFB. HFB.320 Hansa Jet, c/n 1033, ex D-CERI, del'd to RLS on 12-3-69.
- PH-HFC. HFB-320 Hansa Jet, c/n 1035, ex D-CERU, del'd to RLS on 3-4-69, to RLD on 22-9-70.
- PH-HLF. Cessna 182P, c/n 64085, del'd to HELAF BV on 25-3-76.
- PH-HLG. Cessna F.150L, c/n 1106, del'd to Air Service Holland BV on 3-7-74, to O.Hartman et al. on ?-6-75, to Central Air on 3-12-75.
- PH-HMW. Cessna 182N, c/n 182-60557, ex D-EAXY, del'd to O.Hartman et al. on 19-6-74, to Central Air Teuge BV on 14-10-75.
- PH-HOF. Westland Skeeter Mk.12, c/n S2/5094, ex XL809(RAAC), del'd to P.H.Hofman on 26-6-69, to Hofmans Recreatie Stichting on 16-12-75.
- PH-HOG. Fokker S.11.1 Instructor, c/n 6275, ex PH-NFA Fokker, E-39 K/lu, 199 MLD, del'd to HTC on 1-7-74, to IBSVA BV on 16-6-75.
- PH-HOI. Fokker S.11.1 Instructor, c/n 6282, ex E-32 K/lu, 175 MLD, del'd to HTC on 13-1-75, to Th.Gevers on 2-6-75.
- PH-HOK. Fokker S-11.1 Instructor, c/n 6272, ex E-29 K/lu, del'd to HTC on 13-1-75.
- PH-HOL. Fokker S-11.1 Instructor, cc/n 6270, ex E-27 K/lu, del'd to HTC Veen on 1-7-74, to IBSVA BV on 16-6-75.

FOKKER FELLOWSHIP PRODUCTION LIST part two

compiled by Coen van de Heuvel

11011	A11	Mk.1000	Apr.1969 PH-ZAF Fokker, 2-5-69(?) to LN-SUY "Sverre Sigurdson" of Braathens, crashed near Oslo on 23-12-72.
11012	A12	Mk.1000	May 1969 PH-ZAG Fokker, 17-6-69 to LN-SUN "Hakon Sverreson" of Braathens.
11013	A13	Mk.1000	June 1969 PH-ZAH Fokker, 16-8-69 to VH-MMJ "RMA Pilbara" of Ansett ANA, 17-6-70 to PH-EXA Fokker, 31-7-70 to LN-SUO "Magnus Barfot" of Braathens.
11-14	A14	Mk.1000	Oct.1969 PH-ZAI Fokker, 5-11-69 to I-TIDA of Itavia.
11015	A15	Mk.1000	Nov.1969 PH-ZAK Fokker 27-1-70 to I-TIDE of Itavia, crashed.
11016	A16	Mk.1000	Aug.1969 PH-ZAL Fokker, 11-9-69 to N281FH of Fairchild-Hiller, Apr.1971 to N27W of Easter Corporation.
11017	A17	Mk.1000	12-1-70 PH-ZAM Fokker, 23-4-70 to EC-BVA "Rio Arga" of Iberia, 21-5-75 to PH-ZAM Fokker.
11018	A18	Mk.1000	16-12-69 PH-ZAN Fokker, 7-3-70 to N282FH Fairchild-Hiller, 2-4-75 to PH-EXW Fokker, 16-7-75 to TC-54 of Fuerza Aerea Argentina.
11019	A19	Mk.1000	13-2-70 PH-ZAO Fokker, 22-5-70 to EC-BVB "Rio Serge" of Iberia, 21-5-75 to PH-ZAO Fokker, Feb.1976 to XW-ADW of Burma Airways.
11020	A20	Mk.1000	17-3-70 PH-ZAP Fokker, 6-3-70 to N283FH Fairchild-Hiller, stored at Woensdrecht till March 1975, 2-4-75 to PH-EXX Fokker, 6-5-75 to TC-53 of Fuerza Aerea Argentina.
11021	A21	Mk.1000	29-4-70 PH-ZAS Fokker, 5-6-70 to VH-FKA of Ansett to MacRobertson Miller Airlines named "RMA Pilbarn"
11022	A22	Mk.1000	10-6-70 PH-ZAT Fokker, 9-7-70 to VH-FKB of Ansett, to MMA named "RMA Kimberley".
11023	A23	Mk.1000	28-7-70 PH-EXA Fokker, 14-8-70 to EC-BVC "Rio Jarama", heavily damaged at Bilbao Apt. 28-12-72 and written off.
11024	A24	Mk.1000	13-8-70 PH-EXC Fokker, 24-10-70 to N284FH Fairchild-Hiller, stored at Woensdrecht till March 1975, 2-4-75 to PH-EXZ Fokker, 3-10-75 to TC-55 of Fuerza Aerea Argentina.
11025	A25	Mk.1000	30-9-70 PH-EXF Fokker, 17-10-70 to VH-FKC of Ansett, 24-10-70 to MMA named "RMA Arnhemland".
11026	A26	Mk.1000	Oct.1970 PH-EXA Fokker, 11-11-70 to VH-FKD of Ansett of NSW, 13-4-71 to MMA named "RMA Goldfields".
11027	A27	Mk.1000	8-2-71 Fokker, 25-2-71 to D-EHLA of Aviacion, 12-12-73 to PH-ZBG Fokker, 30-7-74 to 9G-ABZ of Ghana Airways, during 1975 back to PH-ZBG Fokker and leased to Itavia.
11028	A28	Mk.1000VIP	8-12-70 PH-EXA Fokker, 28-10-70 to T-01 of Fuerza Aerea Argentina.
11029	A29	Mk.1000	28-1-71 Fokker 23-2-71 to D-ABAN of LTU, 20-12-74 to HK-PJU of Pelita/Pertamina.
11030	A30	Mk.1000	23-2-71 Fokker, 23-3-71 to D-ABAM of LTU, during 1974 to PK-PJS of Pelita/Pertamina.
11031	A31	Mk.1000	11-3-71 Fokker, destined for LTU as D-ABAS, but del'd to Aviacion as D-AHLB on 1-4-71, to PH-ZBH Fokker, during 1974 to F-BUTE of TAT
11032	A32	Mk.1000	destined for Fairchild-Hiller as N285FH, then for Turavia as I-VAGA, but became PH-ZAV 9-7-71, leased to Braathens as LN-SUM 29-12-71 till 5-11-72, destined for Aviacion as D-AHLD, but became PH-ZAV Fokker again in June 1972, leased to Ghana Airways from Aug.1972.

