

FLY



aviation

magazine

Cover photo

In the period 1963-1969 some 60 F-84F Thunderstreaks were operational from Eindhoven AB, many times making more than 100 missions a day. Dating from those days is this picture of P-201 53-6543 of 314Sqn.



Back-page photo

Little Davis Monthan on 10 August 1972. FR-8 RF-84F Thunderflash stored at Eekwijde awaiting to be scrapped. Note the many insignias on the nose; all relate to Royal Flush 1971 at Ramstein where FR-8 represented the Belgian AF.

25 Years efficiency and immortality by wisdom



On the occasion of its 25th anniversary in May of this year, a look back on the history of No.314Sqn. This Dutch Air Force squadron is presently based at Eindhoven AFB.

Belgian Air Force (part 8)



Frank Klaassen continues his series on the Belgian Air Force on page 12. This month the history since 1968, an article on the accidents investigation and serial list of the Gloster Meteor NF.11

The F-86K Sabre



Five pages are devoted to the North American F-86K Sabre. This month the first part containing all F-86Ks built by North American. Next month the second (and last) part will be published with all by Fiat built F-86Ks.

Fokker F.27 Friendship



Together with this first completely printed FLASH-issue the start of the first part of an article on the production-list of all Fokker F.27 Friendships.

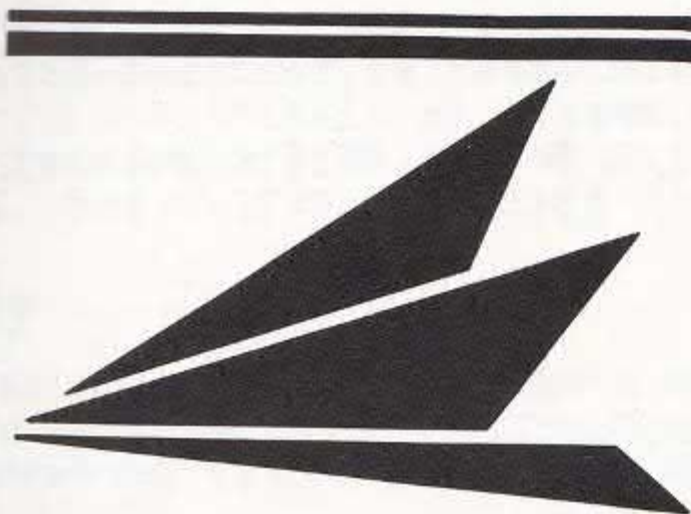
FLASH

AVIATION MAGAZINE

P.O. BOX 855

EINDHOVEN

HOLLAND



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NUMBER 78

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Dear Reader.

Starting this month, FLASH has a complete new out-look: "FLASH New Style". This face-lift may puzzle our loyal readers. For those seeing it for the first time many comments may arise among others "What, another magazine? It's sure to be a flash in the pan". FLASH isn't new at all, only the out-look has changed. The information and style are the same as in the previous issues. It is due to the latter we have gained the respect of so many aircraft enthusiasts.

For those seeing the magazine of the first we will give a short flash-back.

Seven years ago, due to the demand of enthusiastic spotters around Eindhoven air base it was decided to collect all news and airport movements in a very primitive magazine.

This quickly grew into the present magazine which has begun to develop a name not only around Eindhoven and in Holland but in Europe as well.

All this has only been possible thanks to you, the readers co-operation. Your enthusiasm and interest is essential for the continuation of this non-commercial magazine.

"FLASH New Style" still needs this enthusiasm and interest if it is to continue as a non-commercial magazine.

We hope that "FLASH New Style" will impress you and stimulate you to involve yourself with the production of the magazine.

We wish you reading pleasure with the 1st edition of FLASH Aviation Magazine.

The Editorial Staff

The editorial staff wishes to thank all those who, in one way or another co-operated in this issue:

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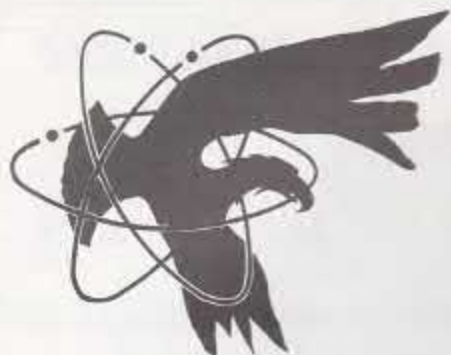
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MILITARY NEWS

Holland

- Movements at Eindhoven included:

- Nov. 23: 84-92 OH-53G Bear
- Dec. 7: CH-53C C-130H BAP C-12 F-27L
- 8: UN953 C-130H RHOAF V258 SP-13A MLD
- 16: V214 SP-23 Neptune MLD 3208sqn
- Feb. 14: FX-35, FX-94 F-104G BAP 1081sqn
- D-6683, 8062 F-104G 311/312sqn
- 16: 4870(F-104G), 4637(TF-104G) RHOAF
- D-5817 TF-104G TOA
- 17: K-3065, K-4024 NF-5A/B 316sqn
- V254 SP-13A Atlantic MLD 321sqn
- 18: 104835(421), 104829(439), 104841(421)
- 104788(441), CF-104G OAF till 21-2
- 23: BR-07, BR-27 Mirage VBA BAP 42sqn

After its crash near Wierbuden on 11 July 1975, K-3029 is presently being repaired for use as instructional airframe.

- Movements at Valkenburg included:

- Feb. 4: 33303 VC-118A USAF SHAPE HQ.
- 7: 158570/LN-45 F-7C Orion USNavy VP-45
- 9: C-10665 T-39A USAF HQ USAF
- 59-15 DC-2PD WGNavy MFG-5
- 11: XV649/CU-592, XV666/CU-598 Sea King
- HAS.1 Royal Navy 7063sqn
- C-10654 T-39A USAF HQ USAF

- Feb. 14: XW791 HS.125 OC.1 RAF 328sqn
 - 16: 24470 T-39A USAF HQ USAF
 - 17: C-10653, C-10679 T-39A USAF HQ USAF
 - 18: 10685 T-39A USAF 7005ABS
 - 21: No. 67 Atlantic Fr. Navy 21F
- Exchange visit with 321sqn (one Dutch Atlantic to Vimes-Garons) back to France on 25-2
- XT453/D Wessex HU.5 Royal Navy 8458sqn with XT488/E, XT472/G and XS514/-

France

- On 31 January a PAF aircraft, reportedly a Mirage IVA, accidentally dropped several rockets that exploded in woodland near Bordeaux, but nobody was injured.
- From 17 January till 4 February the following units operated from aircraft-carrier Clemenceau:
 - Flottille 17F (strike role): Etendard IVMs: No. 5, 14, 15, 21, 32, 38, 41, 42, 66
 - Flottille 12F (interception): with F-82(FN) Crusader: No. 6, 11, 12, 17, 27, 33
 - Flottille 6F with Alizes: No. 7, 11, 13, 37, 40 No. 68, 72 and 73
 - Squadron 59S with Alize No. 80 and 16, Etendard IVM No. 2 and 6, Super Etendard IVM No. 02
 - Flottille 16F with Etendard IVP No. 103, 109 No. 114 and 120
 - Squadron 23S (rescue) with AL.III No. 1014 and 1018



18 February saw an unusual amount of CAP's CF-104s at Eindhoven. The previous Canadian mass-visit occurred on 29 September 1975 when 6 a/c appeared. 104829 took part in both events and was photographed at the first one.



Interesting shots from aircraft carrier Clemenceau: touching down No. 17 is one of 12F's Crusaders. Tests with the Super Etendard are also being carried out on the Clemenceau. Here seen aboard is prototype No. 02 (both photos R. Peoch)

- The Chief of Staff of the PAF, Gen. St-Cricq, said recently that interdiction and tactical reconnaissance versions of the air defence Mirage 2000s should be developed to replace the aging Mirage IIIEs, IIIRs and IIIRDs. Commenting on the Mirage IVA, he confirmed that 1985 is the phase-out date from the strategic bomber role, but he added that at least some Mirage IVAs could remain in service as strategic reconnaissance aircraft.
- In one of the many hangars of UTA at Le Bourget is presently being worked on a third Caravelle IIR for the PAF. This s/c. No. 264 ex EC-BRY of Trans Europe, will be added to the two others of GAM.82 at Rato (see FLASH No. 74).
- On 14 February, a Jaguar A of EC.7 (BA-113 St. Dizier-Robinson) crashed near Troyes. The pilot was killed.

Italy

- Recently the 93rd Gruppo was formed being part of the 31st Stormo. The unit is equipped with VIP helicopters like the Agusta OH-3D-TS.
- The F-104G of 3rd A.B. that crashed on 22 June 1976 belonged to the 132 Gruppo. The F-104G that crashed into the sea near Cagliari (Sardinia) on 14 December 1976 was an F-104G of the 154th Gruppo/6th Stormo. The pilot ejected safely.
- On 3rd March an C-130H crashed near Pisa. All 44 occupants were killed. Short after take-off from Pisa AB it hit a mountain just northeast of the town. Aboard were 38 pupils and an officer of the Naval Academy for their first flight. The cause of the accident is unknown as both visibility and radio-contact were good.

SPAIN

- First flight of CASA's new jet trainer, designed and built with co-operation from LBB and Northrop, the C-101, is now planned for 1 June this year and will be made from Getafe near Madrid. The CASA C-101 will replace the SpAF's elderly Hispano Saetas in 1980 and will be available on the international market at a price said to be half that of the HS Hawk or the Alpha Jet.
- During ceremonies at NAS Rota on 9 December, which is used by USA and Spanish Navy units, five Hawker Siddaleys AV-8As and two TAV-8As (serialled 008-1 to 5 and 008-7 and 8 resp) were officially taken into service with Esc.8 although delivery was effected in the US in early September. The arrival of (T)AV-8As, called "Matador" by the Spanish, caused the change of name of the Navy's air element from Flotilla de Helicopteros into Flotilla de Aeronaves and the change of designation of their only Helicopter Carrier, the "Dedalo" into Aircraft Carrier. The "Matadors" are

the first fixed-wing combat aircraft of the Navy. Spain's Orions are in the SpAF (SpAF). The ceremonies on 9 December also celebrated the 100,000 flight hour of the Spanish Navy's air Arm since its creation. An interesting detail is that the "Dedalo" flight deck is still made of wood. But apparently the exhaust gases of a landing Harrier lose their high temperature so quickly that by the time they reach the wooden deck, they aren't hot enough to set it on fire.

- Units and aircraft based at Cuatro Vientos:
 - Escuela de Helicopteros (Heli.school) consists of:
 - 751Esc. primary and elementary training
 - Equipment: 21 Bell 47s (47G-2s, OH-13Hs 47G-3Bs)
 - Known registrations: Z.7-13(coded 751-4) 47G-2, Z.7A-42(coded 751-23) OH-13H and Z.7B-19(coded 751-9) 47G-3B
 - 752Esc. instrumental training
 - Equipment: 3 Bell UH-1Hs
 - Known regs: Z.10B-37(coded 752-10), Z.10B-38 and Z.10B-39
 - 803 Esc. (SAR unit)
 - Equipment: 5 SA.319B Alouette III, 6 AB205 3 Bell UH-1Hs, 3 AB.47J-3BI, 4 AB.205, 2 DO-27
 - Known registrations: L.9-76 No.27, Z.10-4 AB.205, Z.10-B-51 UH-1H, Z.10B-52 UH-1H Z.10B-53 UH-1H, Z.16-2 SA.319B, Z.16-7 SA.319B and Z.16-8 SA.319B
 - Notes: DO-27 L.9-76 is German-built (most FGA DO-27 are CASA-built) and is the last DO-27 delivered.
 - The UH maintains a permanent detachment at Alvedro in Spain's extreme northwest, always equipped with one SA.319B.
 - Unidad Especial de Helicopteros (UEH). VIP Transport.
 - Equipment: 2 SA.330C Puma, 1 SA.330H Puma and 1 Bell UH-1H
 - Known regs: Z.10B-54 UH-1H, Z.19-1 c/n 1230 SA.330C, Z.19-2 SA.330C, Z.19-4 SA.330H
 - Note: Z.19-4 replaced SA.330C Z.19-3 which crashed near Zaragoza 9-6-75.
 - 403Esc. Operates the a/c of the Servicio Cartografico y Fotografico del Estado Mayor (Cartographic and Photographic Service of the Staff).
 - Equipment: 2 DO-27, 2 CASA C.207A, 6 CASA C.212B Aviocars
 - Known regs: L.9-49 DO27, TR.12A-3(coded 403-11) C.212B, TR.12A-4(coded 403-14) C.212B
 - Notes: DO-27 L.9-49 carries a (for the type) unusual colour scheme of brown, green and grey camouflage.
 - The C.207As are detached at Getafe, because Cuatro Vientos' runway is too short and light for them.
 - La Maestranza Aerea (the Air Arsenal). Here camouflaged 1-6s were seen being overhauled. Furthermore the unit has a large number of C-47 Dakotas and CASA 352Ls (spanish-built Junker Ju.52/3ms) in storage, awaiting scrapping.
 - El Museo Del Aire (the Spanish Air Force museum). No details known.

To illustrate how a Spanish OH-13 looks like we came up with this photo. Unfortunately it was an Army one, but in return we can give you its registration: 059-112/ET4-45 (in the background: BT207 UH-1, ET403.402 OH-47). (photo P.v. Gwert)



Switzerland

- The first Swiss F-5 Tiger II's (56 F-5Es and 6 F-5Fs) will be delivered in 1978/79. The first 19 a/c will be taken to Einsen by C-5 transport and the other 53 will be assembled at the "Eidgenössischen Flugzeugwerke" in Einsen. Delivery to the SwissAF will commence during the spring of 1979.

United Kingdom

- Points from the U.K. defence white paper published 28.2.77:
 1. The first SAR Sea Kings for the RAF should enter service during 1978. Operational training will start at Culdrose later this year.
 2. The refit of Nimrod to ASW.2 standard should be complete by the early 1980's.
 3. Deliveries of the 202 Jaguars on order for the RAF will be complete by the end of 1977 (190 have already been delivered)
- The following SAR Flights presently operate of the UK:
 - No.22Sqn/A Flight with Whirlwind HAR.10s at Chivenor (RAF)
 - No.22Sqn/B Flight with Wessex HC.2s at Leuchars (RAF)
 - No.22Sqn/C Flight with Wessex HC.2s at Valley (RAF)
 - No.22Sqn/D Flight with Whirlwind HAR.10s at Brawdy (RAF)
 - No.22Sqn/E Flight with Wessex HC.2s at Manston (RAF)
 - No.202Sqn/A Flight with Whirlwind HAR.10s at Boulmer (RAF)
 - No.202Sqn/B Flight with Whirlwind HAR.10s at Leconfield (RAF)
 - No.202Sqn/C Flight with Whirlwind HAR.10s at Coltishall (RAF)
 - No.202Sqn/D Flight with Whirlwind HAR.10s at Lossiemouth (RAF)
 - 771Sqn with Wessex HAS.1s at Culdrose (RN)
 - 772Sqn with Wessex HU.5s at Portland (RN)
 - 819Sqn with Sea Kings at Prestwick (RN)
 - Lee SAR with Whirlwind HAR.9s at Lee on Solent (RN). To re-equip early '77 with Wessex HU.5
 - 67ARRS with HH-53s at Woodbridge (USAF)
- No.19 Sqn at Wildenrath has already five RR.2 Phantoms on strength: XV439/A, XV464/B, XV469/E, XV474/F and XV498/J. Its former equipment, the Lightning, are now as decoys at Laarbruch and Bruggen.

United States of America

- On 1 March three F-111Fs, 70-2371, 70-2373, 70-2394 arrived at Lakenheath. According to the delivery-schedule another nine aircraft should have been delivered by now. They will replace the Phantoms of 48TFW. The other 66 F-111s are to arrive later this year and due to the large amount a new squadron was formed at Lakenheath: 495TFS. Because of this conversion to the F-111, the deployment of ANG F-4s has been cancelled (or postponed?).
- Movements at Ramstein included:
 - Jan.27: 40621/438, 67950/438, 70019/438, 60144/437, 60164/437, plus Pacific 60141, 50263/62, 67955/63, 50247/60, all C-141As
 - 80215/436, 00458/60 both C-5As
 - 69-270, 69-278 F-4E both uncoded
 - BT68-411, HR68-404 both F-4Es
 - ZR68-596, 69-373 RF-4C 26TRW
 - SP63-515, 64-749 F-4C 52TFW
 - 38-02, 38-18 F-4F WGAF JABOG-35
 - WV701 Pembroke C.1 RAFG 60Sqn
 - UH68-025(r), 68-028(b) F-111E 20TFW
 - 71-62 UH-1D WGAF FBSS
 - 46-24 C-119G ItAF 46AB

Jan.28: 59400/437, 60144/437, 60164/437, 60141/62, 50263/63, all C-141As
 70168 C-5A 436MAW
 LN66-251, 65-793(no code) F-4D 48TFW
 BT68-372, 68-506, 69-274(r) F-4E 36TFW
 69-278 (no code) F-4E (ex BT)
 HR68-388, 68-496, 74-1620, 74-1623
 all F-4Es 50TFW
 CR74-1041(r) F-4E 32TFS
 ZR68-596, 69-369, 372, 373 RF-4C 26TRW
 133793 T-33AN CAF (overshoot)
 37809 C-130E 317TAW
 CS-01 HS.748 BAF 15Wing
 FT-14 T-33A BAF
 MT-31 Magister BAF "Red Devils"
 3-KY/304 Broussard PAF Esc.3
 UH68-002(b), -028(b), -054(y), -064(r), -065(r), -083(b), all F-111Es



One of the six F-111Es on 28 January was UH68-083. Here it is seen at Upper Heyford at last year's Armed Forces Day.

34-47 G-91T WGAF LEKG-41
 28-34(WS-10), 27-39(JB-34) TF-104G
 35-58 RF-4E WGAF AKG-51
 01550/50 F-5E Tiger 527TFTAS
 Feb.22: 50234/60, 40609/62, 67951/62, 50227/62, 40630/437, all C-141As
 00465 C-5A 436MAW
 60173 C-12A (based at Ramstein)
 UH68-067(r) F-111E 20TFW
 FC-04 (1Wing), FC-08 (10Wing) TF-104
 FX-35 F-104G BAF 10Wing
 ST-32 SF.260M and CF-02 Merlin BAF
 BT68-538 F-4E 36TFW (overshoot)
 Phantoms noted on these days:
 RS68-382, 401, 412, 441, 447, 452, 475, 478, 490, 491
 68-497, 74-1055, 1637, 1638, 1641, 1642, 1647, 74-1649, 1651
 Uncoded: 68-509, 68-512(y), 01652

- The FY78 Defence budget proposals, as submitted to US Congress by the Ford Administration and subject to Carter Administration changes, includes requests for 83 Bell AH-1S 56 Sikorsky UH-60As (both types for the US Army), 8 Rockwell B-1As, 144 Fairchild A-10A 108 McDonnell-Douglas (T)F-15As, 105 General Dynamics F-16As and Bs, 6 Boeing E-3As, two General Dynamics EF-111As converted from standard F-111As and 6 ATCA (advanced Tanker Cargo Aircraft). All for the USAF. And 12 Grumman A-6Es, 6 Grumman EA-6Bs, 6 Vought A-7E, 44 Grumman F-14A Tomcats, an unspecified number of evaluation McDonnell-Douglas F-18As, 6 Sikorsky CH-53Es, 8 Bell AH-1Ts, 14 Lockheed P-3Cs, an unspecified, but low, number of Lockheed S-3As, 9 Grumman E-2Cs, 22 Lockheed US-3As, 34 Beech T-34Cs and 23 Beech T-44A King Airs (all USN/USMC). Also requested were research funds for a large number of projects, including the RF-X project, which is to result in a RF-4C replacement, and a project to develop a KC-135 update, including new engines, avionics and a new refuelling boom. It is not expected that the new Carter Administration will scrap any program, although some quantitative reductions are expected (see Flash Nr.77).

The C-12 appears to be a satisfying product. The delivery of new a/c to the USAF and US Army still goes on as can be seen from the recent Rhein-Main and Mildenhall movements. Presently three C-12s are based in Germany: 22261 (photo) & 22262 at Heidelberg and 60173 at Ramstein (photo P.v. Gemert).



- Movements at Frankfurt/Rhein-Main included:

- Jan. 3: 70171 C-5A 60MAW
 13: 149670 NP-3A Orion US Navy NBL
 18: 50-42 C-160D WGAF FFS
 21: 00457 C-5A 60MAW 59410/62 C-141A
 24: (67-)18037 U-21A US Army 62 Av. Comp.
 26: 00462 C-5A 60MAW (also on 17.2)
 29: 141020 C-131P US Navy NAS Naples
 67955 C-141A 63MAW
 Feb. 1: 11-02 C-140B WGAF FBSS
 3: 60172 C-12A USAF (delivery flight)
 68305 C-5A 60MAW
 5: (67-)18021 U-21A US Army 56 Av. Comp.
 90016 C-5A 60MAW
 6: 150503/26 EP-3E US Navy VQ-28sqn
 8: 24130 VC-135B USAF 89MAW
 90025 C-5A 60MAW (90017 on 14.2)
 13: 60172 C-141A 63MAW
 14: 46-12/1061998 C-130H ItAF 46A.B.
 40614 C-141A 63MAW
 17: 70166(443MAW), 50247(60MAW) C-141As
 20: 24126 VC-135B USAF 89MAW
 38082 C-141A 62MAW
 00450 C-5A 60MAW
 23: 20315 UH-1H US Army/Medevac
 24: 68-10953 C-130H RNoAF 335Sqn
 40645 C-141A 62MAW
 90025 C-5A 60MAW
 25: 46-13/1061999 C-130H ItAF 46A.B.
 27: CF-05 Berlin IIIA BAF 15Wing
 28: 50-71 C-160D LTG-61

Noted over this period:

- C-141A 437MAW: 40613/618, 50217/266/270
 60134/136/144/168/175/195/202/203/207,
 59408, 70012(ex 443MAW a/c)
 C-141A 438MAW: 12778, 38076/083/050, 40620/
 621/622/638, 50224/265/271, 59409/412,
 60140/146/170/173, 67948/950/953, 70021/
 70024
 C-5A 436MAW: 68304, 80217/225, 90006, 00447/
 455/460/463/465
 KC-97L Arizona ANG (29-1 till 18-2): 22694,
 22695, 30208, 30280
 KC-97L Pennsylvania ANG (17.2): 22603
 KC-97L Utah ANG (19.2 till ...): 20883, 20869,
 30205, 30240, 30278
 C-130 rotation 314TAW:
 C-130E: 37765/7787/7791/7794/7835/78 9/7857
 37860
 C-130H: 21292/1295, 31581/1583/1584/1585/
 31587/1590/1592/1594/1597

- On 24 February CV-10 Mohawks 67-15962, 18911 and 18930 in US Army a/c passed through Mildenhall on delivery to South Korean Air Force.

In April A-4W Skyhawks are expected at Bentwaters on delivery to the Kuwait Air Force.

- The prototype YC-141B, 66-186 (ex 437MAW) rolled out at Lockheed Georgia's plant near Marietta, Ga. on 9 January, two months ahead on schedule.

The a/c will be subject to several tests and is most likely to be the first C-141B of all C-141As (see Flash Tr. 70871).

- Movements at Aviano included:

- Jan. 25: 144580/12, 146453/13 EA-3B US Navy
 WR66-605, 66-507, 65-716, 65-703 F-4D
 Feb. 4: 01560 F-5E Tiger II 527TFTAS
 ZR68-559 RF-4C 26TRV
 LN65-656, 65-699(no code) F-4D 41TFW
 38076 C-141A 437MAW
 TJ64-902, 64-824 F-4C 401TFW
 9-33/MM51-17477 T-33A 60930/93Stormo
 53-05, 53-10 F-104S 21Gr./53Stormo
 51-04, 51-20 F-104S 22Gr./51Stormo
 6: 40618, 60174(427) C-141A
 37857, 37680 C-130H 314TAW
 10941, 10947 C-130E 317TAW
 WR65-684, 65-703 F-4D 81TFW
 ZR68-571, 68-563 RF-4C 26TRV
 51-01, 03/MM6912, 20, 22 F-104S AMI
 11: 50270 C-141A 437MAW
 WR65-754, 66-702, 66-588, 66-754 F-4D
 51-04, 20/MM6754, 20 F-104S
 RM-32 S.208/4 ItAF
 12: UH68-032, 68-074, 68-004 F-111E 20TFW
 TJ63-506 F-4C 401TFW
 LN65-615, 66-490 F-4D 48TFW
 SA-105 G-91T ItAF
 13: WR66-261, 65-772, 66-620 F-4D 81TFW
 14: C-10679 T-39A
 17: 12778 C-141A 438MAW
 ZR68-557, 69-369, 68-563 RF-4C 26TRV
 WR66-614 F-4D 81TFW
 23: 104829 CF-104G CAF 1st OAG
 40555 C-130E Skyhook II 7SOS
 31587 C-130H 314TAW
 24: FC-12 TF-104G BAF 10Wing
 60126 C-141A 437MAW
 SP65-728 F-4D 52TFW

West Germany

- The registration of the G-91T that crashed 22 November was 34-49 of 73-50. The Hansajet it collided with was 16-22 of Flugvermessungsstaffel.

The Fiat crashed near Schwabmünchen (ca. 4km NW of Lechfeld AB). The Hansajet crashed nr. Bauhofen.

- In one week time the Luftwaffe lost two Starfighters over Holland. On 24 February an F-104G of JABOG-33 crashed into the sea near Terschelling. The pilot was killed. On 3 March an F-104G crashed near Strobos (Priesland). Both the ejected pilot and his aircraft ended up in a canal. The pilot was lightly injured.



B-59-306 is seen taxiing off the runway at Moody AFB during October last year. (photo C. Russell)



Rumours want us to believe Iran is trying to get rid of its 9 ex-TWA B.747Fs which have hardly been serving in the IIAF for one year by now. Talking about squandering money.....
5-B101 was seen at Barajas (Madrid) on 23 February 1977 (J.J.Straben).

WORLD WIDE-WORLD WIDE

EQUADOR. The FAE ordered twenty-four IAI Kfir recently, but the US Government announced on 7 February that permission to re-export the aircraft's J-79 engines was denied because of the USA's policy not to sell "advanced and sophisticated aircraft" to Latin America. The denial of permission is also in accordance with President Carter's repeated criticism of the USA's arms merchant role during his predecessors' administrations and his promise to reduce that role.

INDIA. The prototype Hindustan HPT-32 primary trainer, reg X2157 made a "full satisfactory" first flight from Bangalore Airport on 6 January.

INTERNATIONAL. Press reports saying that a large quantity of helicopter parts sold to various air arms and Westland, and a few civil operators as well, appeared in mid-February.

According to these reports a major US exporter of Bell and Sikorsky parts, Aviation Sales Corp. of New York, has shipped parts ranging from ball bearings and nuts and bolts to entire landing gear assemblies manufactured by un-licensed subcontractors and provided with forged identification numbers and airworthiness certificates to overseas customers.

These parts are alleged to be of inferior quality because they have not been made from sufficiently heat- and stress-resistant materials.

The types of helicopter that will have to be grounded included the Bell 47, the Sikorsky H-34 and SH-1 and their Westland-built counterparts, the Sioux, Wessex and Sea King. The total number of helicopters expected to be affected is said to be at least 608 in the military fleets of Great Britain, Holland, West Germany, Belgium, France, Norway, Egypt, Pakistan, Iran, Qatar and Australia.

The allegations are being investigated by the FAA (USA's Federal Aviation Authority) and British aviation authorities.

IRAN. The first of 39 Bell 214C 'big lifters' on order for the IIAF was recently delivered. The Bell 214C are SAR versions of the IIAF Bell 214As, also currently being delivered. The last IIAF Bell 214C will be delivered in February 1978.

JORDAN. A RJAF Alouette III crashed en route from Tafileh to Amman on 9 February. The crew of two and the two passengers, Queen Alia of Jordan and the country's Minister of Health, Mohammed Reshir were killed. The crash occurred during a storm, but the Joint RJAF/Aerospatiale investigation team said that pilot error was the cause of the accident.

SUDAN. Following the removal of US weapons embargo, it was recently announced that Lockheed is selling six C-130Bs to the Sudan AF, who are also seeking to buy about 40 Northrop F-5Bs. The US Defence Department, however, has expressed reluctance to authorize such a sale.

UGANDA. The Soviet Union has replaced all aircraft of the UAF that had been destroyed by the Israeli commandos at Entebbe on July 3rd 1976 and has provided the UAF with an additional squadron of MiG-21s, which are also based at Entebbe. The aircraft are flown by Ugandese who have been trained in the USSR.

WEST SAHARA. Polisario spokesmen have claimed the downing of an Defender of the Mauritanian Air Force. The country (former Spanish Sahara) is occupied by Mauritanian and Moroccan troops and they are being fought by West Saharan guerrillas called the Polisario, with Algerian support. On 20 December Polisario had claimed the destruction of two Moroccan "jets" probably F-5s.

OPEN DAYS - EVENTS - MEETINGS - OPEN DAYS

Although this is only the third issue of the year we can offer quite an impressive list of Open Days:

- May 1: "Open Day" at Barksdale AFB (USA)
- May 7: "Open Day" at Kather AFB (USA)
- May 14: "Armed Forces Day" at Guam AFB
- May 14-15: "Open Day" at El Toro MCAS (USA)
- May 21: "Open Day" at Offutt AFB (USA)
- May 29: "Open Day" at RAF Mildenhall (UK)
- June 1-12: "Paris Air Show" at Le Bourget (France) with participation of the Kfir, Arava, F-16, Harrier
- June 4: "Open Day" at Coningsby (UK) with participation of a Buccaneer, Vulcan, Red Arrows and Vintage Pair
- June 10: "Open Day" at Myrtle Beach (USA)
- June 11: "Tag der Offene Tur" at Rheine-Hopsten (Germany)

June 11: "Open Day" at RAF Abingdon (UK)
 June 11: "Open Day" at RNAY Fleetland (UK)
 June 12-19: "Open Week" at Greenwood CFB (Canada)
 June 18: "Open Day" at Gilze-Rijen (Holland)
 June 18: "Tag der Offene Tur" at Jever (Germany)
 June 18: "Scottish Air Show" at Prestwick (Scotland) with Buccaneer, Harrier, Spitfire, Nimrod, Red Arrows Hawk, C-130K
 June 18-19: "Air Display" at Duxford (U.K.) with C-130, JProvcst, Vampire, Gnat Meteor, Hawk, Vulcan, Lightning, Puma
 June 19: "Air Display" at Church Fenton (UK) with a Vulcan, Lightning, Nimrod, Jaguar, Vampire, Meteor, Bulldog, Hawk, Red Arrows, C-130K
 June 25: "Air Display" at Woodford (U.K.) with a Vulcan, Phantom, Nimrod, Jaguar C-130K, Vampire, Meteor, Bulldog.
 June 25: "Vliegmeeting" at Brustem (Belgium)
 June 25-26: "Air Tattoo 77" at Greenham Common (U.K.) with Buccaneer, Vulcan, C-130 Lightning, Nimrod, Harrier, Puma Red Arrows, Vampire, Meteor, Hawk Gnat, Tornado, T-37 (Port. AF), P-5 (RNOAF) and Tiger Meet aircraft
 July 1: "Open Day" at Edmonton (Canada)
 July 3: "Open Day" at RAF Binbrook (UK)
 July 13-14: "Open Day" at St. Mawgan (U.K.) with Vulcan, Victor, two Buccaneers, C-130 Phantom, Lightning, Nimrod, Harrier Jaguar, Hawk, Red Arrows
 July 18: "Open Day" at RNAY Broughton (U.K.)
 July 23: "Air Day" at Lee-on-Solent (U.K.)
 July 23: "Open Day" at RAF Waddington (44 Sqn 60th Anniversary)
 July 23-24: "Open Days" at Portland (U.K.)
 July 27: "Open Day" at Culdrose (U.K.)
 July 30: "Public Day" at RAF Finningly (UK)
 July 30: "Tag der Offene Tur" at Memmingen (Germany)

July 31: "Open Day" at Ramstein (Germany)
 August 13: "Open Day" at RAF Valley (U.K.)
 August 13: "Open Day" at RAF Lossiemouth (UK)
 Sept. 3: "Open Day" at RNAS Yeovilton (UK)
 Sept. 10: "Battle of Britain" at RAF Leuchars and St. Athan (U.K.)
 October : "Tag der Offene Tur" at Tittmund (Germany)

Note 1: All events marked * are not officially confirmed.
 Note 2: The Royal Flush at Laarbruch has been cancelled.
 Note 3: In order to avoid great disappointments PLEASE CHECK BEFORE GOING as open days are always subject to postponements or cancellations

CLASSIC PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

For the travellers or French oriented ones among you, some really hot stuff. All French "Forte Cuverte".

Base Aeriennne 133	Nancy Cohey	8 May
Base Aeriennne 132	Colmar	22 May
Base Aeriennne 725	Chambery	22 May
Base Aeriennne 112	Reims	8 June
Base Aeriennne 279	Chateaudun	5 June
Base Aeriennne 120	Cassux	5 June
Base Aeriennne 126	Solenzara	5 June
Base Aeriennne 128	Metz	12 June
Base Aeriennne 705	Tours	12 June
Base Aeriennne 274	Limoges	12 June
Base Aeriennne 125	Istres	19 June
Base Aeriennne 200	Apt	26 June
Base Aeriennne 116	Luxeuil	3 July
Base Aeriennne 118	Mont de Marsan	16 July
Base Aeriennne 709	Cognac	11 opt
Base Aeriennne 106	Bordeaux-Mérignac	25 Sept
Base Aeriennne 279	Villacoublay	15 May

Time and space for an impressive view: 12435 is one of 32 Sea King helicopters operated by Maritime Air Group (part of Air Command which is part of the CAF). Operating from destroyers and replenishment ships of Maritime Command is provided by two sons: H9-123 and H9-443. The photo was made in Amsterdam on 17 April 1971 (F. Swinkels).



25 YEARS EFFICIENCY AND IMMORTALITY BY WISDOM

The favourite squadron of the editorial staff will celebrate its fifth lustrum this year and therefore we have to pay some attention to this event. An illustrating article is the least we ought to do.

It all started on 1 May 1952 with the foundation of 314 sqn. This event took place at Eindhoven AB under the direction of foundation commander Capt. P. Bakker. The first equipment consisted of a batch of 4 F-84G Thunderjets.



The first batch of F-84Gs arriving at Eindhoven in May 1952. Seen are FS-764, 770 and 804 (Klu)

In June already 10 a/c were on strength and more were to follow. The very first sqn-exchange occurs in August and an RAF sqn. is involved: No. 4 Sqn from Jever (G) which operates Vampires. The following year brings the first serious accident: a Thunderjet crashes in May and kills its pilot fl.serg. Duk. During summer of 1953 the first move is executed to Beek. During spring 1954 314 sqn is based at Geilenkirchen in Germany where a special course is arranged in order to get well accustomed to the F-84Gs and their tricks. Back at its home-base, twelve Thunderjets are sent to Norway on a flight organized by Eindhoven AB. Later this year starts the air-to-air gunnery training and therefore 314 a/c operate from Leeuwarden AB. 5,694 flying hours are contributed in 1954 to the total of 2,000,000 of all Thunderjets. This means a new worldrecord of jetflying. Still 1954 musicians manage to compose a war-hymn which will be performed at apposite occasions (so hardly ever). Two pilots are lost: in April fl. serg. Louis and in May fl.serg. Beeters.



On this picture the Thunderjets carry the sqn-code BT which will be replaced by TB later on (Klu)

During 1955 appears the sqn.-emblem. It represents a yellow centaur on a red shield. A centaur is a being with the body of a horse and the upper part of the body of an archer. It is a figure out of the Greek mythology and it has become famous thanks to its slowness and its deadly blood. Already the same year the first signs of the end of the Thunderjet era doom up.



X-4017 is one of the F-84Fs of 314Sqn.

On 23 August 1956 the last Thunderjet leaves Eindhoven AB (except for TB-1, gate-guardian at Eindhoven). This Thunderjet is TB-12 and it belongs to 315 sqn. which is also based at Eindhoven (till 1970). In those days each sqn. had its own code: e.g. 311Sqn-PP, 312Sqn-DU, 314Sqn-TP, 315Sqn-TB. 314Sqn. also carried BT as sqn-code. In 1956 The Netherlands still owned 135 Thunderjets; the major part was to be sold to Turkey and to Portugal.

The conversion of the F-84F Thunderstreak is completed in 1957 and already the same year an aerobatic team is formed: the "Red Noses". During 1958 when the last 4 new F-84Fs are being delivered, 314 sqn proves that it has already become accustomed to its new a/c by winning the CTF-trophy. This trophy is a reward for the sqn with the best shooting-results. In 1958 314 is appointed as member-sqn of the ANF (Ace Mobile Forces). This means that if somewhere troubles are expected (for 314: Northern Europe) and support by air is needed, the sqn involved leaves its home-base to be based just behind the front. The only thing mentionable from '59 is a sqn-exchange with some Norwegian sqn (this as far as we know). The next year the first ANF exercise takes place and 314 sqn is based at Orland (N) during the period 27 July-6 August.

In 1961 314 is at Bodø for the first time and the relations have developed so well that still the same year a detachment of 322/336 sqn from Bodø is 314's guest. They just can't get enough of it and during '62 314 is operating from Bodø once more. This time however a sqn-exchange is involved which occurs in April. Maybe unnecessary to tell; 314 celebrates its 10th anniversary. Due to the exercises in Norway and Denmark 314's pilots have to follow wintersurvival courses which are organized for the first time in 1962 in Veste Skaugum (N). In July 314 sqn is again at Bodø during the exercise Northern Express.

In 1965 we see an exchange with 9 TFS/49TFW from Wethersfield (GB) which operates F-100s.



During 1967 the famous aerobatic team Whisky Four 67 is founded. Although the team is very capable it was not allotted a long life; during a demonstration Lt. P.C.A. Schuur does not succeed in getting his Streak horizontal in time after a dive. He will die by his injuries. The team is disbanded after the accident. The other team-pilots were Lt. v.d. Windt, Lt. Willemsen, Lt. v.d. Velden and Lt. v. Pijwink.

The F-5A/B enters service from 1970. During the conversion when both F-84F and NF-5 are on strength (NF-5s of 314 & 316), 314 sqn is the largest sqn in the NATO. Meanwhile the Streak has become a real jack-of-all trades: during exercise Artic Express they are seen at Bodø for the last time, the Streaks are being used for testing ANWB traffic-signs in strong wind and in the television-program "Tereld Op Tiel" for testing cars' reactions in strong wind (80% engine-power); on Leeuwarden AB they are being used for target-towing. On 9 December a fly-past is organized along all Dutch military fields and on 21 December 314 says good-bye to the F-84F Thunderstreak officially. The last 6 Streaks leave for Ramstein AB on 8 February 1971. This doesn't mean that all 314 Streaks have left The Netherlands. Still a number of them are kept at several ABs.

In May 1971 314 sqn leaves for Gilze Rijen because 316 sqn will be reformed out of 314 sqn in June; that's why 314 sqn is called 630 sqn (314 plus 316) during its stay at Gilze. Later a demonstration team is formed. The "Rascals" merely give performances in The Netherlands e.g. at the last Open Day at Eindhoven AB on 18 September 1971! The team doesn't last very long due to measures of economy. The first exercise on the NF-5 is organized in 1972 and goes to Bodø (Strong Express). 314 also participates successfully in the Bull's Eye weapon meet 1973 at Schleswig (WG). The same year an exchange is executed with No.3 Stormo from Villafraunce (RP-104G). In 1974 and '75 the sqn-

exchanges are again with AMI sqns: 51 Stormo from Istrana and 53 Stormo from Cameri resp. Both are operating F-104Ss. Exercises keep coming: to Bodø during "Barfrost" late '75, in February/March 1976 again to Bodø during "Atlas Express" and in September to Bardufoss (N). This is the most northern base visited by 314. Back from Bardufoss 314 sqn is based at Gilze for about two months due to runway-repairs at Eindhoven.

Of course this is not all what happened during 25 years. Many more exercises have taken place in foreign countries as well as in own country as well as internal; innumerable missions from Leeuwarden to the ranges at Tereschelling and Vlieland which started with the Streak. Through the years 314 sqn has used up 12 commanders and the 13th will be Maj. G. Campens. Sqn-exchanges were with Norway (332 & 336), UK (4 sqn) Italy (3, 51 & 53), USA (7 TFS/48TFW) and in '57 with Esc.1 from St. Dizier, France. The squadron has flown 10 years without serious accidents (incl. 1952) but they have done something about that since 1974: since the NF-5 has entered service eight a/c had to be written off. The last four belonged to 314 sqn: two NF-5As and two "Bs" killed 5 pilots...

Anyway we want to wish 314 sqn a happy anniversary and stay wise.

With special thanks to Lt. Kreamer for the historical information.



K-3029 is one of the crashed F-5s of 314Sqn. It crashed on 11 July 1975



A beautiful shot of a Streak of 314Sqn. P-200 once flew with Whiskey Four (see p.10) and is still present at Eindhoven but in a terrible condition.



BE AI FORC

Coming in at Kleine-Brogel, its home-base is P-104C FX-97 which therefore belongs to the 10th Wing

By Frank Klasssen; for their assistance in preparing this article we would like to thank 1Sgt-Maj Moerman, Maj Hoebein and Col Candries of the BAF, Paul Jackson and V Kenens.

Around 1968 the venerable Thunderstreaks and Thunderflashes had been in service for some 13 years, but the Air-staff appeared to have great difficulties in finding a worthy replacement. Several types were evaluated and for a time the Northrop F-5 seemed the most likely. Holland had done so and nobody expected the Belgians to risk the loss of mutual training facilities. France, on the other hand, had promised very attractive economic compensations and in August 1968 a contract was signed for 88 Mirage 5s, with an option on 18 more. The initial order comprised 63 Mirage 5BA ground attack fighters, 27 Mirage 5BR recon fighters and 16 Mirage 5BD trainers. A number of pilots and technicians had received a training course with the 2nd Escadrille at Dijon and on the 1st of August 1970 No.8 squadron was re-activated; it received the first of three French built Mirages, the MA-01 and the MD-01. On 8 August 1970 the first SABCA built Mirage 5BA was delivered to the air force.



The first SABCA Mirage 5BA to leave the production-line at Gosselies was BA-02 seen here during the official ceremony.

SABCA built 103 Mirages for the BAF; seen here is BA-42 still in metal finish at Soesterberg.



Noteworthy is that the serials had changed in BA for the attack, BR for the reconnaissance and BD for the trainer versions. The aircraft were delivered to their units in metal finish but camouflaged soon after. The arrival of the Mirages brought along many changes; in 1971 No. 11 squadron (the former VSV unit) went to Brustum with its T-birds. The 42nd squadron received the first Mirages and moved from Bierset to Florennes on 15 September, to join No.2 squadron; the last Thunderflashes were left behind at Bierset.

No.8 squadron left Florennes and went to Bierset with its Mirage 5BA and BD, followed by No.1 squadron with the last operational P-84Fs. These were progressively replaced by Mirages though and on the 1st of May 1972 the last P- and RF-84F made a good-bye flight from Bierset. The veterans all went to the aircraft storage parc at Koksijde; most of them were scrapped there, but some have become monuments or decoy aircraft. Thunderflash FR-34 was the last to be flown over to Koksijde; it was inscribed "Adieu à toi, le petit dernier" (goodbye to you little last one)...

The acquisition of 12 Lockheed C-130H Hercules the first example of which landing at Melborek on 25 July 1975, marked the beginning of an ambitious renovation-scheme for the 15th Wing. The Hercules was chosen after an evaluation of the Transall C-160, Breguet 941 and DH Buffalo and was to supplant the aged C-119 Packets, already in service since 1952. With the departure of the Flying Boxcars (the last one left for Koksijde on 9 July '73) No. 40 squadron was disbanded, bringing the strength of the 15th Wing back to two squadrons: No. 20 with Hercules and No.21 with all the other types.

In March and May 1973 two Dassault Falcon 20s were delivered to the 21st squadron. They were to fill up the gap that was made when a number of Dakotas was phased out, but still the remainder of this unit's inventory could hardly be called modern: a few Dakotas, four DC-6Bs and a small dozen of Pembrokes. Thus in September 1973 an order was placed for six Fairchild-Swearingen Merlin IIIs, in 1974 followed by an order for three HS.748-2As, replacements for the Pembrokes and Dakotas respectively. In 1976 the Douglas DC-6Bs were finally phased out and replaced by two ex Sabena Boeing 727s. No. 40 squadron, disbanded in 1973 with the disappearance of the Packets, was re-activated one year later at Koksijde. This unit, the former "Heli-Flight" is assigned for SAR duties and recently (November '76) received new equipment: five Westland Sea Kings Mk.48. The S-58s have gone to another part of the airbase: the aircraft storage parc.



LGIAN **R** **E** **(PART 8)**



Long rows of Thunderstreaks awaiting dismantling at Koksijde.

As for the modernization plans of the Belgian air force: in September 1975 a contract was signed for 16 plus 17 Alpha Jets, which are to replace both the T-33A and the Magister. Delivery is to start in 1978; the T-birds of No.11 squadron are the first to go. The Starfighters of the 1st and 10th Wings will be replaced by the General Dynamics F-16. The first of the 102 aircraft for Belgium (90 single-seat F-16As and 12 two-seat F-16Bs) is to roll off the assembly-line early 1979.

Organization

The Belgian air force has the usual threefold structure and consists of a Tactical Air Force Command, an Instruction and Training Group and a Basis Air Force; the overall organization is the Air Force Staff in Brussel, headed by Lt-Gen.A.Debèche.

All operational units are incorporated in the ComTAF (Tactical Air Force), which has its HQ at Evere; these operational units are:

- The F-104G Starfighter-equipped 1st All-Weather Fighter Wing, based at Beauvechain and comprising the 349th and 350th squadrons for the interceptor rôle, plus a Conversion Flight with TF-104Gs.
- The 2nd Tactical Wing at Florennes, with No. 2 fighter-bomber squadron on Mirage 5BA and No.42 tactical reconnaissance squadron, flying Mirage 5BRs.
- Based at Bierset is the 3rd Tactical Wing, comprising the 1st squadron on Mirage 5BAs and the 8th squadron, the Mirage Conversion Unit, flying the Mirage 5BA and 5BD.
- Equipped with Nike Hercules missiles is the 9th Missile Wing at Greifath (Germany); this wing comprises Nos.53,54,55 and 56 squadrons
- The 10th Fighter-Bomber Wing is based at Kleine-Brogel and comprises Nos.23 and 31 squadrons, both equipped with F-104G Starfighters to fulfil interdiction with conventional weapons and nuclear strike.
- Another Nike Hercules equipped unit is the 13th Missile Wing; it comprises the Nos.50, 51 and 52 squadrons and has its headquarters at Duren in Germany.
- The 15th Transport and Communications Wing is based at Brussel-Melsbroek and comprises two squadrons: No.20, equipped with C-130Hs and No.21, which flies Falcon 20s, Merlin IIIs, HS.748-2As and Boeing 727s.
- Other units falling under ComTAF are Missile Support Wing at Duren, the Meteorological Wing at Evere, the Telecommunication Wing also at Evere, the Control and Reporting Center in Glons and the Control and Reporting Post at Seemerzake, and last but not least, the 40th Heli-squadron at Koksijde flying their new Westland Sea Kings.

The "Groepering Opleiding en Training" has its headquarters at Evere. This group comprises all the schools of the air force:

- the Elementary Flying School at Goestenhoven where the pupil-pilots fly 125 hours with the Siai-Marchetti SF-260MB before going to the
- Advanced Flying School (or "Vervolmakings-centrum") at Sint Truiden; a further 125 hours are flown on the CM-170 Magister (no.9 and 7 sqns) and another 100 on the T-33As of the 11th squadron.



Standing alongside the road St.Truiden-Luik, is this Spitfire; the gate-guard of the Technical School

- the Technical School at Saffraanberg, with courses for all the technical jobs in the air force.
- The Center for Military Training at Koksijde where conscripts & volunteers have to undergo a basic training.

Logistic support to the units is given by the "Basis Luchtmacht", which has its HQ at Gent; this command comprises the 21st Logistic Wing at Evere (supply of aeronautic equipment and armament), the 22nd Logistic Wing at Evere (supply of electronic and meteorological equipment), the 23rd Logistic Wing at Zelkik (supply of all the other non-aviation equipment such as uniforms, cars, etc) and the 25th Logistic Wing at Neerdaal, which is in charge of explosives.

That concludes the genesis of the Belgian Air Force. Which doesn't mean that this series has come to an end though: we still owe you a vast amount of serial-lists, detailed reports on the various units and information on the naval and army air arms.

This month we have an article on the Investigation Office for Aerial Accidents and a complete history of the Meteor NF.11 in service with the Belgian air force. Next month we hope to bring articles on the Elementary Flying School and Koksijde.

The ODOV

At Evere, near Brussels-airport, the "onderzoekdienst voor Ongevallen van het Vliegwezen" is situated. This department is specially assigned to investigate the causes and circumstance under which an accident with a Belgian military aircraft took place.

Once a crash is reported, the ODOV team leaves Evere. Arrived on the spot, their first task is to find and question eye-witnesses

Once a crash is reported, the ODOV team leaves Evere. Arrived on the spot, their first task is to find and question eye-witnesses and to start the search for pieces of the wreck. When the remains of the aircraft are located, examined and photographed, the wreck is brought over to Evere. Here certain pieces go through a very close inspection in laboratories. And it wouldn't be for the first time that thanks to ODOV the whole fleet of the type involved in an accident, have to undergo a modification program.



"monument" at Evere (G.Hiltermann)

A visit to the Evere scrap-yard on 26 September 1976 revealed the following. As a monument near the officers mess is a RF-84F Thunderflash, the PR-29 in a very good condition. The scrap-yard itself is divided in two parts, which are about 200 meter from each other. Following aircraft or parts of it were noted:

F-84F FU-20, without tail, formerly used as a display aircraft; Magister MT-06 in "Red Devil" colours (aircraft crashed 23 February 76 at Sint Truiden); ST-10, wings and tail that is, crashdate of this SP-26QM is unknown B7/OT-ZKG, a SH-34 that crashed in sea off Lombardzijde on 7 January 76; ejection seat of Starfighter FX-01 (aircraft crashed on 26 January 71 near Ciney); Starfighter FX-46, crashdate unknown; BA-12, 47 and 49 all Mirages 5BA, crashdates unknown; BD-02, no crash date known; BD-16 Mirage 5BD which crashed on 7 December 1973; BR-05 and BR-11, two Mirages 5BR of which the crash dates are unknown. Also present was a piece of a Mirage, on which BA-14 had been written; crashdate of this aircraft is also unknown.

Gloster Meteor NF.11

In 1952 the Belgian air force ordered 24 Meteor NF.11 nightfighters to replace the obsolete Mosquitos in service with Nos.10 and 11 squadron at Beauvechain. The Meteors came from RAF stocks and were phased in very gradually; with No.11 sqn in 1952 and 4 years later with No.10 sqn.

The first arrived in July 1952 and the last in February 1956; and it was struck off charge 10 months later as a matter of fact.

With the arrival of the Avro Canuck in 1956 No 10 and 11 squadron were disbanded; the Canuck was an "all-weather" fighter, making special nightfighter units no longer necessary.

Printed below is a summary of the careers of the Belgian Meteor NF.11s.

- EN-1 RAF WD726 s.o.c. RAF on 25.7.52; entered BAF service on 25.7.52, code ND-L and KT-L; written-off 25 August 1955
- EN-2 ex RAF WD775 entered BAF service on 30.7.52, code KT-E; became OO-PRR in August 1958

- EN-3 ex RAF WD777 entered BAF service on 30.7.52, coded ND-G and KT-G; written-off 1.12.1953
- EN-4 ex RAF WD728 s.o.c. RAF on 22.8.52; entered BAF service on 22.8.52, code unknown; written-off 12 July 1954.
- EN-5 ex RAF WD729 s.o.c. RAF on 22.8.52; entered BAF service 22.8.52; code KT-S; became OO-ARW in August 1958
- EN-6 ex RAF WD730 entered BAF service on 22.8.52; code KT-W; became OO-ARQ in August 1958
- EN-7 ex RAF WD727, s.o.c. RAF on 26.8.52; entered BAF service on 26.8.52, code was ND-X and later KT-X; written-off 27.4.53
- EN-8 ex RAF WD731, s.o.c. RAF 26.8.52; entered BAF service on 26 August '52; code KT-Y; written-off on 12 April 56
- EN-9 ex RAF WD732 entered BAF service in 1952; code KT-Z the aircraft was written-off 25.11.54
- EN-10 ex RAF WD733 entered BAF service 1952; squadron code was KT-U; written-off on 1 August 57
- EN-11 was ex RAF WD735 delivered to Belgium on 22.9.1952; squadron code KT-T; became OO-ARX in 8-1958
- EN-12 was ex RAF WD664 delivered to Belgium in 1952, squadron code unknown; sold for scrap in 8-1958
- EN-13 was ex RAF WD602, s.o.c. RAF on 23.2.56 delivered to Belgium on 23.2.56; squadron code was ND-A; sold for scrap in 8-1958
- EN-14 was ex RAF WD724, s.o.c. RAF on 9 February 1956 and delivered to Belgium the same date; squadron-code was ND-B and the aircraft was written-off 5.12.56
- EN-15 was ex RAF WD622, s.o.c. RAF and delivered to BAF on 19 January 1956; squadron code was ND-C; the aircraft was written off on 13 March 1956
- EN-16 was ex RAF, s.o.c. on 23.2.56 and delivered to Belgium that same date; code was ND-D; to OO-ARQ in August 1958
- EN-17 was ex RAF WD760, s.o.c. and delivered to the BAF on 5.3.1956; squadron code was ND-E; written-off on 30 October '57
- EN-18 was ex RAF WD661, s.o.c. RAF and delivered to BAF on 6 March 1956; squadron code ND-F; became OO-ARP in August 1958
- EN-19 was ex RAF WD590, s.o.c. RAF and delivered to BAF on 23 February 1956; squadron code was ND-G; to OO-ARZ in August '58
- EN-20 was ex RAF WD596, s.o.c. RAF and in service with BAF on 6 March 1956; squadron code was ND-H; to OO-GEV in August '58
- EN-21 was ex RAF WD741, s.o.c. RAF and in service with BAF on 22.2.1956; squadron code ND-J; became OO-ARS in May 1958
- EN-22 was ex RAF WD763, s.o.c. and to Belgium on 20 January 56; squadron-code was ND-K the aircraft was written-off on 13.3.56
- EN-23 was ex RAF WM221; struck off charge RAF and delivered to Belgium on 19 January 1956; squadron-code was ND-L; became a civil aircraft in August 58, the OO-GEZ
- EN-24 was ex RAF WM263, s.o.c. RAF and in service with the BAF on 22 February 56; code unknown (ND-?); the aircraft was written off on 12 December 1956

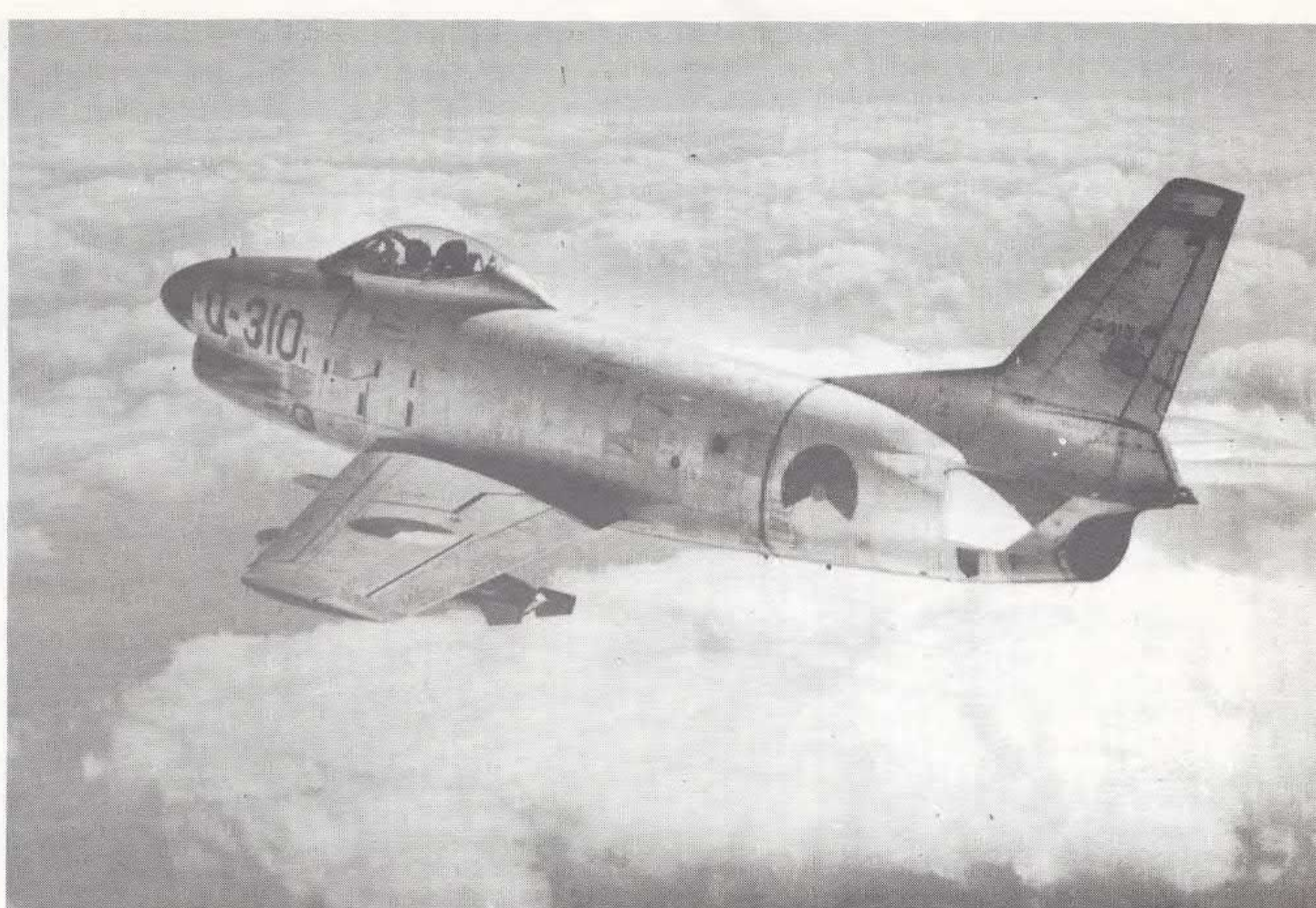


F-86K

Sabre Jet

PART 1: NORTH AMERICAN BUILT F-86K

This article has been compiled and written by G.A. Hiltermann, who wants to thank all those who gave their co-operation especially Paul Jackson and North American Aviation.



Dutch Sabre or "Kaasjager" Q-310 flying somewhere over Holland (Klu)

It was in the early fifties that an American newspaper for the first time announced the development of a new model in the Sabre Jet series. On that day, the board chairman of the U.S. Air Force, J.H. Kindelberger, announced that the sixth model of the famous Sabre, the F-86K had been ordered by the U.S. Air Force.

The new Sabre Jet is an all weather jet fighter actually a cannon-firing version of the F-86D, the American first one-man jet interceptor and twice holder of the official world speed record.

The new air force contract called for an undisclosed number of 'Ks' to be built by North American at the Los Angeles plant. The planes were being produced by the USAF with Mutual Defense Assistance Program (MDAP) funds for delivery to NATO-countries.

The new fighter is almost identical in appearance to the rocket-firing F-86D, except for an addition of eight inches to the length of the fuselage.

Its chief difference is armament, which consists of four 20mm M-39 cannons instead of the 24 'Mighty Mouse' rockets carried by the interceptor.

The additional eight inches in the fuselage was necessary to re-balance the new plane, due to the shift in gravity of the armament. Along with its new firepower the F-86K is equipped with a new automatic fire control system (MG-4) designed to enable the pilot to shoot down enemy planes even at night or in murky weather. The new fire control system was developed by North American at the Downey plant.

The first flight of the prototype F-86K fighter was made on July 15 1954 at Los Angeles International Airport. Engineering Test Pilot Ray

Morris, who stayed aloft for 30 minutes on the initial hop, described "a perfect flight" upon landing. "This is unusual for a new airplane", the veteran test pilot said. "We usually find a few little things wrong, but not today". When asked about speed, Morris reported: "It goes just like the 'D'!".

Like its rocket-firing cousin, the F-86K is powered by the General Electric J-47GE-17B turbo-jet engine, rated at 5,600 pounds thrust. This puts the new fighter in the 'over 650mph' speed class, as is the F-86D.

Also incorporated into the 35° swept wings for the F-86K are the aerodynamically actuated wing leading edge slats for high lift and improved low speed handling characteristics. Like all later models of the Sabre Jet, the new model is equipped with the famed North American 'all flying tail', in which the entire horizontal stabilizer is moved for control, and hydraulic power-operated irreversible controls with artificial 'feel' for the pilot. As in later models of the F-86D, the F-86K is equipped with a parabreak for aid in landing on short or wet runways.

As stated before the U.S. order covered a/c for delivery under MDAP to other NATO-countries. So, the USAF itself got no F-86Ks for own use.

The NATO countries receiving the F-86K were Norway, France, The Netherlands, Italy and Western Germany, of which the French, Italian and German a/c were built under licence by Fiat Turin. We come back on the Fiat F-86K in the second part of this article, next month.

The training for the maintenance personnel took place at Erding in Germany, where the U.S. Air Force was running a centralized main-

The first prototype of the F-86K, being converted F-86D (N.A.A.)





F-86K FU-231
during test-
flight in
America (NAA)

tenance school (the 7332nd Technical Training Group), staffed by Northern American Aviation Field Service engineers. Separate classes were formed by the French, Norwegian, Dutch and Italian ground-personnel (on that moment the Germans still had no forces; their P-86K order came later on, when they had become a NATO-member). The language differences presented no problems, as the first classes were conducted in English. Most of the first students became instructors and stayed on at the school to teach their own specialty to fellow airmen from their home country. One year and four days after the day the first student entered, the school graduated its 1000th man, fully trained to service P-86K on duty in Europe. They had a ready-made slogan waiting, signifying both the purpose and result of the school's spirit of cooperation: "One thousand for the defense of millions".

Now we come to the point. North American produced two prototypes of the F-86K, both being P-86D-40NAs which were converted to F-86K (project NA-205). Both prototypes were shipped to Italy after their test-flights to serve as pattern for the Fiat-production line. The production-line of North American consisted of 120 P-86Ks, 60 for Norway and 58 for The Netherlands, although only 57 a/c arrived in Holland (s/n 54-1314 is officially Dutch, according to North American Aviation but never reached Holland. Was it w/o during test- or delivery flight?). Two a/c remained in the USA, one of them with North American for test work. On the other hand, nothing is known of the P-86Ks which remained in the USA. One of them seems to have a civil registration.

The F-86K in Dutch service



Q-288 is wearing the squadron-badge of 701sqn.
One of the 3 Dutch F-86K squadrons (F.Humblot)

As stated Holland received 57 P-86Ks from North American (and 6 from Fiat, on which we come back in part two of this article), which were shipped to Rotterdam Harbour. On 1 October 1955 the USS Tripoli unshipped the first 16 Sabres destined for the brand new 700 sqn, founded on 1 August of the same year at Soesterberg. The first two Sabres, s/n 54-1277 and 54-1278 entered service officially on 8-12-1955.

On 19 March 1957 the last F-86K was delivered in Rotterdam: s/n 54-1291 by the USS Gateway City. In June 1956 the second Sabre squadron was founded: 701 sqn at Twenthe, followed by 702 sqn on 1 January 1957, also on Twenthe. 700Bqn remained at Soesterberg only until 1959 after which Twenthe became the only Sabre base with all three squadrons.

On 1 April 1962 702 sqn was disbanded and the first Sabres left service. As they were delivered under MDAP, they were returned to the USAF, who sold 8 of them to the Italian Air Force, which arrived at Torino-Casella Air Base on 14 June 1962. The other Sabres were withdrawn from use in 1963 and 1964. At that moment 15 a/c were written-off by crash or ground accident. One a/c (Q-283) was presented to the R.Netherlands Air Force and was mounted on a pole near the Twenthe gate.

Two other Sabres were saved from scrapping, and placed on childrens playground but they were scrapped some years later.

All other F-86Ks were scrapped at Soesterberg after their withdrawal.

In the first years, 1956, '57 and '58 the F-86K flew without any registration on the nose. Only on the tail a small registration consisting of the letter Q followed by the last three digits of the US serial number. In 1958 all a/c got a squadron-code, these being:

6A for 700 Sqn

Y7 for 701 Sqn

2X for 702 Sqn

These codes were followed by one or two digits. The Q registration on the tail remained. On 1 September 1959 all squadron codes disappeared from Dutch aircraft and the F-86K got the Q registration now on the nose and tail.

The F-86K in Norwegian service

Norway received 59 Sabres from the 'K' type direct from North American Av. via Belfast (Northern Ireland), where they were assembled and flown to Norway, commencing 54-1251 on 12 September 1955.

337 Sqn at Gardermoen till that time flying with the Vampire, became the first F-86K sqn. The a/c of 337 sqn were delivered with the wrong 2X squadron code, due to a telex-error. The codes were changed in ZK in Norway. The other two squadrons receiving the F-86K were 334 sqn at Bodø (ex P-84G) with RI code

This F-86K was found in the bush of Gardermoen in 1974 (G.A.Hiltermann)



and 339 sqn at Bardufoss (ex Vampire) with SI code.
One more F-86K s/n 54-1231 was delivered to Fiat in Italy as a pattern a/c, but it went to its owner, the Royal Norwegian Air Force on 27 January 1960 and was added to 339Sqn. In 1963 337 sqn was disbanded and its F-86Ks were delivered to 332sqn at Rygge till that time flying with F-86Fs. In the same year 339 sqn was disbanded; its remaining Sabres went to 334Sqn.

In 1964 332 sqn began to phase out its 'new' F-86Ks; some of them were withdrawn from use. The others went to 334 sqn, making this the only and last F-86K squadron. In 1967 and '68 the last F-86Ks were withdrawn and given back to the USAF. At that moment of the 60 'Ks' received 24 were written off by a crash or ground accident, 4 were written off after a hangar fire at Gardermoen on 10 March 1956. Seven a/c were withdrawn in 1964, 10 in 1967 and 15 in 1968. Most of them were sold by the USAF as scrap, but some of them are preserved: two a/c at the Technical School at Kjevik, one in Oslo, one near the officersmess at Gardermoen and one in the bushes of Gardermoen. There are undoubtedly more 'Ks' preserved of which no further information is known.

A short survey on the squadrons and codes:
332Sqn at Rygge with AH code from '63 till '64
334Sqn at Bodø with RI code from '57 till '68
337Sqn at Gardermoen with ZK code from '55 till '63
339Sqn at Bardufoss with SI code from '56 till '63

All codes were followed by one letter, except for a number of Sabres of 334Sqn, which used the code followed by one or two digits in the last years of the F-86K service, because to avoid mistakes with the new delivered F-5s with the same code.

For some time 337 sqn aircraft used the code PL, which seems to have been used only for a special event.

Serialist North American built F-86K

52-3630 USAF 23630
F-86D-40NA converted to YF-86K; first prototype; after test flights to Fiat as pattern a/c; c/n 190-33
52-3804 USAF 23804
F-86D-40-NA converted to YF-86K; second prototype; after test flights to Fiat as pattern a/c; c/n 190-207
54-1231 RNoAF SI-I, SI-N, RI-N, RI-Z
test a/c; delivered to Fiat as pattern; on 27-1-60 to Norway; a/c was w/o on 24-5-64 near Djupfeshlind
54-1232 RNoAF SI-X, SI-H, RI-H
wfu 18-8-67
54-1233 RNoAF SI-L, SI-G, RI-E, RI-L
w/o 31-12-63 near Hjartoy
54-1234 RNoAF SI-I
w/o 18-1-'62 after a heavy landing
54-1235 -----
a/c remained in U.S.A.
54-1236 RNoAF 2X-L, ZK-L, AH-H
w/o 18-3-'63 near Trehjørningen
54-1237 Klu 6A-1, 6A-9, Q-237
wfu 3-7-'64; scrapped at Soesterberg
54-1238 Klu Y7-2, Q-238
wfu 2-7-'64; to playground in Apendrecht in '64 till '67; scrapped at Deelen '67
54-1239 Klu ZX-15, Q-239
w/o 16-3-'61 after ground accident
54-1240 RNoAF ZK-G
w/o 21-7-'58 near Gardermoen
54-1241 RNoAF ZK-T, RI-Z
wfu 18-8-'67
54-1242 RNoAF 2X-B, ZK-B
w/o 10-3-'56 Gardermoen(hangar fire)
54-1243 RNoAF 2X-D, ZK-D, RI-K
w/o 20-4-'63 near Glombreen
54-1244 Klu ZX-10, Q-244
wfu 1-7-'63; scrapped at Soesterberg
54-1245 RNoAF 2X-E, ZK-E, AH-S, RI-Z
wfu 18-8-'67



RI-Z during its last days before the a/c was wfu in 1967 (via P.Balkhoven)

54-1246 Klu 6A-2, ZX-12, Q-246
wfu 7-'64; scrapped at Soesterberg
54-1247 RNoAF 2X-F, ZK-F
w/o 31-10-'62 near Hafrsfjord
54-1248 RNoAF 2X-J, ZK-J, ZK-C, AH-G, RI-S
and RI-J; wfu 17-1-'68
54-1249 Klu 6A-7, Q-249
wfu 14-6-'62; to It.AF; w/o 16-7-'63
54-1250 Klu ZX-3, Q-250
wfu 7-'64; scrapped at Soesterberg
54-1251 RNoAF 2X-A, ZK-A, AH-L, RI-W, RI-K
wfu 17-1-'68
54-1252 Klu Y7-3, Q-252
w/o 14-10-'60 rear Deelen
54-1253 Klu 6A-2, Y7-4, Q-253
wfu 1-7-'63; scrapped at Soesterberg
54-1254 RNoAF 2X-G, ZK-G
w/o 10-3-'56 Gardermoen(hangar fire)
54-1255 Klu 6A-3, Q-255
w/o 7-5-'63 nr Tubbergen after coll.
with F-86K Q-308
54-1256 Klu 6A-4, Y7-6, Q-256
wfu 14-6-'62; to It.AF as 51-59, 51-62
51-69; a/c scrapped in Castrette
parts of this a/c to F-86K 55-4815
which has been rebuilt as 51-50
54-1257 Klu 6A-5, Q-257
wfu 7-'64; scrapped at Soesterberg
54-1258 RNoAF 2X-, ZK-
w/o 10-3-'56 Gardermoen(hangar fire)
54-1259 Klu Y7-6, Q-259
wfu 2-7-'64; scrapped at Soesterberg
54-1260 RNoAF 2X-K, ZK-K
w/o 16-6-'58 near Kløfta
54-1261 Klu 6A-6, 6A-1, Q-261
wfu 14-6-'62; to ItAF as 36-; scrapped
in Castrette
54-1262 RNoAF 2X-P, ZK-P, AH-P, RI-M
wfu 18-8-'67
54-1263 Klu ----
w/o 13-7-'56 into the IJsselmeer
54-1264 Klu ----
w/o 29-6-'56
54-1265 RNoAF 2X-H, ZK-H
w/o 10-3-'56 Gardermoen(hangar fire)
54-1266 RNoAF 2X-L, ZK-L
w/o 27-10-'58; preserved at Kjevik



This F-86K was w/o on 27-10-58 after which the a/c went to Kjevik for ground-training purposes.

54-1267 RNoAF 2X-M, ZK-M, AH-M, AH-H, RI-L
wfu 27-1-'68
54-1268 RNoAF ZK-N, PL-N, AH-D, RI-3
wfu 17-1-'68
54-1269 Klu 6A-7
w/o 29-1-'58 after ground accident
54-1270 RNoAF 2X-Q, ZK-Q, AH-Q, RI-4
wfu 18-8-'67
54-1271 RNoAF 2X-B, ZK-B, ZH-J, RI-B
wfu 17-1-'68

During (BELOW) and just after (RIGHT) delivery to the AMI P-86X 54-1275 (F.Humblot/AMI resp.) Both P-86Ks on the photo (RIGHT BELOW) are on delivery to the Italian AF. (F.Humblot)



54-1272 RNoAF 2X-O, ZK-O, AH-Z, RI-Q, RI-F
wfu 17-1-'68; in use for fire practice
54-1273 Klu 6A-8, Q-273
wfu 18-6-'64; scrapped at Soesterberg
54-1274 RNoAF 2X-H, 2X-U, ZK-U, ZK-I, ZK-R,
wfu 17-1-'68; a/c stored in Oslo
ZK-R, RI-
RI-T, RI-G; wfu 17-1-'68; a/c stored
in Oslo
54-1275 Klu Y7-14, Q-275
wfu 14-6-'62; to ItAF as 51-74, 51-64
and 51-45, 5-64; a/c now stored at
Rimini
54-1274 RNoAF 2X-H, 2X-U, ZK-U, ZK-I, ZK-R,
RI-T, RI-G; wfu 17-1-'68; a/c stored
in Oslo
54-1275 Klu Y7-14, Q-275
wfu 14-6-'62; to ItAF as 51-74, 51-64
5-64; a/c now stored at Rimini
54-1276 RNoAF 2X-S, ZK-S, AH-R, RI-Y
w/o 15-10-'65 near Bodø
54-1277 Klu Y7-8, ZK-5, Q-277
wfu 1-7-'63; scrapped at Soesterberg
54-1278 Klu 6A-9, ZK-2, Q-278
wfu 7-'64; scrapped at Soesterberg
54-1279 RNoAF 2X-T, ZK-T
w/o 27-6-'56 at Gardermoen
54-1280 Klu ZK-7, Q-280
wfu 2-7-'64; scrapped at Soesterberg
54-1281 RNoAF 2X-I, ZK-I, ZK-U, AH-I, AH-L,
RI-12; wfu 3-12-'64
54-1282 -----
a/c remained in U.S.A.
54-1283 Klu ZK-6, Q-283
wfu 7-'64; gate-guard at Twenthe
54-1284 RNoAF 2X-V, ZK-V, ZK-H, ZH-U, RI-16
wfu 3-12-'64

54-1285 RNoAF 2X-W, ZK-W, ZK-J, AH-A, RI-17
wfu 3-12-'64
54-1286 Klu ZK-2, Y7-9, Q-286
w/o 28-8-'61
54-1287 RNoAF 2X-X, ZK-X, SI-X, AH-W, RI-Q,
RI-17; wfu 18-8-'67
54-1288 Klu Y7-9, Y7-16, Q-288
wfu 14-6-'62; to ItAF as 51-64, 51-72
5-72; to scrapyard Godega S.Urbano
54-1289 RNoAF 2X-Y, ZK-Y
w/o 12-4-'57 after crash landing
54-1290 RNoAF 2X-Z, ZK-Z, ZK-O, PL-O, AH-O,
RI-D; wfu 17-1-'68; a/c now a mo-
nument at Gardermoen as 'ZK-A'
54-1291 Klu Y7-10, Q-291
wfu '63; scrapped at Soesterberg
54-1292 Klu Y7-10, ZK-13, Q-292
wfu 14-6-'62; to ItAF as 51-65, 5-65
a/c now stored at Rimini
54-1293 Klu Y7-12, ZK-10, 6A-4, Q-293
w/o 2-1-'64 after ground accident
54-1294 RNoAF SI-A, RI-A, RI-13
wfu 3-12-'64
54-1295 RNoAF SI-B, RI-B, RI-11
wfu 3-12-'64
54-1296 Klu ZK-8, Q-296
wfu 2-7-'64; to playground Kouderkkerk
then temp. stored at Woensdrecht;
scrapped in '71 at Deelen
54-1297 Klu Y7-3, 6A-8, Q-297
wfu 14-6-'62; to ItAF as 51-63, 51-64
54-1298 RNoAF SI-M, RI-M, RI-14
wfu 3-12-'64
54-1299 Klu Y7-4, ZK-8, Q-299
wfu 2-7-'64; scrapped at Soesterberg
54-1300 RNoAF SI-G, RI-G, RI-6
wfu 17-1-'68



Squadron-emblem of the first P-86K squadron being the Norwegian 3378qn at Gardermoen.



After withdrawal in 1968, the 54-1290 went to its former home-base Gardermoen where it was placed near the Officers-Mess, after re-coding "ZK-A" (G.A.Hiltermann)

54-1301 Klu Y7-11, Q-301
wfu 2-7-'64; scrapped at Soesterberg

54-1302 RNoAF SI-G, AH-E, AH-G, RI-1
w/o 27-7-'65

54-1303 RNoAF SI-D, RI-D
w/o 24-5-'64 near Djupfestlind

54-1304 RNoAF SI-E, RI-E
wfu 18-8-'67

54-1305 Klu 6A-10, Q-305
wfu 3-7-'64; scrapped at Soesterberg

54-1306 RNoAF SI-N, AH-C, RI-O
wfu 17-1-'68

54-1307 Klu 6A-14, Q-307
wfu 1-7-'63; scrapped at Soesterberg

54-1308 Klu 6A-11, Q-308
w/o 7-5-'63 near Tubbergen after
coll. with F-86K Q-255

54-1309 RNoAF SI-H
w/o 29-5-'57

54-1310 Klu Y7-5, Q-310
wfu 2-7-'64; scrapped at Soesterberg

54-1311 Klu Y7-5
w/o 25-8-'58 near Calais (France)

54-1312 RNoAF SI-J
w/o 20-1-'62 near Nygardsjøen

54-1313 RNoAF SI-P, RI-V, RI-Y, RI-A
wfu 17-1-'68; nose and cockpit of
this a/c together with fuselage and
tail of 54-1334 stored at Gardermoen

54-1314 -----
a/c destined for Klu, never deliv.

54-1315 Klu ZX-16, 6A-3, Q-315
wfu 14-6-'62; to ItAF as 51-66

54-1316 RNoAF SI-K, AH-F, RI-V
wfu 17-1-'68

54-1317 Klu 6A-12, Q-317
wfu 2-7-'64; scrapped at Soesterberg

54-1318 RNoAF SI-L
w/o 23-3-'57 near Gardermoen

54-1319 RNoAF SI-P, RI-P
w/o 25-9-'65 near Andalsnes

54-1320 RNoAF SI-, RI-C
w/o 5-3-'64 near Andøya

54-1321 Klu 6A-1, ZX-3, Q-321
w/o 10-1-'62 near Staatsbos Eerde

54-1322 Klu 6A-13
w/o 2-1-'59 near Huis ter Heide

54-1323 Klu 6A-14, ZX-12, Q-323
wfu 7-'64; scrapped at Soesterberg

54-1324 RNoAF SI-R, RI-R
w/o 30-6-'66 near Banak

54-1325 Klu 6A-15, Q-325
w/o 24-7-'63 near Vaerløse (DK)

54-1326 RNoAF RI-
w/o 17-7-'63 near Bardufoss

54-1327 Klu Y7-12, Q-327
wfu 1-7-'63; scrapped at Soesterberg

54-1328 RNoAF SI-, AH-B, RI-5
wfu 18-8-'67

54-1329 Klu 6A-16, Q-329
wfu 1-7-'63; scrapped at Soesterberg

54-1330 Klu ZX-14, Q-330
wfu 2-7-'64; scrapped at Soesterberg

54-1331 RNoAF SI-T, SI-F, RI-15
wfu 3-12-'64

54-1332 RNoAF SI-, RI-U
w/o 1-11-'62 at Bodø

54-1333 Klu Y7-13, Q-333
wfu 2-7-'64; scrapped at Soesterberg

54-1334 RNoAF SI-, AH-K, RI-T
wfu 17-1-'68; fuselage and tail to-
gether with nose and cockpit of
54-1313 stored at Gardermoen

54-1335 RNoAF SI-Y, RI-U
wfu 18-8-'67

54-1336 Klu Y7-14, ZX-17, Q-336
wfu 2-7-'64; scrapped at Soesterberg

54-1337 Klu Y7-15, Q-337
wfu 3-7-'64; scrapped at Soesterberg

54-1338 RNoAF SI-, RI-W
wfu 17-1-'68

54-1339 Klu ZX-4, Q-339
wfu 1-7-'63; scrapped at Soesterberg

54-1340 Klu ZX-14, 6A-6, Q-340
w/o 1-7-'63 near Twenthe

54-1341 RNoAF ZK-H, RI-H, RI-N
wfu 18-8-'67

54-1342 RNoAF ZK-B, RI-5
wfu 17-1-'68

54-1243 Klu Y7-16, Q-343
wfu 1-7-'63; scrapped at Soesterberg

54-1344 Klu 6A-17, Q-344
wfu 1-7-'63; temp. stored in Breda
scrapped at Woensdrecht 1-'64

54-1345 Klu Y7-1, Q-345
wfu 1-7-'63; scrapped at Soesterberg

54-1346 Klu ZX-9, Q-346
wfu 1-7-'63; scrapped at Soesterberg

54-1347 RNoAF SI-Z
w/o 8-6-'57 near Gardermoen

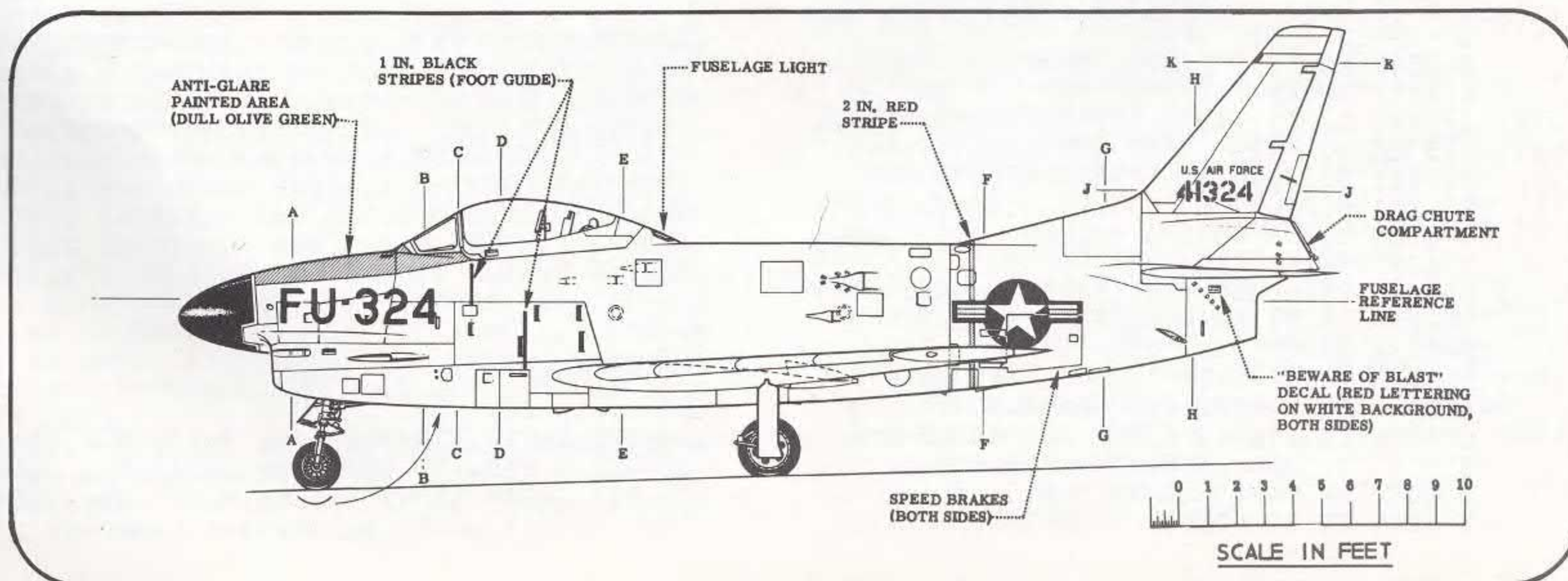
54-1348 RNoAF 2X-J, ZK-J, RI-J
w/o 31-10-'63 near Tjeldsundet

54-1349 Klu ZX-7, ZX-16, Q-349
w/o 24-2-'61 after coll. with Hunter
N-175

54-1350 Klu ZX-13, 6A-12, Q-350
wfu '64; scrapped at Soesterberg



One can recognize an F-86K cockpit out of 1000s: a large radar scope (N.A.A.)



CEVET AVIATION



Edited by Coen & Heuvel, in co-production with ITASW & J. Struben

MOVEMENTS

SCHIPHOL

Feb. 1: PH-FSW AB.206A (8056) Philips NV
D-HIPY Astazou (2155) L.T.D. (leased by the Rijkspolitie for a few days)
Feb. 3: N1159K G.1159 (101) McDonalds Corp.
N8635 DC-8-630F (46050) S.W.A.
HB-VBS Mystere 200 (55) Aeroleasing
D-HAJO Bell 212 (30573) Bundes Grenzs.
OO-GAA Beech 23
F-GAAC Cessna P.177RG
HB-VAV Mystere 200 (3) Aeroleasing
Feb. 4: N790FT DC-8-630F (45990) Flying Tiger
Feb. 5: PH-FRT F.27-400L (10546) TNI-AU del.
G-BDPE Herald 206 (167) BAF
D-BEGA Beech 24 Sierra
F-BYCB B.747-245F (20826) S.W.A.
YI-AGI B.737-2700 (20893) Iraqi Aws.
Feb. 6: N790FT DC-8-630F (45990) Flying Tiger
Feb. 7: PK-PJU F.28-1000 (11029) Pelita A.S.
N795PT DC-8-630F (46103) Flying Tiger
PH-HEV PA.36-235 (7660100) Mastenbroek
Feb. 8: D-CONC LJ.35 (35-055) Gunter Rhein
G-ABOP B.206-1 (B.007) B.A.T.Ltd
G-AMPO DC-3 (33186) Macedonian Aws.
D-IBVW Beech King Air 200
Feb. 9: G-BGKN HS.125/600B (256058) GKN Group
G-AVUD PA.30-160B (1329) Overseas A.L.
G-AVUX PA.30-160B (1302) B.F.S. Ltd
D-ABIF B.727-30 (18370) Condor
Feb. 11: F-BSTQ AB.206A (256)
OY-APF F.27-500 (10459) Meersak Air
Feb. 12: I-PKET Mystere 200 (279) Fiat
HB-VBS Mystere 200 (55) Aeroleasing
Feb. 13: N8642 DC-8-630F (46109) S.W.A.
RP-C111 HS.125/600B (25256) PAL
Feb. 15: G-ASDC ATL.98 (10273/7) BAF
HB-VBS LJ.23 (23-027) Transair
Feb. 17: LN-KCM PA.31 Scandinavian Executive
SE-PPF PA.31P (31P-18) Aero Center AB
OY-BLG Learjet 35 (35-022) Grandfoe AB
Feb. 18: I-BDLM Mystere 200 (295) VIP-air
OO-PWW C.182P (51095)
G-BDAL RC.500S (3226) Dismore Aviation
N1371Y Cessna 172
Feb. 19: G-HBAG L.1011-193H (1094) British Aws.
Feb. 21: G-BDIE RC.112A (342) IPT
7T-WAT F.27-400L (10553) Alg.AP del.
SE-DGI F.28-4000 (11122) Linjeflyg del
G-JEAN C.500 (C339) Palmer Aviation
N140P Beech King Air 90
Feb. 22: G-AZNH Viscount 814 (342) Dan-Air serv
OY-BDK PA.31 (31-604) G.A.C. L/S
F-BXPK Beech King Air 100
Feb. 23: N702SW B.747-245F (20827) S.W.A.
N8636 DC-8-630F (46051) S.W.A.
OY-STG SE.210-6R (259) Sterling Aws.
N390F G.1159 (178) Faberge Inc.
G-BCMY BN.2A-21 (419) B.N.
F-BOYV DC-3C (10141) Uni-Air

Feb. 24: G-AZTD DC-10-10 (46906) Laker Airways
Feb. 25: HB-VES Learjet 23 (23-027) Transair
SE-DGH F.28-4000 (11120) Linjeflyg del
SE-EKA C.182K (57759) AB.Furnimex
HB-VEZ Mystere 200 Aeroleasing with
HB-VDG (58) and HB-VED (162)
Feb. 26: HA-LOG Tu.154B (127) Malev
Feb. 27: G-BAPT PA.200-180 (189) Hornsey Metal
F-BTME Beech 99 (U-79) Pretabail
Feb. 28: N784FT DC-8-630F (46004) Flying Tiger
N792PT DC-8-630F (46046) Flying Tiger
N795PT DC-8-630F (46103) Flying Tiger
VH-ATG F.28-1000 (11084) DCA delivery
OY-BIW C.310R (0083) Business J.F.C.
F-BUPH SE.210-3 (123) Aerotour
F-BVPU SE.210-6R (196) Aerotour

BRUSSELS

February 22:
OOCP-85118 Tu.154A (82750018) AeroFlot
F-BSTR Cessna 310Q (0405) NV C.I.De Ster
F-BVVO Cessna 240
F-BFJE Mystere 200 (145) Europe Falcon Service
F-BVFT Beech King Air 200
F-BVVS Cessna P.172M (P.0992) St.Vlm.Lelystad
N5075L B.727-30 (18936) United Technologies
N320HG B.727-1H2 (20533) ITTAT
OO-BJH B.707-329G (18890) owner?
N711 B.707-121B (17581) ex TC-JBC (stored)
-- B.707 (ex OY-ARF, only one engine) stored

Present with Cessna Europe:

N96103 C.F.150M	N723AT C.210L
N96069 C.FRA.150	N20783 C.210L
N31059 C.FRA.150	D-EBIM C.210L(?)
N96098 C.172 "Hawk XP-11"	D-ELSY C.210L
N96092 C.172N	N87343 C.310R
N96109 C.F.177RG	N98555 C.310R
N91049 C.F.177RG	N87332 C.310R
N9907N C.180	N65327 C.337
LE-ALA C.185	N38880 C.340
N4995Q C.188-B300	N39040 C.340
LE-TVP C.U.206F	HB-LIO C.340
N85880 C.U.206F	OE-FLX C.340
N96094 C.U.206F	N1552G C.402B
N7540Q C.U.206F	N1558Q C.402B
N8439Q C.TU.206F	N98658 C.402B
N1767U C.207	N98884 C.402B
N1720U C.207	N4641G C.414-11
N22618 C.210L	N98783 C.421 (?)
N20778 C.210L	I-CCNN C.421C

GRIMBERGEN

February 22:
OO-NED L.21B (18-3822) ex R-132 Klu, 54-2422
OO-USA L.21B (18-3824) ex R-134 Klu, 54-2424
OO-TAN L.21B (18-3845) ex R-155 Klu, 54-2445
186 MS-733 (186) Aeronavale (stored: no wings)

NEWS

ACCIDENTS

- BOLIVIA. DC-3 CP-573 (4682) of Frigorifico Manigui crashed at San Borja on 18 January.
- BRASIL. BAC 1/11-520FN PP-SDS (236) of Transbrasil crashed on 5 January at Sao-Paulo.
- CANADA. The DHC-6-300 which crashed on 14 January near Terrace Apt. was C-GNTB (463) of Northern Thunderbird Air.
- CZECHOSLOVAKIA. On 2 January, a CSA Tu.134 hit a CSA IL-18 immediately after touchdown at Pragne's Ruzyne Aprt. The IL-18 lined up on the same runway to take-off but the crew did not see the landing aircraft, nor was warned in time by the airport's control service.
- UK. PA.E23-250C (27-3345) of Flying Enterprise Ltd crashed just before landing at Luton Apt. on 9 February. One occupant was killed and two others seriously injured.
- USA. Chase C-122 Cargo (N5904V) crashed on 31 January, in a residential area at Anchorage. One person was killed and two were injured.
- USSR. On 13 January an Aeroflot Tu.104 reportedly exploded in mid-air and crashed. All occupants were killed.
- On 15 February, an Aeroflot IL-18 crashed en route from Tashkent to Mineralniye Vody. The number of people killed is unknown but could be as high as 110 (total IL-18 capacity).
 - On 13 January an Aeroflot Tu.104 reportedly exploded in mid-air and crashed. All occupants were killed.
 - On 11 February an unidentified transport, possibly an IL-18, carrying mail, crashed near Bratislava Apt.. killing four occupants

MISCELLANEOUS

- AFRICA. Pan African Airways Inc. bought all ten Belfast C.1s, which will be used for cargo-transport.
- INTERNATIONAL. With an eye on a potential market for fire-fighting in the USA (the current fleet consists for a great deal of WWII veterans), Fiat is testing a conversion kit designed by Food Machinery Corp., a Californian company. The system can be installed in or removed from standard Fiat G.222 transports in a very short time, and includes a 6,300 litres water and/or chemicals tank. The aircraft engaged in the tests is I-MAXB.
- NETHERLANDS. On 7 January, PH-ANK a S.11-1 (6274) reached its final destination Strathallan.
- John Block, the old Transavia Holland director, formed a new company: Jetstar Holland. Homebase is Schiphol and first services will start within a few months with one Corvette Routes planned are the Middle East and South Europe. Another Corvette will follow.
- SPAIN. CASA 212 Aviocar EC-CRV, which was on its way to the USA for a sales tour, had to stay at Glasgow 4-2-77 due to engine fire. Probably the engine & wing must be renewed.
- UK. A new UK-based cargo company, Southern Int. planned to start operations from Gatwick in February with DC-3 G-AMCA (16218/32966) previously operated by Fairey Surveys.
- Air Anglia received permission to start a new route: Edinburgh-Paris. Operations will start begin July this year.
- USA. The B.747 Space Shuttle Orbiter carrier, NASA905, flew for the first time on 16 December from Seattle, and was delivered to KASA in January. A successful first flight with the first S.S.O. mounted on top of the 747 was made on 18 February. The B.747 will, later on only be used to ferry the Orbiter from the landing site to where it will be launched into space again.
- Braniff, British Airways and Air France have reached an agreement on the use of Concorde on Braniff's Washington-Dallas route. Its not

- The FAA announced that they suspected that up to 100 B.727s and B.737s contained replacement parts that lacked airworthiness certificates and were of doubtful quality. Five airlines (Frontier, Wien Alaska, Southwest, Braniff and American) were ordered to remove a number of identified parts from all their 727s and 737s within 45 days. According to the FAA, the 727s and 737s of Air France, Lufthansa and Delta Airlines may also contain suspect parts.
- USSR. Domestic air fares will be raised about 20% to pay for higher costs caused by the introduction of newer types in Aeroflot's fleet (e.g. the Tu134, TU154, YAK-40 and in not too distant future YAK-42 and IL-86). Total costs of domestic operations is still partially payed for by government subsidies.
- According to an official report, tests of the Tu.144 are continuing. In a recent flight from Moscow to Khabarask a Tu.144 covered 3,900 miles (6,240kms) in 3hr 25min. This report seems to contradict Western press reports that the Tu.144 project had been quietly abandoned.

ACQUISITIONS

- BELGIUM. DAT ordered a number of ex-Mohawk PH. 227s at the moment stored at Marana. They will replace the CV.440 fleet. of which the last four have been sold to American Airlines Inc. Also there last DC-6B OO-FVG (45077) is taken out of service.
- EAT's new SA-226AT Merlin 4 is OO-JFW (AT-CC2) ex OY-DSJ. D-IBMH.
- BRASIL. Transbrasil received a new BAC 1/11-523FJ, PP-SDV (199) ex G-AXLM.
- FRANCE. Air Alpes's second Friendship F-BYAB has c/n 10342 and is ex OO-HLN of Danish Aero Lease. Its a Mk.4000.
- Air Inter's three A.300B2s are registered as follows: F-BUAE c/n 4 ex F-BUAA, F-BUAF c/n 8 ex PH-TVL, HS-VGD, F-ODHS F-BUAG c/n 15 ex F-WUAG
- IRAQ. Pars Air will probably receive PH-ZBG, a F.28-1000 c/n 11027, which was previously leased to Nigeria Airways.
- INDONESIA. Bouraq Indonesia Airlines bought all VARIG's HS.748-235s: PP-VDO (1626) now PK-IHI, PP-VDP (1627) now PK-IHG, PP-VDR (1629) now PK-IHH, PP-VDS (1630) now PK-IHJ, PP-VDV (1633) now PK-IHK, PP-VDX (1634) now PK-IHM. All were delivered during December 76 and January 77 via Manchester.
- Sempati Air Transport bought the F.27-600 from Aviaco, EC-CAU (10396) now PK-JFH.
- NETHERLANDS. Pro Air Group BV (formerly Vlg. Bedrijf Noord-Nederland BV) will soon receive a Partenavia Victor.
- THAILAND. Thai Airways International ordered two DC-10-30s: HS-TGD (46959) & HS-TGE (46961). this making a total of five, although one is leased.
- UK. BAF bought two BMA Harolds 214, G-ASVO (185) "Kirsty Keegan" and G-BAVX (194).
- Brymon Airways bought also a Herald 214 from BMA: G-ATIG (177)
 - B.A. Helicopters new S.61Ns (ex SFO Helicopter Airlines) are: G-BEIC (61222) ex N307Y G-BEID (61223) ex N317Y G-BEJL (61224) ex N4606G
- USA. Western Airlines have ordered two DC-10-10s and five B.727-247s for delivery next year, and taken options on two DC-10-10s and ten B.727-247s. It was generally thought that Western was about to order eight A.300Bs.
- Eastern bought seven L.188A Electras from SAM Colombia. SAM's eighth Electra, HK-1275 (1030) has been scrapped.
- ZAIRE. Pearl Air bought one B.707-430 of Luft-hansa, OO-CBT (17718) ex D-AROB, N3124C.

DUTCH REGISTER

PHILIPS VLIEGDIENTST

NEW REGISTRATIONS

PH-AST PA.31-350 (31-7752046) PAST del. 8-3
 PH-DMN PA.34-200-2 (34-7250219) ex G-BARK,
 N5203T, Reservation D.Mekkering, deli-
 vered at Hilversum 14 February.
 PH-EAM PA.34-200T, Reservation Airborne AS
 PH-LBT PA.18-135 (18-3835) ex R-163, 54-2453,
 to KNVvL
 PH-OTI PA.27F (27-7754065) Aerocarto del. 4-2

ADDITIONS

PH-BSX CF.177RG (F.0095) to Vliegclub Twente
 PH-CAT Cessna 182P (64129) to J.Visser
 PH-BES Cessna 182P (63920) to Skydiving Club
 "The Flying Dutchman"
 PH-EAC AA-5 (0613) to P.de Wit
 PH-GER CF.172M (F.1110) to Pro Air Group BV
 PH-GRY S-11.1 (6280) to Jan Mulders Triplex
 Import BV
 PH-HEY PA.36-235 (36-7660100) of A.A.A. Heyboer
 PH-HOP Hughes 269B (25-0163) to Seaport Avn BV
 PH-LPC CF.172M (F.1500) to Pro Air Group BV
 PH-LAO Cessna 150C (59976) to J.W.v.d. Vlies
 PH-MLA L-4J Cub (12732) to Inst. Blankestijn BV
 PH-PLO CF.172M (F.1370) to Pro Air Group BV
 PH-PYC CF.172M (F.1039) to Pro Air Group BV
 PH-RJR S.91B Sefir (91309) to SKADOC
 PH-RVR P-6RB Victor (075) to Pan Bar BV
 PH-SRC Cessna P.172N (F.1528) to J.M. Simons
 PH-SVM PA.28-181 (28-7690404) to Rent a Plane
 PH-VIR Cessna 421B (0506) to ASH BV
 PH-VSD Cessna P.172M (F.0558) to Campenotus BV
 PH-VSP Cessna P.172L (F.0877) to ASH BV
 PH-VUL AA.1A (0318) to P.de Wit

CANCELLED

PH-GAD PA.39-160CR (39-67) to D-G...
 PH-RLG S.91B Sefir (91374) crashed into IJ-
 selmeer 2-77.
 PH-VRG Jodel D.112 (02) to CY-ALE

From Philips we received some additions on our article of Philair.

PH-EUP, the Gulfstream II of Philair was deli-
 vered on 29 July 1970.

I-BOGI a HS.125/3B (25139) belongs to Philips-
 IRT Italy and has a regular service to Eindhoven
 three times a week.

PH-EIP the Friendship of Philair has flown
 9,499hrs since entering service on 7-4-1962
 and it carried 45,314 passengers upto April
 1975. During 1966 a postflight was made and
 all countries with Philips establishments were
 visited. On 14 April 1975 the aircraft left
 Eindhoven for its new owner WDL, with D-BAKA
 as current reg.

PH-ILB a B.95-A55 was already sold to ASM BV
 on 30 August 1968.



This B.95-A55 (TC-501), PH-ILB is still
 flying with Philips (Philips).



PH-ILX, a Mystere
 201 (266) just before
 take-off from Eindh-
 oven Airbase, also
 called Welschap.



N54648 (45722) a DC-9-
 15 of Cyprus Airways
 at Schiphol 23-8-75
 (J. Dijkstra/1PAST).

Fokker

FRIENDSHIP

F.27

Part 1

Mk. 100

Before starting this article, I would like to thank Fokker-VFW International BV (especially L.J.N.Steijn) for helping me with information.

The Fokker Friendship, a well-known name to every one who's interested in aviation, made its first flight on 24 November 1955 (N.B. there are still some aircraft factories wishing that it had stayed with only this flight), making the start of a good looking and the best sold commercial turboprop (in it's class) ever built. Except for the Dakotas of course.

An aircraft that can be used for almost everything: passenger transport, cargo and mixed passenger/cargo transport, paratrooping, executive transport, aerial survey, flight inspection and calibration, mail transport, target towing and last but not least the maritime patrol version (F.27MPA).

After getting money from the Dutch government and the N.I.V.O. (Netherlands Institute for Aircraft Development), the first four prototypes could be built, starting with the first one in 1953.

This prototype (PH-NIV c/n 10101) received two Rolls Royce Dart 507 turboprops, which was the newest design of R&E at that time. In March 1956 they were replaced by Dart 511s and finally it got Dart 528s during 1958. The aircraft was used for para-trooping and STOL tests but was broken up in 1961. The second and fourth prototype were used for static, while the third one was again used for test flights, receiving Dart 511-6s as all Mk.100s.

On 29 October 1957 the Friendship got its CAA, although the production had already been started in 1956. Afterwards Fokker bought the prototypes from the N.I.V.O. for their own tests.



Aviaco took over all Spantax F.27-100s, one of them is EC-BRN c/n10109, seen at Schiphol 24-6-74. (ITASW)

The second flying prototype has been sold to the WWL as D-BAKI(c/n 10103) here seen at Zeistienhoven 16-9-75. (ITASW)



PH-PBF (c/n 10142) the F.27 of the Dutch Government at Eindhoven Apt. (J.Boumans)

At the moment Fokker-VFW is still holding responsibility for the overall design (production of the fuselage, front section, midwing, nacelles, the rudders and parts of the tail plane). VFW-Fokker in Germany, Dassault-Breguet and SABCA also produce parts of the Friendship while final-assembly is at Schiphol where the testflights also take place.



LX-LGB a F.27-100 c/n10269 of Luxair photo taken at Schiphol 23-12-74 (R.Chouffoer)

This is the basic Friendship version with two Dart 511-6s or 511-7s, and is capable of carrying 44-48 passengers. The very first order arrived from Aer Lingus (7 in total) while Philippines Air Lines ordered no less than 16 a/c. Braathens S.A.P.E. (5) T.A.A. (7), T.H.V. (5), I.A.C. (10) and W.Z.N. A.C. ordered a total of 9 Mk.100s. Spantax bought four ex Aer Lingus and Braathens aircraft.

With the delivery of VH-EWL c/n 10344 to E.W.A the production of Mk.100s stopped. This was on November 11th, 1967.

Four aircraft, c/n 10117, 10128, 10129 and 10130 have never been built. Probably this order was cancelled and parts of these aircraft were used for other ones.

Next months production list of the first F.27s will be published, while the Mk.200, 300, 400, 500 and 600 story will follow.



