



October 1977



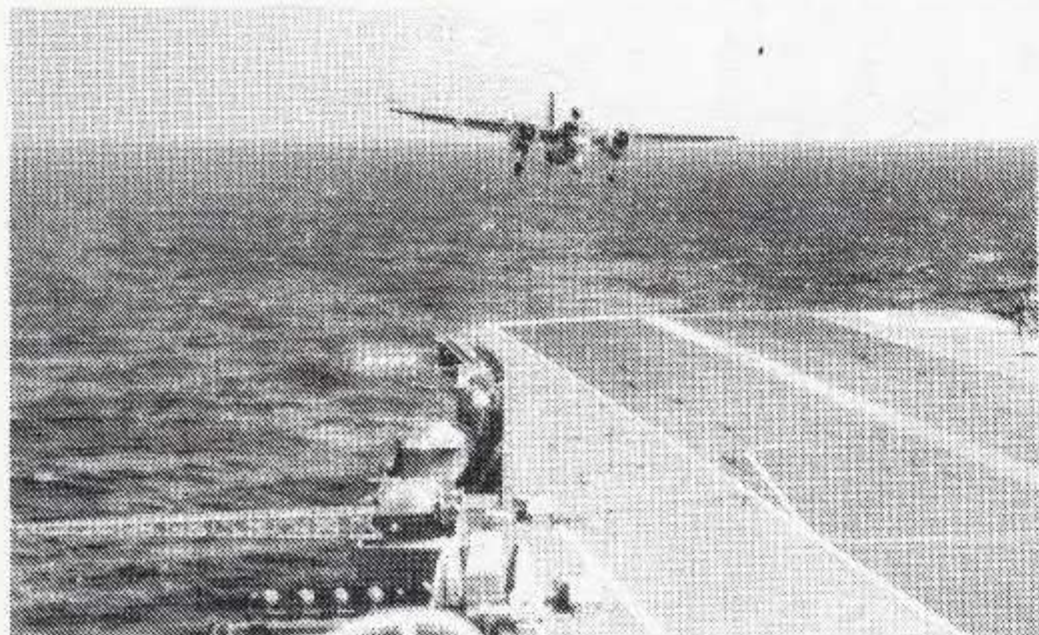
aviation

magazine

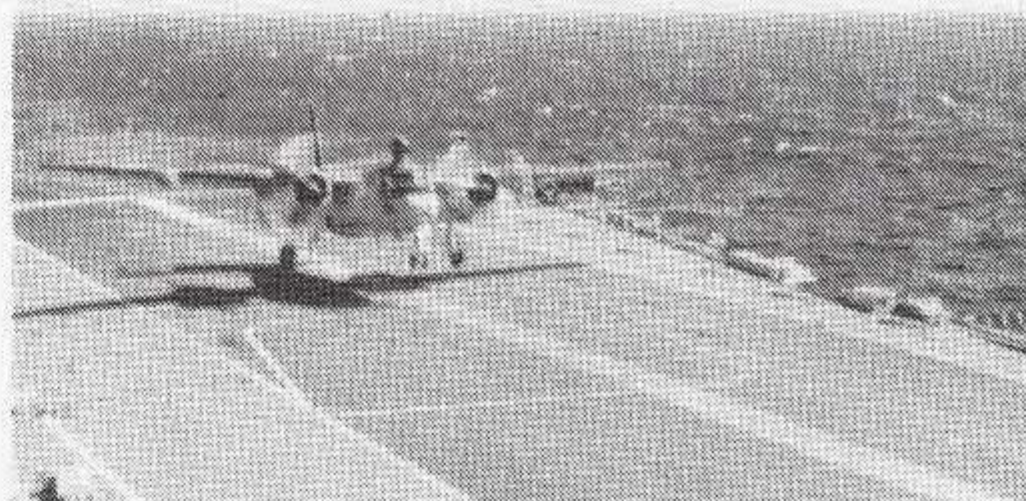
NUMBER 85

MLD Tracker landing at carrier "Karel Doorman"

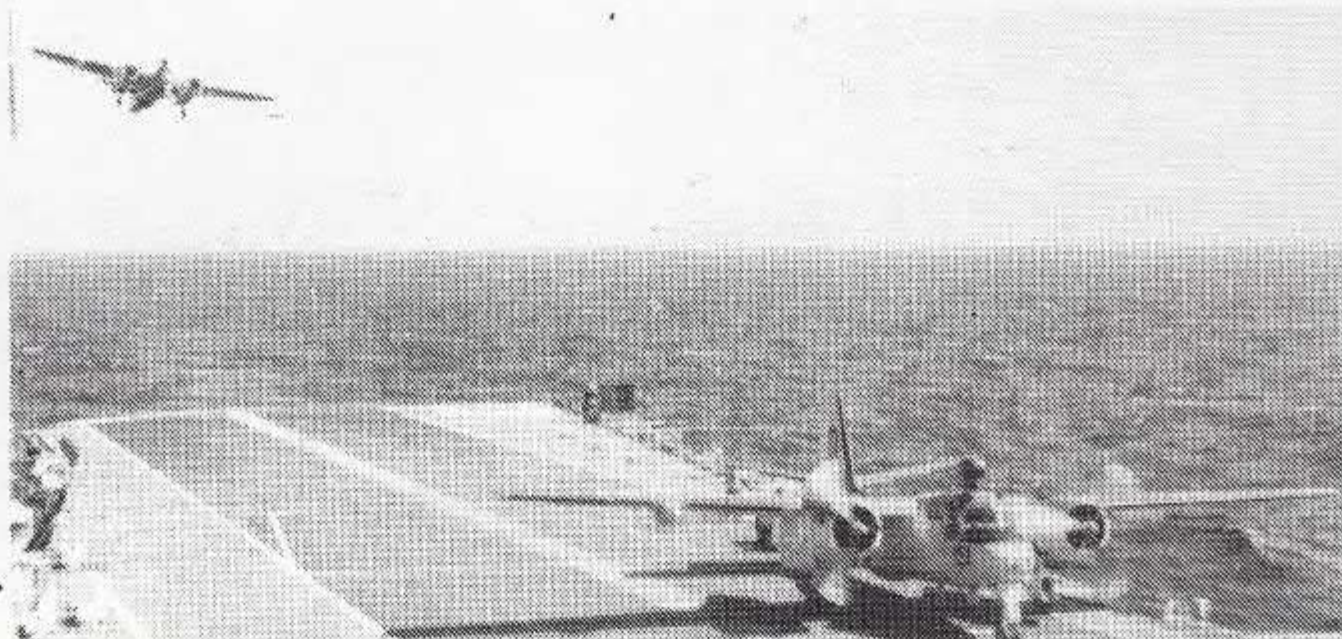
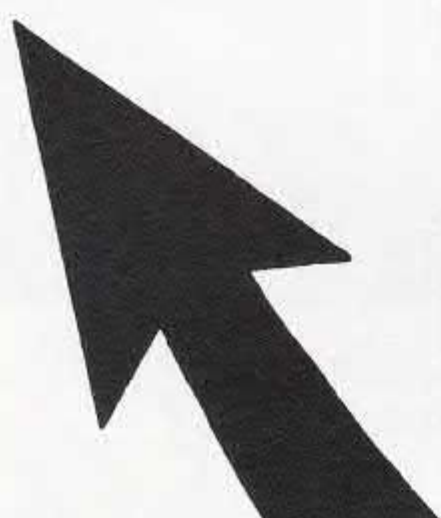
These shots show 5 phases of a touch-and-go procedure aboard the 'Karel Doorman' by S-2A 151/D. (all photos via N.A.Wiltens)



short final, landing gear and hook down

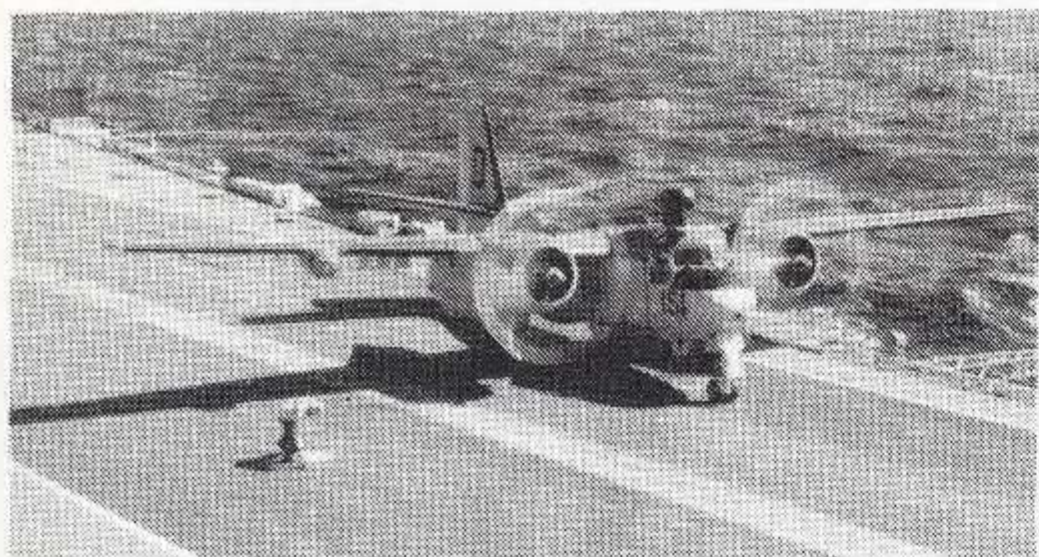


just before touch down



full power

on the deck



airborne once more

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Looking through this issue, you will have noticed that we publish photos. Some of these photos have been marked with an asterisk (*). Prints of the ones with an asterisk can be ordered with the FLASH Photo Service.

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Frank Smith, Vialle della Pace 164, 36100 Vicenza Italy.

With the minimum cost of the postage for your letter, you will see how many interesting, different and probably unknown subjects are missing in your archives!!!!

PROJECT: Required any information on the Republic F-84E and G Thunderjets in European service as serials, codes, squadron service, etc. with photographs if possible. If I obtain enough information I intend to write a book, pamphlet or article on this (neglected) subject.

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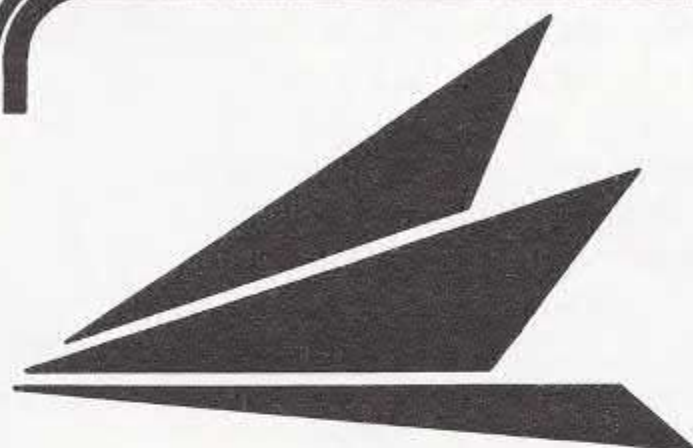
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VOLUME 8

'Countrymen, go to sleep, we'll take care of your security'

This reassuring announcement was done in 1940 immediately followed by the German invasion and it could have been made true when a good defence-policy would have been taken care of. This opening quotation is still actual as we can trust our elected government as far as defence is concerned.

The actual situation is often compared with the situation just before WWII thus suggesting that WWII can be expected any time now.

The following facts have already been quoted many times when dealing with the above subject:

- 1) For the first time since WWII, the USA have diminished their defence-budget in comparison with preceding years.
- 2) Relatively, the Warsaw-pact countries are spending more money on defence than the NATO-countries.
- 3) It has been stated that the Warsaw-pact countries have a numerical superiority.
- 4) We (the West World) have to deal with disarmament by cost-inflation.

When one also adds the postponement projects like the B.1 or the MRCA, one is easily seduced to unshaded pronouncements. In my opinion, the following facts also have to be taken into consideration:

- In the past, the eastern countries have been occupied more than once, due to insufficient defence measures (in WWII, the USSR have lost more people than all other countries involved in that party).
- Since China has become a real opponent, the USSR have to take care of their Asian border in a rather tough way.
- The Western world can count on a more advanced technology and on some powerful fellow-countries (Iran, Israel, Japan, etc.).
- The Vietnam-war has led to an accelerated progress in technological developments and to a large stock of still useable arms.

Amongst others, all above facts have to be taken into consideration when one wants to draw a sincere conclusion. As I thrust on the common sense of the leading persons of the World, I think that we can be assured of a secure sleep.

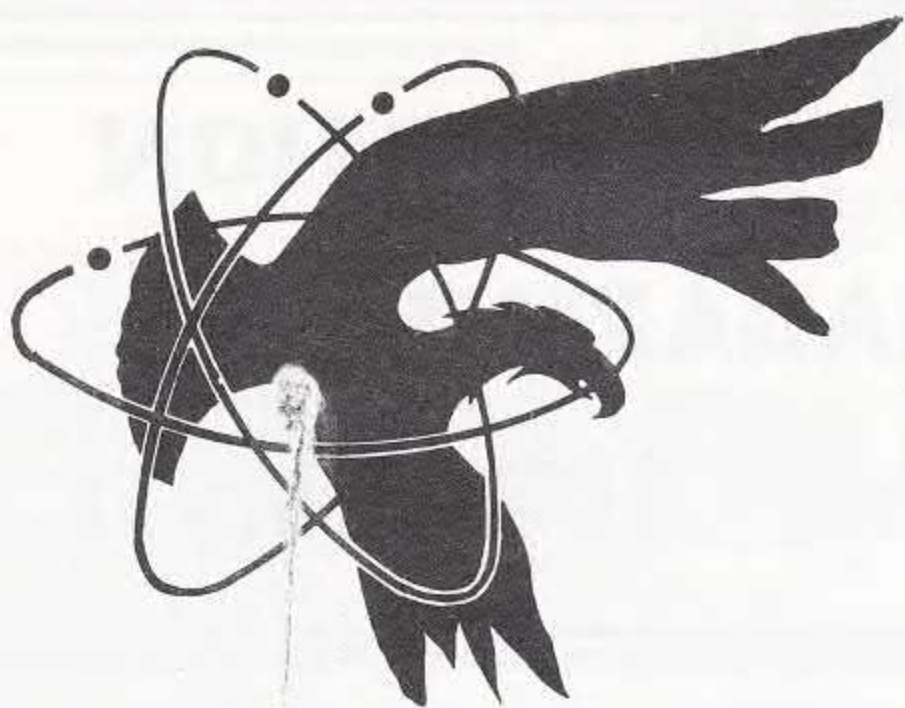
P.F.J.v/d.Krommenacker

COVER PHOTO. History of this a/c can be found in the F.27 Friendship production list of last month; c/n 10199. (Fokker)
BACK PAGE: Tiger Meet 1970: CF-104D 104666 landing at Kleine-Broegel on 10 July 1970. (H.v/d.Laar)

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

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Credits: BAR, SEAR, Aviation News and Aviation Ireland and Aero Nieuws.



MILITARY NEWS

Holland

- Nearly every year all NATO air bases are unexpectedly attended by some officers of high rank, forming an international judging-team. The air base has to carry out a test-program which has been set up by the judges. Not an ordinary program but a complete continuity of all things that could happen during a real war such as mass-scrambles, gas-attacks, atomic-attacks, etc. A TACIVAL normally lasts three days. The first day is characterized by continuous flying of the local aircraft. On the second day the defence systems of the air base are tested by means of many air-attacks. The third day normally gives very few activities as the technical affairs are tested.

From 15 - 17 August Eindhoven had its TACIVAL and on 16 August a grand total of 16 aircraft attacked the air base, all landing for refuelling
22-04, 25-17 F-104G JB-33 K-3057 NF-5A 315Sq
38-41, 37-17 F-4F WGAF JB-36 83825 OV-10A USAF
XZ101/S Jaguar RAF 2Sqn 34-27 G-91T LKG-43
BA-41, 35, 40, 57 Mirage 5BA BAF 3Wing/1Sqn
BR-12 Mirage 5BR BAF 2Wing/42Sqn
XZ387/DN, XX967/DA, XX974/DH Jaguar RAF 31Sqn

- Movements at Volkel included:

Aug. 26: XZ368/AN, XX955/AF Jaguar RAFG 14Sqn
XZ371/BP Jaguar Gr.1 RAFG 17Sqn
AR66-430 RF-4C USAF V253 SP-13A MLD
29: AR66-449 RF-4C USAF A-445 Al.III
34-57 G-91T WGAF LEKG-41 B-45 Bo.105C
30: AR68-553, 68-554 departed for Alconbury
31: 107, 489 RF-5A RNoAF Skv.717
C-9 F.27M 334Sqn

Sep. 1: Departure of the four remaining RF-4Cs
Transport: 41685, 41688 C-130H 463TAW
XX150/CY Jaguar T.2 RAFG 20Sqn
2: 39810 C-130H USAF 463TAW
AR66-418 RF-4C USAF 1TRS/10TRW

From 26 September till 6 October 311Sqn had a squadron-exchange with 6Stormo/154Gruppo from Ghedi (Italy). F-104Gs involved: 6-01/MM6510, 6-06/MM6577, 6-11/MM6542, 6-21/MM6553. Transport was provided by 46-02 C-130H.

- Movements at Leeuwarden included:

Jun. 1: D-8112, 8129 RF-104G 306Sqn
K-4009, 4017 NF-5B 314Sqn
2: 23-21 F-104G WGNavy MFG-2
59-00 (FBSS), 59-20 (MFG-5) both DO-28Ds
50-67 C-160D WGAF LTG-63
069 Sea King Mk.43 RNoAF Skv.330
3: K-3024, 3042, 4025 all NF-5A/Bs 315Sq
256/V Atlantic MLD 321Sqn
59-21 DO-28D and 89-65 SeaKing both WGN
XZ104/N Jaguar Gr.1 RAFG 2Sqn
4: 50-54 C-160D WGAF LTG-63
6: K-3047 NF-5A 314Sqn
38-57 F-4F and 58-64 DO-28D both JBG-36
7: 20-54, 26-44 F-104G WGAF JABOG-31
21-25 F-104G WGNavy MFG-2
59-24 DO-28D WGNavy MFG-5
CR74-050, 74-657 F-4E USAF 32TFS
BT69-236 and HR68-536 F-4E both of 50TFW
9: 58-62 DO-28D WGAF JABOG-36
70-54 UH-1D WGAF HTG-64
070 Sea King Mk.43 RNoAF Skv.330
XW216/CN Puma HC.2 RAF 33Sqn
11: 59-15 and 59-18 DO-28Ds WGNavy MFG-5
13: diversions to Twenthe of two Swedish
Viggens and two German F-104Gs (24-99
26-03) due to a defect barrier at Leeu-
warden
14: XX890/K Buccaneer S.2B RAFG 15Sqn
15: K-3004(313), 3005(NB), 3007(315), 3013
(314), 3025(315), 3038(315), 3040(NB)
3062(313), 4015(313) all NF-5A/Bs
16: 21-16 F-104G WGNavy MFG-2
59-18 DO-28D WGNavy MFG-5
The first of many landings of an F-16:
01568 F-16A
41677 C-130H USAF 463TAW
20: 27-81 TF-104G WGNavy MFG-2
58-37 DO-28D WGAF (no badge)
21: K-4001, 4014, 3014 NF-5A/Bs of 313Sqn
23-19, 26-55 F-104G WGNavy MFG-2
24: 069 Sea King Mk.43 RNoAF Skv.330
28: XS452/T, XS922/L Lightning T.5/F.6 11Sq
29: CR74-660, 74-650, 74-657, 74-653, 74-049
74-050, 74-053 all F-4Es of 32TFS
K-3018(316), 3050(316), 4012(313) NF-5A/B
Jul. 6: BD-15 Mirage 5BD BAF 80TU
37-61, 38-51 F-4F WGAF JG-71
58-99 DO-28D WGAF JG-71
XW544/H Buccaneer S.2B RAFG 15Sqn
37-25 F-4F WGAF JB-36 CR74-051 F-4E



311Sqn's partner in its 1977 sqn-exchange was 6Stormo from Ghedi AB. 6-06/MM6577 was photographed on 5 October at Volkel AFB. (J.P. Bergmans)*

Jul. 8: CR74-652, 74-654 F-4E USAF 32TFS
 12: 58-26 DO-28D WGAJF JABOG-36
 13: 21-11, 21-31 F-104G WGNavy MFG-2
 CR74-050 F-4E USAF 32TFS (three more)
 14: 227K UH-1B MLD 7Sqn
 260/VL UH-14A MLD 7Sqn (first visit)
 22-13, 22-89, 22-96 F-104G WGNavy MFG-1
 19: D-6668, 8337 F-104G 312Sqn
 RS74-650, 69-253 F-4E USAF 86TFW
 20: RS74-653 F-4E USAF 86TFW
 Jul.22: CR74-041 F-4E USAF 32TFS
 UH68-014 F-111E USAF 20TFW
 22-89, 25-02 F-104G WGNavy MFG-1

On 20 September a sqn-exchange started with JG-74 from Neuburg (WGAJF). F-4Fs involved were 37-28, 37-80, 37-92, 38-16.



37-28 F-4F of JG-74 on sqn-exchange with 322/323Sqn at Leeuwarden. (P.Elzinga)

- Movements at Valkenburg included:

Aug.15: 66-18020 U-21A USArmy 56th Av.Company
 157310/LR-2 P-3C Orion USNavy VP-24Sqn
 16-02 Hansajet HFB-320 WGAJF FBSS
 VP981 Devon C.2 RAF 207Sqn
 Sep. 1: WF118/CU569 Sea Prince T.1 R Navy 750Sqn
 with WP309/CU570, WP308/CU572, WF125/
 CU576, WM735/CU578
 7: XW790 HS.125 CC.1 RAF 32Sqn
 84-16 CH-53DG WGAJF HFWS
 16: 61-17 Atlantic WGNavy MFG-3
 19: 59-16 DO-28D WGNavy MFG-5 (also on 20.9)
 26: 148330 SP-2H Neptune Fr.Navy 25F

- In September, four MLD UH-1Bs were withdrawn from use and stored at Valkenburg. The first one to arrive was 220 on 27 September and was delivered on a lorry from De Kooy to Valkenburg. Three more followed on Sept.29: 226 and 227 delivered by air and 221 again on a lorry.



This very helicopter has already been withdrawn from use and at this moment it's at Valkenburg. (J.Verloop)

Belgium

- On 27 August, Oostende Airport organized an air show: NOORDZEE LUCHTVAARTSHOW
 Except for the civil aircraft, the following military aircraft were present:
 Static: FX-54 F-104G; CF-06 Merlin 3A; RS-05 Sea King; BA-09 Mirage 5BA; CH-06 C-130H ST-17, 33, 35, 16 Marchettis 'The Swallows' MT-5, 8, 21, 33, 39, 48, 51 CM-170Rs 'Red Devils' M-1/OT-ZPA Alouette III Belgian Navy A-79 Alouette II Belgian Army .B-02/OTA-LB Islander BN.2A Belgian Army XW933/Q, XW630/G Harrier T.4/GR.3 RAFG 3Sqn

Eire

- Just in case you didn't know it yet. The IAC's Beech Super King Air 200 EI-BCY (ex SE-GRR) has an IAC call-sign in the regular series, 232, although this is not carried on the a/c which looks deceptively like a civil aircraft. 232 is on lease from the manufacturers for a long term operational trial period, the purpose being to determine whether the type is suitable for the IAC's fishery protection role. The lease is for three years, and the IAC has an option to buy the a/c after that. They are now paying approx. £.100,000 per year and the type costs about £.700,000 new. It is now in full operational use flying about 4 hrs each day and when at base (Baldonnell) is usually on short alert time, to minimize the risk of trespassing ships getting away.

- Movements at Shannon Int. Airport included:

Jul. 2: 1604 C-130H R.Saudi AF (also on 9.7)
 8: 466 and 467 C-130H R.Saudi AF (on del.)
 11: 461 C-130H R.Saudi AF (also on 19.7)
 24: 130323 C-130E CAF
 26: 206, 209 Cessna FR.172 IAAC
 212, 211 Alouette III IAAC
 27: 51-08 Transall C-160D WGAJF
 30: CB-02 Boeing 727-29C BAF 15Wing/21Sqn
 Aug.14: 1615 C-130H RSaAF (del. to Jeddah 17.8)
 16: 1616 KC-130H RSaAF (del. to Jeddah 22.8)
 20: 464 C-130H R.Saudi AF
 22: 86971 VC-137B USAF 89MAW
 27: 01291 C-130E USAF

France

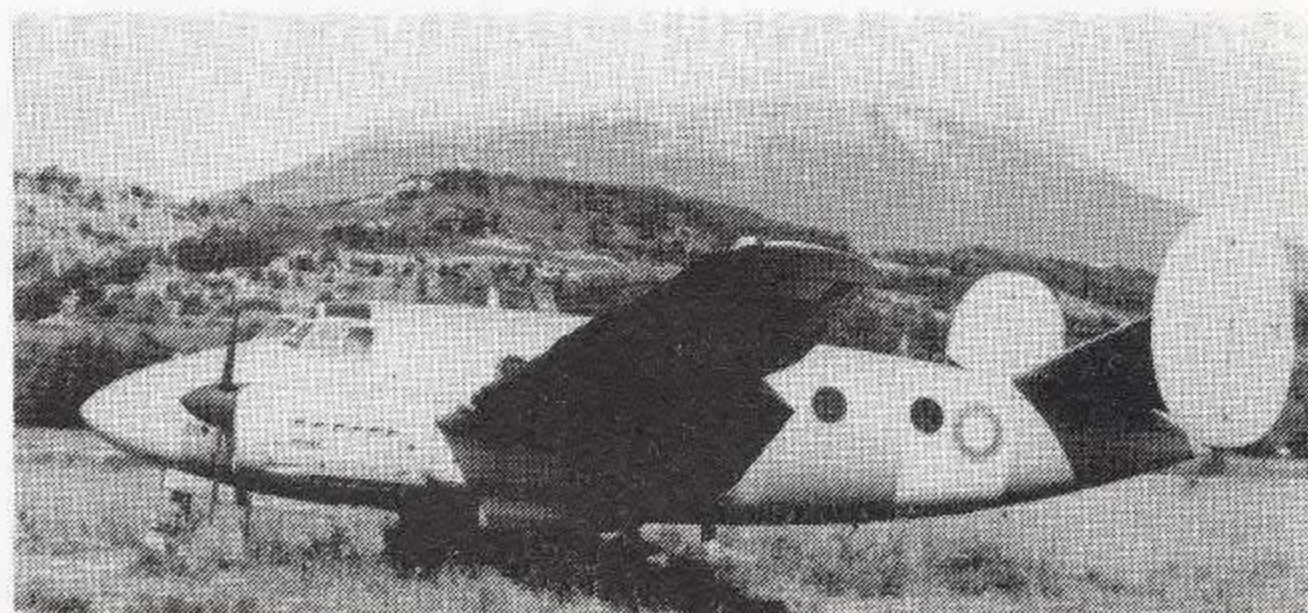
- Exercise "DATEX 77": 2,400 missions in two days. Dtex 77 is the biggest annual French Air Force exercise involving all operational units. On 27 & 28 September it was up to the Force de Frappe (Strategic Air Command) to attack French territory, being assisted by seven foreign air forces. The defence was up to the air-defence units assisted by the Army and Navy. Visiting a/c at Lann-Bihoue involved in "Dtex 77" were:

Sept.26: 11-ET/A72, -EB/A73, -ES/A75, -ER/A76
 11-EC/A79, -EM/A80, -EO/E17, -EA/E29
 all Jaguar A/Es of EC.1/11
 62-KJ/99; -KD/122, -KI/130 all N-2501s
 61-ZL/F94 C-160F ET.2/61
 No.1, 6, 17, 22 F-8E(FN)s of 12F
 Sept.27: 4-AD/614, -BF/624, -BR/609 Mirage IIIE
 33-TT/351 Mirage IIIRD of ER.3/33
 61-MJ/15, -MT/48 C-160F ET.1/61
 CF/38475 C-135F FAS (plus three others)
 Sept.28: 30-MP/47, -MB/50, -MM/71, -MT/72,
 30-MN/77 all Mirage F.1Cs ECTT.2/30
 62-WF/185 N-2501 Noratlas of ET.1/62
 No.27 and 31 F-8E(FN)s of 12F

- Movements at Bordeaux-Merignac included:

Jul.18: CG/23 MS-760 Paris IIR ELA.44
 50-10 C-160D WGAJF LTG-63 ASO Puma ALAT
 AI/83 N262D ET.65 722-EA/182 MH-1521M
 K-4028 NF-5B RNethAF 316Sqn
 25: F-ZBAC Alouette II Protection Civile
 5320 C-130E Venezuelan AF
 Aug. 5: SU-ARZ AN-12 Egypt AF

Found 50kms north of Nice: 185 (ex 319-CO)
 Flamant MD.312. (A.Wilderdijk)



- Over a period of 3 years the French Air Force has introduced two new aircraft. Starting in May 1973, EC.7 at St.Dizier was the first unit to receive the Jaguar (replacing the Mystere IVA). This year, all three squadrons of EC.11 at Toul became operational on the Jaguar while EC.3/3 has been very busy converting from Mirage VF to the Jaguar.

The second 'new generation' aircraft is the Mirage F.1C. Early 1974 ECTT.30 at Reims received the first production-aircraft of this type, followed by EC.5 at Orange. In April this year EC.2/12 at Cambrai also completed its conversion from Super Mystere B.2s to Mirage F.1Cs. On 9 September, the introduction of the Mirage F.1C into French Air Force service was official completed. The last squadron, EC.1/12 at Cambrai withdrew its Super Mystere B.2s in favour of the first one.

Forming the 'Golden Oldies Committee' at the official withdrawal of the Super Mystere B2 were 12-YH, 12-YM and 12-YW.

Italy

- On 1 August, the 3rd Aerobrigata became 3rd Stormo. One of its Gruppi has officially been disbanded (the 132nd) although a/c with code and badge of 132^o are still flying. They will probably be recoded after their next overhaul. So, the situation at Villafranca is:

3^o Stormo with 18^o Gruppo (F-104G with recce pods) and 28^o Gruppo (RF-104G and F-104G with pods).

- Movements at Rimini included:

Aug. 8: 14-53/MM62014 PD.808RM 8Gruppo/14Stormo
10: 20-15, 20-44, 23-98, 26-05 all F-104Gs WGAF of JABOG-31 on squadron-exchange till 19.8

17: BR-03, BR-04 Mirage 5BR BAF 2Wing/42Sqn
FC-03, FC-07 TF-104G BAF 10Wing

18: 50-55, 50-83 both C-160Ds of LTG-61

31: D-8053, 8090, 8093, 8338 F-104G RNethAF
SP-62/MM61926 P.166/M 207Gruppo

Sep. 2: 6-06 F-104G 154Gruppo/6Stormo (made an emergency landing, returned to Ghedi on 10.9)

5: 14-22/MM51-4514 T-33A 8Gruppo/14Stormo

7: 25-49 and 27-83 T/F-104G WGAF

2-36, 2-47, 2-50, 2-51, 2-60 all G-91Rs
RS-08/MM6364 G-91T 311Gruppo/RSV

9: SA-105/MM54405 G-91T

- The 29th of August an F-104G of 18th Gruppo crashed at Mirandola (near Modena). Aircraft involved was 3-01/MM6505. The pilot ejected safely.

Less fortunate was the pilot of an F-104S of 155Gruppo/51Stormo that crashed at Istrana during a take-off on 25 September. The pilot was badly injured.



A very low pass of G-91PAN No.9 of the Italian aerobatic team 'Frecce Tricolori' (F.Smith)

United Kingdom

- Next year, the first Tigers will arrive in Switzerland for assemblance at Emmen.

Early 1979, the first ones are expected to be delivered to the 'flugwaffe'. The 66 F-5Es on order will be reged J-3001 up to J-3066 while the 6 F-5Fs will be reged J-3201 up to J-3206. Note the 3101-onwards series has been skipped deliberately as more F-5Es are expected to be ordered.

The announcement of an article on the 'Flugmeisterschaften', published last month, seems to have been a bit premature. Perhaps next year.

Switzerland

- The prototype for the AEW Nimrod, Comet 4 XW626 made its first flight from Woodford on 28 June. The air Ministry has ordered 11 AEW Nimrods, which will be converted from the standard Nimrod Mr.1s. They will replace the ancient Shackleton AEW.3s of 8Sqn

Another new version to enter British service in the near future, is the Sea Harrier. On order are 24 Mk.FRS.1s and 1 Mk.T.4 for delivery to Royal Navy's 700H Squadron at Yeovilton in 1979.



AB.206 above Misano Adriatico on 7 August '77. The owner of this chopper (PS-20) is the Italian Police. (M.J.Gerards)

United States of America

- Movements at Mildenhall included:

Jun. 29: 157311/LR-3 P-3C Orion USNavy VR-24Sqn
50968 WC-130H 53WRS

30: 136756 C-1A USNavy (ex NAS Mildenhall)

Jul. 1: 156529/LL-41 P-3C Orion USNavy VP-30Sqn

2: 71501 KC-135A 134ARG/Tennessee ANG
158931/LA-1 P-3C USN 00449 C-5A 60MW

4: 133345 CT-33A CAF 1stCAG

6: 158925/LA-7 P-3C USN 90001 C-5A 60MAW
4X-BYA/006, 4X-JYL/128 B.707 IDF/AF

7: 22550 C-12A Hq. USEUCOM 42132 C-130H
80091(5BW), 71514(11ARS) both KC-135As

8: 10969 C-130B AFRES/706TAS

9: 60138 C-141A 63MAW 80226 C-5A 60MW

12: 40551 C-130E-II 7SOS 50246 C-141A 60MAW

14: 21852 C-130E AFRES/459TAW
60157(443MAW), 60165(62MAW) both C-141As

19: 91487 KC-135A 126ARG/Illinois ANG
12647 C-130B AFRES

22: NZ7002 C-130H R. New Zealand AF 40Sqn
71440(305ARW), 23537(509BW) both KC-135A
21828 C-130E AFRES/435TAW

25: 4X-FBX/428 C-130H IDF/AF
50118 EC-121T AFRES/79AEWS

26: 21866 C-130E AFRES

Aug. 1: 63648 KC-135A 160ARG/Ohio ANG
27-39 TF-104G WGAJF JABOG-34
70520 C-130B AFRES 14674 OV-10A USAF

4: 53137 KC-135A 2BW

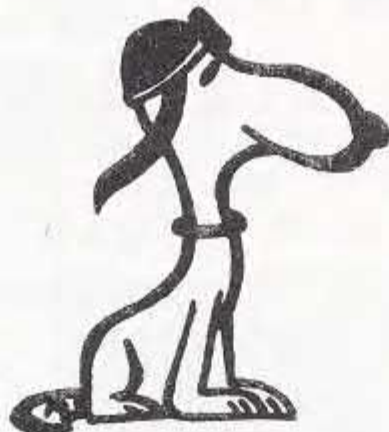
5: 155124/JM C-2A USNavy VR-24Sqn
157311/LR-3 P-3C Orion USNavy VP-24Sqn

10: 157312/LR-4 P-3C Orion USNavy VP-24Sqn
38084, 67958 C-141A 63MAW
58-64 DO-28D WGAJF JABOG-36

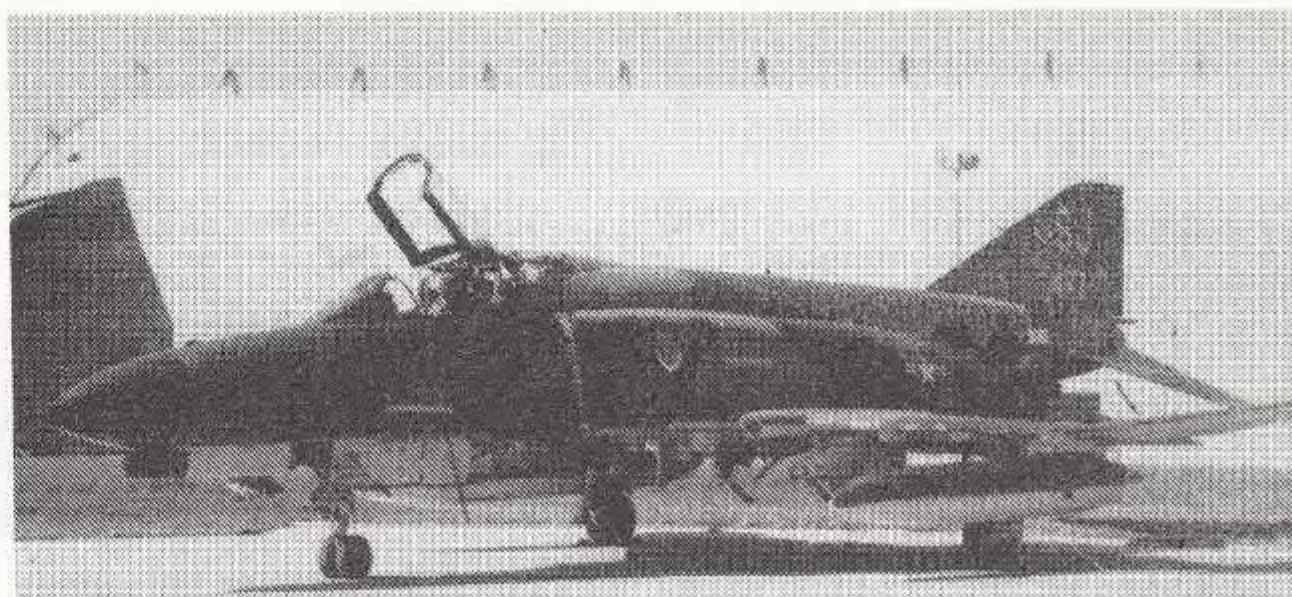
11: 14830 KC-135A 5BW

12: 91472 KC-135A 97BW 12669 VC-135B 89MAW

Still present at Mildenhall since early June is U-2R 10338 of 9SRW/Beale AFB. Just after arrival here it had received a drawing of 'snoopy' on its tail. Except for the registration (in red !!) and the drawing it has no markings.



Throughout August and early September the activities of the KC-135s at Mildenhall have been very high with an absolute peak in the last week of August and the first week of September. On 22 August every inch of the south side of the base was occupied by 35 KC-135s. This day 30 missions were made in seven hours to make 107 air refuellings mainly because of the F-4Ds of 49TFW/Holloman, the A-10As of 355TFW/Davis Monthan and a/c which participated in exercise 'Oksboel' (a testing to cope with an invasion of enemy forces in Denmark). To give an impression of the fuel needed: each HO F-4D made two in-flight hook-ups receiving 2,000US gallons. Below a survey on all trans-atlantic crossings that took place recently. Most a/c made two in-



Photographed during the deployment at CFB Lahr on 12 September F-4E SJ72-477. (G. Lang)

flight hook-ups with KC-135s from Mildenhall:		
18 F-4Ds of 388TFW/HL	Arr.: 9 Aug	Dep.: 24Aug
18 F-105Gs of 35TFW/GA	Arr.: 12&17Aug	Dep.: 30Aug
18 F-105D/Fs of AFRES	Arr.: 14Aug	Dep.: 27Aug
24 F-4Ds of 49TFW/HO	Arr.: 22Aug	Dep.: 22Sep
6 A-10As of 355TFW/DM	Arr.: 22Aug	Dep.: 7 Sep
18 A-7Ds of ANG	Arr.: 6 Sep	Dep.: 26Sep
18 F-4Es of 4TFW/SJ	Arr.: 5 Sep	Dep.: 24Sep
18 RF-4Cs of 67TRW/BA	Arr.: 9 Sep	Dep.: 29Sep
24 F-4Ds of 49TFW/HO	Arr.: 11Sep	

- Last month we reported that 48TFW completed its delivery of new F-111Fs. This should have read nearly completed as every now and then new ones are being delivered.

On 29.8 21449 was delivered. A final total of 105 F-111Fs is expected to be based at Lakenheath in the future.

In order to house the newly formed 495TFS, the local air club had to give up some room but this seems not to be enough. Extensive doing-up of Sculthorpe fortifies the rumours about a permanent detachment at this base.

Deliveries at Bitburg are also still going on:

3 August: 60012, 60019, 60035 and 60126 TF-15A
17 August: 60027, 60030, 60031, 60032, 60034
7 Sept.: 60021, 60037, 60038, 60039, 60040,
60041, 60043 and 60128 TF-15A

22 Sept.: 60033, 60042, 60044, 60045, 60047, 60048

So far the following F-15s are operated by 36TFW:

BT75-049/50/51/52/53/56/57/58/60/61/62/63/64/65

75-066/67/68/69/70/71/72/73/74/75/76/77/78/59

BT76-008/09/10/11/12/13/14/16/17/18/19/20/21/22

76-023/24/25/26/27/28/29/30/31/32/33/34/35/36

76-037/38/39/40/41/42/43/44/45/47/48 all F-15

BT75-087/88 and 76-0124/25/26/28 all TF-15As

- Last month only three registrations of the six A-10s at Sembach were given. The other three were DM75-285, 75-287 and 75-290.

Only 3 A-10As arrived at Sembach on 22 August as three others diverted to Keflavik, two of them having engine troubles.

As a reserve a/c DM75-285 was flown to Sembach on 24 August and DM75-287, 75-290 must have arrived at Sembach also on this day.

Not on 7, but on 8 September five A-10s left for their home base Davis Monthan. DM75-289 remained for another two weeks (not again engine troubles, was it ???).

One of the frequent visitors at 'the hall': 156529 P-3C on 1 July. (J.v. Tuyn)^x





Taking part
in the Autumn
Forge exercise there
F-105Gs of
35TFW on
final approach to
Karup on 24
August.
(G.v/d.Veen)

- As promised the registrations of the 18 F-105Gs of 35TFW/George AFB on deployment at Karup (Denmark):

GA62-423, 62-428, 62-438, 62-439, 62-440, 63-278
63-292, 63-300, 63-303, 63-305, 63-307, 63-316
63-320, 63-332, 63-334, 63-345, 63-363, 63-274

They took part in exercise 'Oksboel'. This exercise was an invasion into Denmark which had been occupied by an enemy force.

Playing the role of 'radar-jamming Eastern radar stations' are the EB-57Es of 17DSES/Malmstrom. Arriving at Zweibrücken before the series of exercises in the European theatre started were 54241, 54280, 54287, 54290 and 54298. They arrived on 12 August and left not until 10 October via Kelfavik (Iceland).

- Just like the A-10s two other a/c were also flown over to participate in 'Reforger' exercise:

EG67-0455 RF-4C of the Tactical Air Warfare Center from Eglin AFB

69-0378 RF-4C of the Air Defence Test Center from Eglin AFB

Both aircraft arrived at Zweibrücken on 6 September and at the time of writing, they were still there. They are equipped with infra-red Pave Tack pods and make only night missions. And again we have been a bit premature last month. We reported that, except for one, all deployments had taken place. Despite our statement the USAF decided to organize another two deployments: RF-4Cs of 67TRW (prob. 45TRS) to Torrejon (Spain) and 10 A-7Ds to Lossiemouth (UK). Further details are not known....yet.

- Movements at Ramstein included:

Jul.28: 10677(7005ABS), 0-24453(1868FCS) T-39As
18020, 18021 U-21A USArmy Colemann Bar.
BT76-125 TF-15A USAF 36TFW

ZR68-556, 69-370, 69-367 RF-4Cs of 26TRW
70-15221 OH-58A & 69-15605 UH-1H USArmy
C-2, C-8 F-27M RNethAF 334Sqn

CS-01, CS-03 HS.748-2A BAF 15Wing/21Sqn
3-KY/304 MH-1521M Broussard FAF EC.3
51-06 C-160D WGAF LTG-61

17-02 VFW-614 WGAF FBSS

72-39 UH-1D WGAmy

Jul.29: ZR69-369, 68-564 RF-4C 26TRW

TJ63-612 F-4C 401TFW

D-8103 F-104G RNethAF 306Sqn

CM-02 Myst.20 and CH-11 C-130H both BAF

0-61174, 21538 UH-1Hs USArmy

27-22 TF-104G WGAF JABOG-34

LM/84 MS-760 Paris IIR FAF ET.65/GAEL

34-44 G-91T WGAF WS-50

Aug. 1: 15885, 15886 RU-21E USArmy

BT75-077 F-15A & BT75-087 TF-15A 36TFW

RT-667 CF-104D RDAF ST-29 SF.260M BAF

5-01, 5-14 F-104S ItAF; 72-10 UH-1D WGAmy

27-39 TF-104G JB-34 CH-06 C-130H BAF

22: 15179, 15774 AH-1S & 21823 UH-1H USArmy

5-31, 5-34 F-104S ItAF 5Stormo

133069 CT-33A CAF 70-68 UH-1D HTG-64
XK884 Pembroke RAF CF-06 Merlin BAF
34-41 G-91T WGAF WS-50

Noted on this day on the USArmy ramp
23843, 23872, 23873 all U-8F Seminoles

Aug.30: 60191 C-141A 60MAW 54241 EB-57E 17DSES
575 F-5A and 135 F-5B both RNethAF

34-29 G-91T WS-50 UH67-121(y) F-111

31: 0-17315 UH-1H USArmy 15885 RU-21E USAr

BT75-088 TF-15A 36TFW

Official opening of NATO exercise

'Autumn Forge' by General Haig. This

event was attended by many high officers

and their VIP transport was as follows:

11-01 C-140B & 16-04 HFB-320 WGAF FBSS

C-1, C-2, C-4 F.27M RNethAF 334Sqn

B-02, B-05, B-08 BN.2A Islander Belg.Ar

XK884 Pembroke C.1 RAF 60Sqn

18036, 18040, 18059 U-21A USArmy

109105 CC.109 CAF 59-00 DO-28D FBSS

22261 C-12A USArmy CF-06 Merlin BAF

Sep.10: AR66-418, 65-944 RF-4C 10TRW/1TRS

UH68-057(b), 68-071(y) F-111E 20TFW

16: LN70-416(r) F-111F 27-22 TF-104G JB-34

50-66 C-160D WGAF LTG-61

0-22698 KC-97L Wiscousin ANG

3-KY/304 Broussard FAF EC.3

17: Believe it or not but this day four

Fiat G-91Rs of the Portuguese AF (5443

5446, 5450 and 5456) visited Ramstein

as well as a Portuguese AF N-2501 Noratlas

(6416). The Fiats returned the same day

making a fuel-stop at Bordeaux(France).

Sep.21: 0-22692 KC-97L Wiscousin ANG

FC-02 TF-104G BAF LN70-363 F-111F

11-OJ/54432 T-33A FAF 18019 U-21A USAr

Also noted this day were the remains of

the A-10 that crashed at Le Bourget

(DM75-0294) being put in a C-141A.

For some months now, 24125, an VC-135B of 89MAW,

is based at Ramstein. Because of the many

congresses and meetings in Europe this aircraft

is most of the time in the air between USA and

Europe.

Just like the VC-140Bs it uses the call-sign of

Ramstein's Operations Squadron (spar) but still

belongs to 89MAW/Andrews AFB.

- About every month now, a new Air Combat Training

course starts at Alconbury. The course is given

by the 'Aggressors' of 527TFTAS to USAF units.

During the course, the units operate from Alcon-

bury for two weeks. Their stay has been preceded

by a thorough briefing at the home-base.

In July 12 F-4Ds of 52TFW:

SP66-(7)514, 66-(7)525, 66-(7)552, 66-(7)555

66-(7)563, 66-(7)585, 66-(7)609, 66-(7)665

66-(7)715, 66-(7)733, 66-(7)750, 66-(8)781

From 30 July till 12 August 12 F-4Cs of 52TFW:

SP63-(7)440, 63-(7)443, 63-(7)452, 63-(7)467

63-(7)512, 63-(7)567, 63-(7)594, 63-(7)596

63-(7)607, 63-(7)615, 64-(0)741, 64-(0)749

From 14 September till ??? 14 F-15s of 36TFW:
BT75-(0)056, 75-(0)064, 75-(0)072, 76-(0)016
76-(0)019, 76-(0)021, 76-(0)022, 76-(0)023
76-(0)030, 76-(0)035, 76-(0)038 all F-15As
and BT76-(0)126 TF-15A

On 9 August 12 NF-5As of 316Sqn from Gilze-Rijen
arrived here for a ten-days stay: K-3010,3021
3030,3031,3043,3054,3063,3066,3072,4011, 4023.
During this deployment, flights were made to
familiarise with UK low-level routes. Rumours
say there will be more of this sort of depoy-
ments at Alconbury.

As if this all wasn't interesting enough: two
F-4Ds (HL65-0648,65-0660) diverted on their way
from Nordholz to Hill on 24.8; 4 Dutch RF-104
on exchange with 1TRS; 2 RF-4Cs (BA69-0359 and
69-0356 or 7) of 67TRW diverted on their way
from Bergstrom-Söllingen on 9.9
Not bad at all Alconbury.

West Germany

- Movements at airfields in West Germany:

Manching on 13 May:

21-52, 21-85, 25-67 F-104Gs; 27-10 TF-104G;
30-06, 32-72 G-91Rs; 34-07 G-91T; 37-15 F-4F
all with ES-61 batch
20-45(JB-34), 21-44(WS-10), 25-14(JB-33),22-19
(MFG-1) all F-104Gs 28-10 TF-104G MFG-2
BT76-124 TF-15A USAFE 55-45 DO-27 WGAF
32-68 G-91R LEKG-41 98-05 Tornado WGAF
35-49(AG-51), 35-84(AG-52) both RF-4Es
37-52(-), 37-69(JB-36) both F-4Fs

Neuburg on 13 May:

37-05,32,56,76,88,96, 38-00,04,08,12,16,24
38-28,40,48,60,68,72 all F-4Fs of JG-74
58-16,58-35 DO-28D JG-74 96-32 L.18C JG-74
97-21Elster B JG-74 56-13 DO-27 JG-74
RS74-649 F-4E USAFE 526TFS

Siegerland: A small open day here on 30 May pro-
duced following aircraft: 50-34 C-160D FFS-S
58-68 DO-28D Ts.Lw.1 XV807 Harrier RAF 20Sqn
91-66 P.149D Ts.Lw.1 XX439 Gazelle AH.1 AAC

Buchel on 6 June and 25 July:

20-43,58,62,64,67,69,70,71,72,75,76, 21-56,95
21-96, 22-00,05,07 23-61,65 24-00,03
24-05,07,26,95,99 25-09,16,17,18,23,51,52
25-82, 26-10,51,53 27-23,34 28-28
All T/F-104Gs of JB-33 (and 21-98,25-10 without
a unit badge).

Pferdsfeld on 6 June and 27 July:

37-18,22,26,34,42,62,66,86,90, 38-02,18,38,42
38-54,62,75 all F-4Fs of JABOG-35

Leck on 5 July and 7 July:

35-05,06,08,09,13,14,20,21,23,24,26,30, 32, 37
35-39,42,43,46,52,54,65,66,67,74,77,79,84,85
all RF-4Es of AKG-52

Ahlhorn on 8 August:

70-68, 70-84(wreck), 70-98, 71-00,71-02,71-07
71-08, 71-17, 71-26(wreck) and 71-31 UH-1Ds

- Other movements at Norvenich besides the Thun-
derchief included:

Jul.26: arriving for a squadron-exchange with
JABOG-31 were four F-104Ss of 23Gruppo
from Rimini: 5-01/MM6750, 5-13/MM6781
5-14/MM??, 5-16/MM6846

28: 37820 C-130E USAF 17-02 VFW-614 FBS

Aug. 4: XT896/K Phantom FGR.2 RAFG 19Sqn

8: HR74-622 F-4E USAFE
136225, 136229 COH-58A Kiowa CAF 44Sqn

14: 40618 C-141A 437MAW
after a 24-hours delay the arrival of
18 Thunderchiefs of the AFRES for a de-
ployment (see FLASH Nr.84).

16: HR74-636 F-4E USAFE 50TFW
58-56(JB-33), 59-03(FBS) both DO-28Ds
B-04/LD Islander Belg.Army

28-28 TF-104G-JB-33;51-14 C-160D LTG-61

Noted T/F-104Gs on these days: 20-01,39,44,54

20-56,57,59 21-44,49,50,58,78,81 22-08

23-38,40,86,98 24-02,58,72,77,89 25-47

25-79 26-06,15,24,30,44,47,52 27-21,31,84

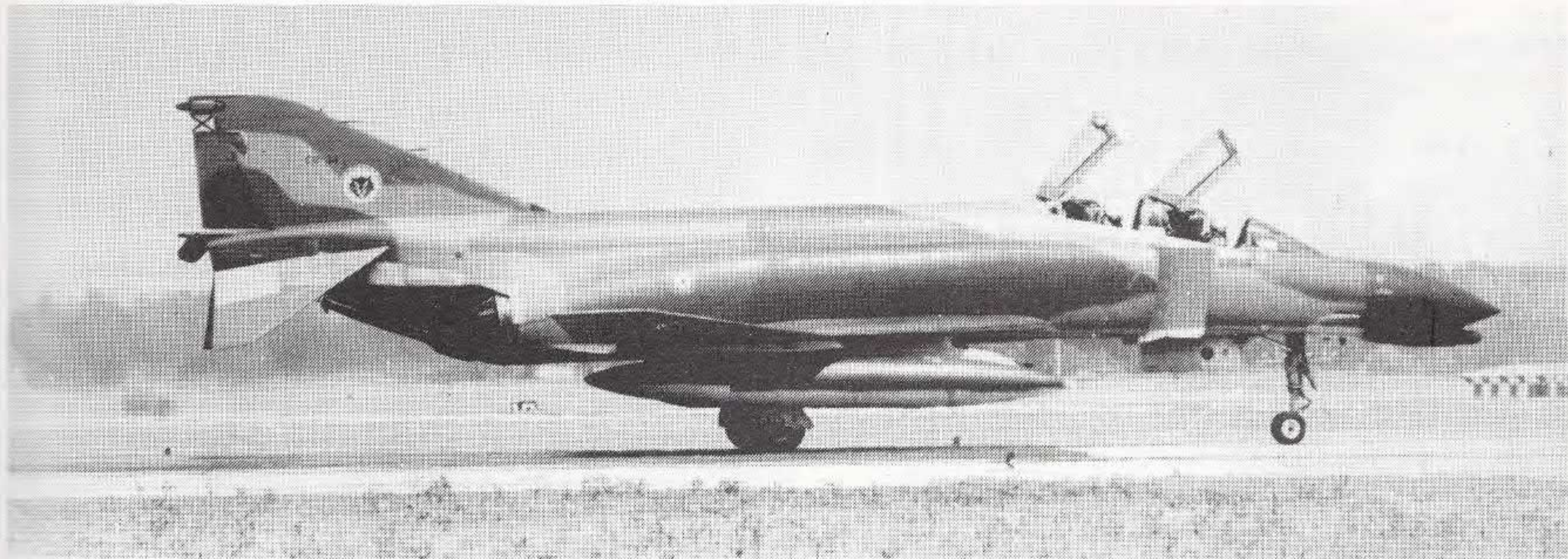
28-21 all of JABOG-31

Also noted were two F-104Gs without nose regi-
strations acting as decoy-aircraft: c/ns 7147
and 7149 (the later not 100% sure).



RIGHT: This Warrior has been
photographed at the SIAI plant
and its owner is the Libyan AF
(R.Tamburini via M.J.Gerards)*

BELOW: Result of half an hour
Torrejon: SpanAF F-4C C-12-34.
(H.Scharringa)



-- SHOW REPORTS --

Open Day at Lossiemouth (UK) on 13 August 1977 B. Hickman



EC-121T 23412 belongs to the 79AEW&CS based at Homestead AFB, Fla. (B.Hickman)^x

STATIC

XX895 Buccaneer S.2B 12Sqn XM655 Vulcan 101 Sqn
 WR66-8689 F-4D USAF 81TFW XV226 Nimrod MR.1
 XG888/LM771 Gannet T.5 849Sqn XX498 Jetstream
 XL500/LM Gannet AEW.3 849Sqn XS732 Dominie 6FTS
 WL795 Shackleton AEW.2 8Sqn XX143/F Jag 226OCU
 WL738 Shackleton MR.2C 8Sqn XZ356/J Jag. 41Sqn
 XV572/N Phantom FG.1 43Sqn WK585 Chipmunk T.10
 104826 and 104735 CF-104Gs CAF both 439Sqn
 908(F-5B) and 896(F-5A) both RNoAF Skv.718
 32-31 and 31-79 G-91R WGAf LEKG-41
 D-8104 F-104G RNethAF 322/323Sqn
 RT-682 TF-104G RDAfAF Esk.726
 WJ680 Canberra TT.18 7Sqn
 LN70-(2)416(r) F-111F USAF 48TFW
 23412 EC-121T APRES/79AEWS
 XG194 Hunter FGA.9 79Sqn/TWU
 26-06 F-104G WGAf JABOG-31 (written-off and on
 jacks; crash-landed on 10.8 broke its landing-
 gear and was completely bended)



HANGAR

XX841/K, XX145/H, XX834/U, XX141/E, XX838/X
 XX833/T all Jaguar T.2s of 226OCU
 XX746/16, XX752/06, XX765/27, XX755/08, XX756/0
 all Jaguar Gr.1s of 226OCU XX730 Jaguar 6Sqn
 XT752, XG889 Gannet T.5 R.Navy 849Sqn
 WL745 Shackleton AEW.2 8Sqn
 XL482 Gannet AEW.3 849Sqn WP967 Chipmunk T.10

OTHER A/C ON THE FIELD

XD165, XP299, XP361 Whirlwind HAR.10 202Sqn/SAR
 WR967 Shackleton MRC.2C (instructional airframe)
 WL747, WG556, WR963, WL741 Shackleton AEW.2/MR.2
 XV338, XV357 Buccaneer S.2 237OCU
 XX763/24, XX766/14 Jaguar Gr.1 226OCU
 XP741/N, XP764/O Lightning F.3 11Sqn
 XX662/A Bulldog T.1 Aberdeen UAS
 XP541 Gnat T.1 and XX172 Hawk T.1 both 4FTS
 XW304/X and XW306/Y Jet Provost T.5B both 6FTS
 XL494/LM Gannet AEW.3 RNavy WB567 Chipmunk
 XW366/52 J.Provost T.5A 3FTS XX172 Hawk 4FTS
 XW270/V Harrier T.4 233OCU WR66-676 F-4D USAF
 XZ133/A Harrier Gr.3 233OCU



Open Day Binbrook (UK) on 3 September 1977 R.Breur

STATIC

WH664/N Can.T.17 360Sqn VP968 Devon C.2
 AR66-430 RF-4C USAF 10TRW 01556 F-5E USAF
 UH68-020 F-111E USAF BT76-020 F-15A USAF
 R-704 F-104G RDAf Esk.726 37-86 F-4F WGAf JG-71
 24-06 F-104G WGAf JABOG-33
 K-3031 NF-5A RNethAF 316Sqn
 27-95 and 28-27 TF-104G WGAf both WS-10
 31-39 G-91R and 34-33 G-91T WGAf both LEKG-43
 XR720/M and XP741/N Lightning F.3 both 11Sqn

SHOW

XV572/N and XV575/C Phantom FG.1 both 43Sqn
 XX747/17 and XX750/22 Jaguar Gr.1 both 226OCU
 XH304 Vampire and WF791 Meteor of 'Vintage Pair'
 XX174 Hawk T.1 4FTS
 BT75-076 F-15A USAF 36TFW XV207 C-130K LTW

OTHER A/C ON THE FIELD

XR765/C, XR758/J, XP737/P Lightning F.3s of 11Sqn
 XS922/L, XS920/E, XS936/G Lightning F.6s of 11Sqn
 XS899/L, XS933/G Lightning F.6s of 5Sqn
 XR755/F, XR749/Q Lightning F.3s of 5Sqn
 XV328/T Lightning T.5 5Sqn (still silver)
 XS452/T Lightning T.5 11Sqn
 XR750/B, XR716/C, XP749/- Lightning F.3s of LTF
 XM183 Lightning F.1A and XM969, XS450, XS449
 XS418, XS423, XS454/Y Lightning T.5s (decoy a/c)
 R-846, R-771, R-758, RT-662 CF-104G/D RDAfAF of
 Esk.726 (on exchange with 5Sqn)
 XV103 VC-10 10Sqn
 XP748 Lightning F.3 5/11Sqn and PK664/V6-B Spit-
 fire (both gate-guards)

DUMP

XM969/969 Lightning T.4 (ex 226OCU) and WV735
 Pembroke C.1

Tag der Offene Tur at Buckeburg-Achum (W. Germany) on 4 September 1977 O.Meier

STATIC

84-36 'Bimbo', 84-94 'Jumbo' CH-53G mHF1TrRgt-35
 82-90 MBB.Bo.105C HF1 Test Sqn (from Celle; one
 side: overall green and other side: green/light
 grey camouflage scheme)
 77-02 Alouette II HFWS
 XR509/BM Wessex HC.2 RAFG
 15990 CH-47C 180Av.Comp.
 15937 AH-1 USArmy (no badge)
 89-64 Sea King Mk.41 WGNavy
 13562 OV-10A USAF 20TASS

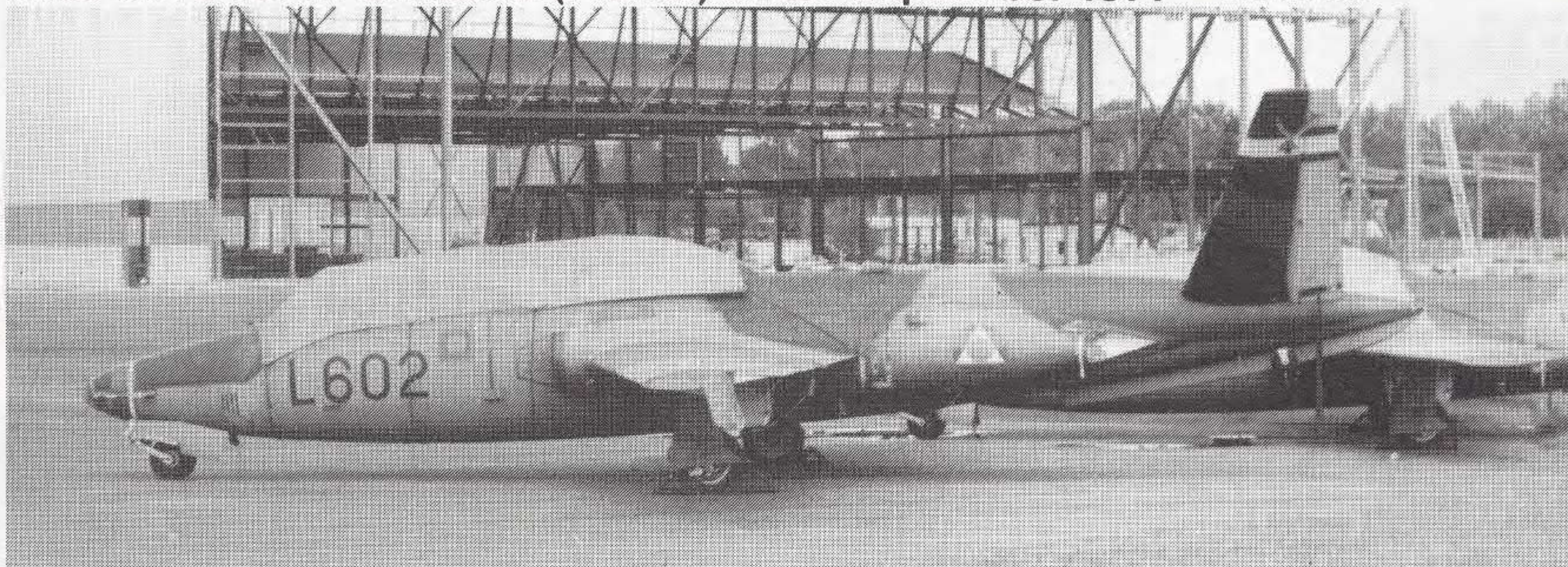
HANGAR

84-18 CH-53G; 71-82 UH-1D; 75-04 Alouette II
 and 56-82 DO-27 all of HFWS

SHOW

7505,7510,7511,7515,7525,7540,7548,7575,7581,7592
 7602,7607,7611,7624,7627,7630,7632,7655,7660,7666
 7681,7694,7696,7703 all Alouette IIs of HFWS
 82-96 MBB Bo.105C of HF1 Test Sqn from Celle with
 green/black camouflage scheme
 71-93, 71-96, 71-97, 71-99, 72-02, 72-03, 72-04
 72-08, 72-09, 72-10, 72-11, 72-13 all UH-1Ds of
 HFWS (plus 8 more)
 84-06, 84-07, 84-09, 84-11, 84-13, 84-14, 84-16
 84-17, 84-19, 84-21 all CH-53Gs HFWS (plus 6 more)
 99-18 OV-10B Bronco (flown by Rheinflug/overhaul)
 C-6 F.27M RNethAF 334Sqn
 XX971/DE, XX977/DL, XX978/DM Jaguars RAFG 31Sqn
 ZR68-567, 69-372 RF-4C USAF 26TRW
 50-53 C-160D FFS-S

Portes Ouvertes at Bordeaux (France) on 25 September 1977 editorial



ABOVE: Lebanese AF CM-170R at Bordeaux. This one is L-602/505.

RIGHT: F.1C 214 just before delivery to the FAF. (both photos J.v.Tuyn)



STATIC

328-EL/203 N-2501 CEFAS-328 -/214 Mirage F.1C
 DG/247 Mirage IIIB CEFAS-328 CC/56 Mirage IVA
 DF/245 Mirage IIIB CEFAS-328 61-ZE/87 Transall
 43-BC/45 MS-760 ELA.43 92-AF/610 Vautour
 43-BP/256 MH-1521M ELA.43 92-AM/620 Vautour
 43-BD/36 MS-760 ELA.43 F-WRQV/544 Mystere XX

WA/16759 T-33A (ex 5-MA F-ZBBK DO-28D Prot.Civ
 WP/53091 T-33A CEFAS-328
 F-ZBBX/12532 MS-893E Rallye Protection Civile

DG, DD, DE, DQ, DL, DB all Mirage IIIBs CEFAS-328
 92-AR/631, -AH/612, -AK/615, -AT/633, -AW/636 all
 Vautour IIBs of EB.92
 AI/83 Nord 262D ET.65/GAEL 328-EE/135 N-2501
 118-AN/22 Mirage F.1C CEAM CH Mirage 4A
 67-IC/2111 Alouette III EH.67 328-EC/104 N-2501

OTHER A/C ON THE FIELD

10-KH/104 CM-170R (with both engines burned out)
 SOGERMA is a big civil owned company which overhauls
 many aircraft of the French and foreign air forces
 Noted here during the open day:
 126877 A-1D Skyraider; 118-DE/148 MD-312 Flamant
 AQ Nord 262D. Top of the bill with SOGERMA were
 two Magisters of the Lebanese AF: L-601/503 and
 L-602/505

Last month six show reports, this month four show
 reports. The spotter's season is over. Thanks to
 you we could publish 39 reports (so far, we're
 still expecting some) which is really not bad at
 all. Thank you.

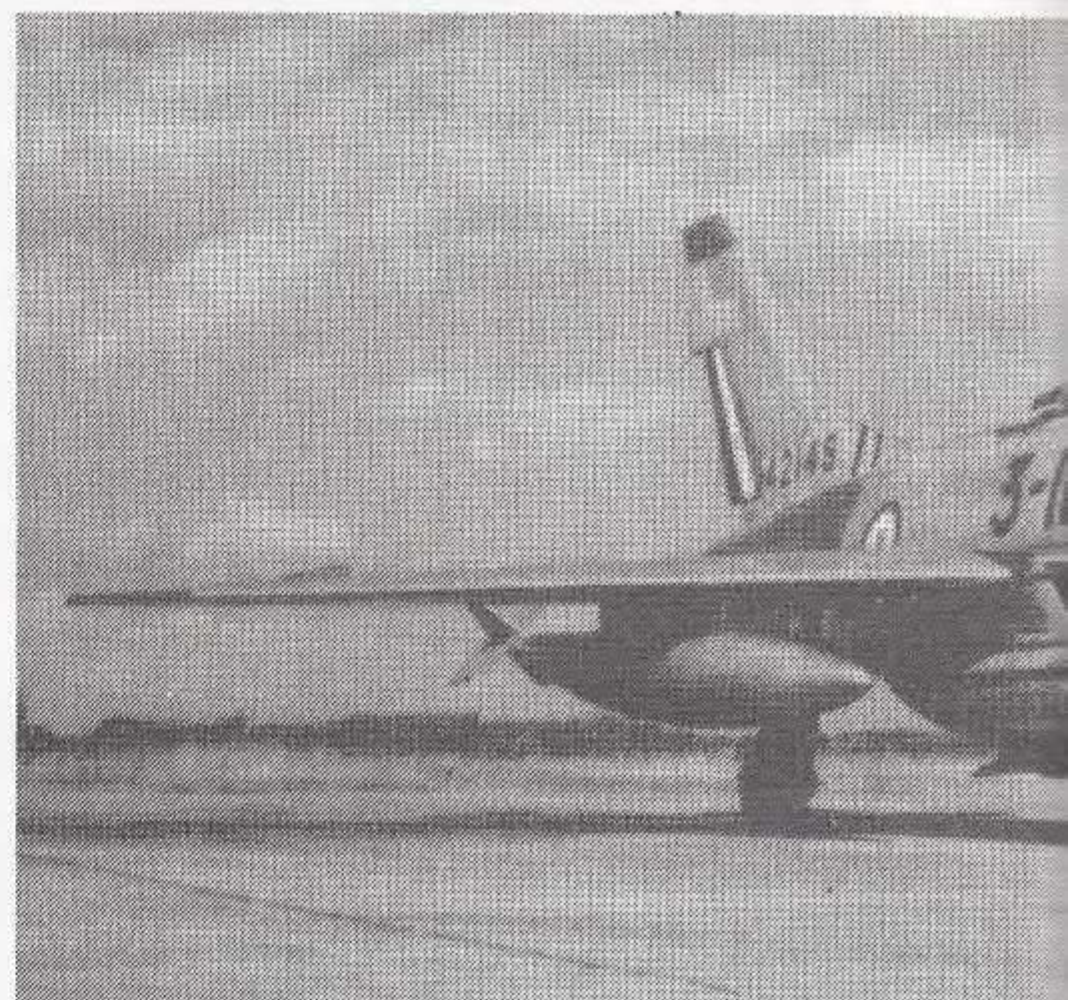
Below two photos of Tag der Offene Tur at Lands-
 berg (W.Germany) on 11 September. (G.Lang)



On page 12 & 13 a 'photo-special' on French F-100
 Super Sabres: 11-RO coming in at Toul (J.v.Tuyn)
 11-EK at Gutersloh (J.v.Tuyn); 11-XF at Sculthrope
 (.Hickman); 3-IB; 11-RC coming in at Toul (J.v.
 Tuyn); 11-MR at Toul Open Day in May 1976 (J.v.
 Tuyn); 11-MQ at Sculthrope (B.Hickman).



FRENCH SU





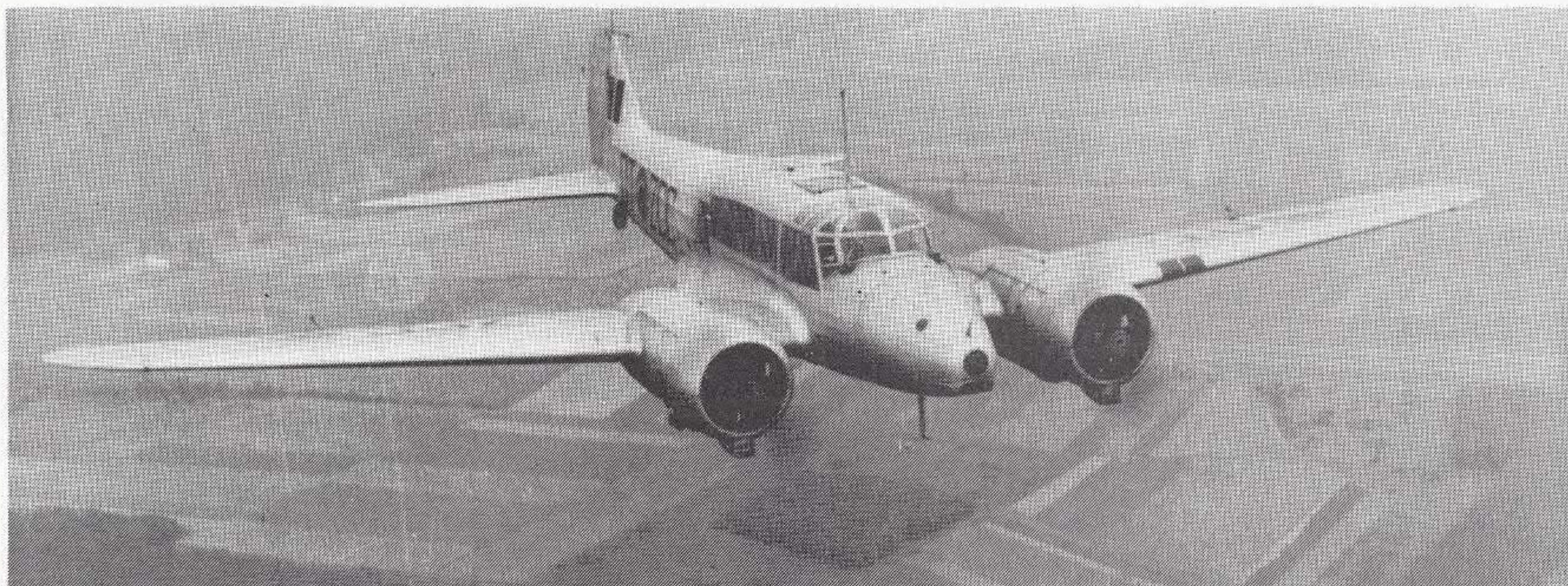
ER SABRES



THE BELGIAN AIR FORCE

Part 13

Compiled by Frank Klaassen, with thanks to Valentijn Kenens, Leo Spiessens, Maj R.Hoeben and Adjudant D.Moerman.



One of the 10 Avro Ansons. This particular a/c is equipped with a camera-nose. (BAF)

In 1944, the nucleus of what was to become the 15th Transportation and Communication Wing was based at Memberg. It was the British 525th Transport squadron, a unit entirely run by Belgian crews. In August 1946, this squadron moved to Evere in Belgium, where it joined a communication flight. Shortly afterwards, these two units melted and became the 169th Wing, consisting of No.366 squadron (the former 525) equipped with Dakotas and No.367 squadron (the former liaison flight) with Ansons, Dominies, Oxfords and Proctors.

On the 1st of February 1948, the 169th Wing was redesignated 15th Wing, the numbering of the squadrons changing as well: No.166 squadron became No.20 and No.167 became the 21st. The chief of the air staff awarded them the insignia of the pre-war 9th and 14th Observation Squadrons, a Sioux-head with the motto 'Tenacity'.

In 1950, the Wing moved from Evere to Brussels-Melsbroek. A second important event in that year was the acquisition of two DC-4 Skymasters for the 21st squadron; these planes were immediately employed on the Congo line.

In 1952, the C-119 Packet joined the Wing; they supplanted the Dakotas with the 20th squadron. The same year also saw the arrival of the Pembroke, which aircraft was to replace the Anson in the communication role. One year later, when the Advanced Flying School was transferred to Kamina, the 15th Wing based at permanent detachment there consisting of a few Packets and Dakotas; a few months later, three Bristol Sycamore helicopters were added.

A second Packet squadron, No.40 was established in January 1954, but due to economy reasons it was disbanded again six months later.

The fleet was increased in 1958, when 4 Douglas DC-6s entered service with the 21st squadron. These aircraft had been acquired in view of the transportation to the USA of future missile crews. The now obsolete DC-4s were sold to the Sabena; the Oxfords, Dominies and Proctors had been phased out earlier.

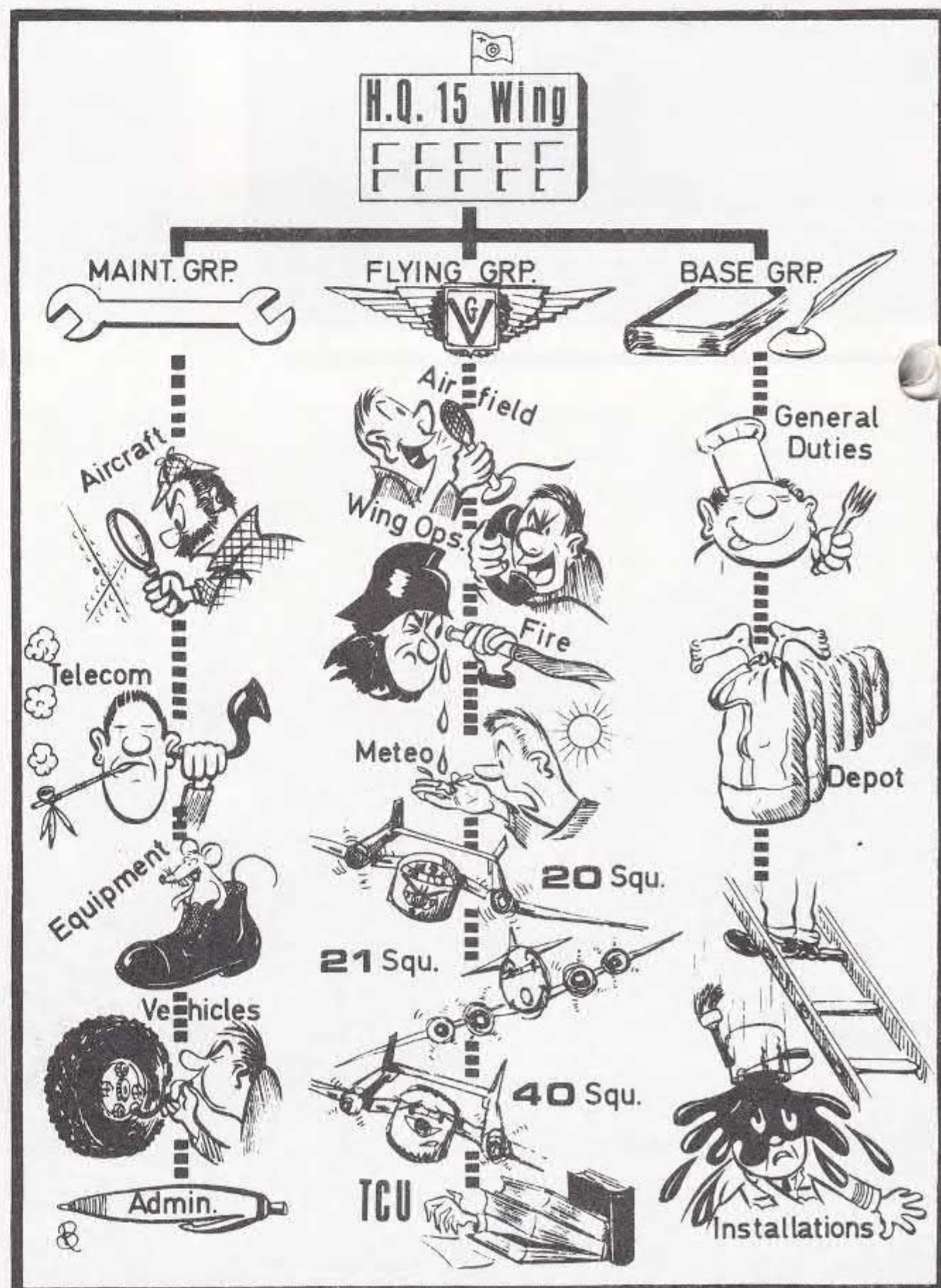
In 1960, at the time of the difficulties accompanying the independence of Congo, the two sqdns of the 15th Wing contributed a considerable effort. Within three days the entire transport fleet was in Africa: in the months July and August 3172 flying-hours in 1075 missions were logged. Or in more concrete terms, 1,202,600 kilometers were flown, thirty times around the world. One C-119 and a Sycamore were lost in the operations.

Eventually, two squadrons were thought to be too small a basis for the large aircraft fleet of the Wing and therefore No.40 squadron was re-activated mid 1961, taking over some C-119s from the 20th. In 1964, the young republic of Congo was about to

collapse. The 15th Wing re-established the liaisons between Brussels and Kamina and the unit supplied the crews and technical personnel necessary for operations and maintenance of the FATAC's (Tactical Congo Air Force) DC-3s and DC-4s.

The 15th Wing entered the seventies nearly the same as they had entered the sixties. No need to say the fleet had become somewhat obsolete: both No.20 and 40 squadrons were equipped with C-119s, while No.21 soldiered on with Dakotas, Pembrokes DC-4s and DC-6s.

The Wing then underwent a modernization program that must have shocked every peace-institute scholar. It started in 1972 when the first of 12 Lockheed C-130Hs was officially handed over to the 20th squadron.





Packets of No.20Sqn awaiting clearance to take-off; destination: Africa. Note that their outlook differs somewhat with that of later years. (BAF)

The arrival of the Hercules finally made an end to the struggle for life of the more than obsolete Packets, which had by then accumulated nearly 155,000 flying-hours. As said, all C-130s were gathered in No.20 squadron; the other Packet unit (No.40) was disbanded June 31st 1973 with the availability of the full complement of Hercules. A new 40th squadron saw the light at Koksijde being the former helicopter flight.

In 1973 two Dassault-Breguet Falcon 20s were delivered to No.21 squadron for operation in the VIP role. Then in May 1976 two ex Sabena Boeing 727-29Cs and three HS.748-2As arrived, four months later six Fairchild-Swearingen Merlin IIIAs were delivered to replace the Pembroke.

Aircraft of the Belgian Air Force

North American T-6 Harvard

On 23 May 1948 a school for advanced pilot training was established at Brustem; to equip this new unit large numbers of Harvards were taken over from the RAF and the USAF.

Pupil-pilots were to make 130 flying-hours on the Harvard and then they were licensed. Before going to the operational units they were sent to Koksijde to receive a conversion on Spitfire IXs and XVIIs (Fighter School). The change from Harvard to Spitfire soon appeared to be a difficult one though. Thus, by the end of 1948 several Spitfires were assigned to the AFS and in future, students had to follow a 15 hours conversion course after their Harvard training. In September 1949, Lt. Kol. Truyers took over the command of the AFS and he raised the 130 Harvards hours to 180. This increase was thought necessary since graduated pilots appeared to have insufficient knowledge in navigation and low-visibility flying.

On 21 December 1953, the school moved to Kamina in Congo. In 1960 it was decided to transfer it back to Belgium but since Fouga Magisters had been acquired the Harvards were of no further use. Those delivered by the USA had to be destroyed according to contract, while the Belgian owned-aircraft were delivered to the air forces of Congo and Ruanda-Burundi as military aid.





Two photos of Harvards of the Advanced Flying School during their remain in Congo.

Besides the advanced flying school that operated some fifty Harvards, the aircraft could be seen with the base-flights of every air force base.

The Belgians received their Harvards from various stocks: British, American, Dutch and probably Canadian. The British and Dutch identities are known to us, the others unfortunately not. Registrations were: H-1 to H-83 (Mk.IIA and III), H-101 to H-146 (Mk.IIB) and H-201 to H-230 (Mk.IV and AT-6D).

RAF aircraft delivered in 1946/1947 (Harvard IIA and III) were the following:

EX181/41-33154	EX318/41-33291	EX939/41-33912
EX230/41-33203	EX371/41-33344	EX940/41-33913
EX239/41-33212	EX438/41-33411	EX946/41-33919
EX251/41-33224	EX439/41-33412	EX958/41-33931
EX254/41-33227	EX448/41-33421	EX974/41-33947
EX264/41-33237	EX461/41-33434	EX993/41-33966
EX273/41-33246	EX476/41-33449	EX994/41-33967
EX275/41-33248	EX542/41-33515	EZ162/41-34035
EX292/41-33265	EX544/41-33517	EZ174/41-34047
EX295/41-33268	EX546/41-33519	EZ186/41-34059
EX303/41-33276	EX547/41-33520	EZ210/41-34083
EX305/41-33278	EX550/41-33523	EZ214/41-34087
EX551/41-33524	EX661/41-33634	EZ256/42-84169
EX567/41-33540	EX680/41-33653	EZ292/42-84295
EX602/41-33575	EX760/41-33733	EZ307/42-84370
EX623/41-33596	EX779/41-33752	EZ335/42-84549
EX633/41-33606	EX910/41-33883	
EX660/41-33633	EX937/41-33910	

This makes 52 ex RAF Harvards; the other 31 must have been supplied through US or Canadian supplies

Harvard IIBs delivered in 1948 included the ex RAF aircraft: FX212/43-34629 c/n 14a-1515; FX299/43-34716 c/n 14a-1602; FX414/43-34884 c/n 14a-1717 and FX466/43-34883 c/n 14a-1769

From August 1947 till August '48 the BAF borrowed 8 Harvards from the Koninklijke Luchtmacht; although they had Belgian roundels applied, they flew with RAF serials. The aircraft in question were:

FT220	ex Klu B-57	43-12961	c/n 14a-1260
FT407	ex Klu B-101	43-13148	c/n 14a-1447
FT419	ex Klu B-103	43-13160	c/n 14a-1459
FT210	ex Klu B-105	43-12951	c/n 14a-1250
FT427	ex Klu B-118	43-13168	c/n 14a-1467
FS731	ex Klu B-119	43-12572	c/n 14a-871
FS820	ex Klu B-120	43-12661	c/n 14a-960
FS833	ex Klu B-125	43-12674	c/n 14a-973

In 1952 10 Harvard IIBs were taken over from Holland:

FT142	ex B-20	43-12883	c/n 14a-1182	d/d 270353
FT410	ex B-37	43-13151	c/n 14a-1450	d/d 010153
FT430	ex B-47	43-13171	c/n 14a-1470	d/d 090152
FT286	ex B-58	43-13027	c/n 14a-1326	d/d 260353
FS885	ex B-89	43-12726	c/n 14a-1025	d/d 270353
FT247	ex B-99	43-12988	c/n 14a-1287	d/d 091052
FS728	ex B-104	43-12569	c/n 14a-868	d/d 260353
FS730	ex B-128	43-12571	c/n 14a-870	d/d 310353
FT381	ex B-131	43-13122	c/n 14a-1421	d/d 271052
FT390	ex B-139	43-13131	c/n 14a-1430	d/d 310253

Unfortunately we have very few information on individual Harvards; additions would be welcome.

H-9 was ex EX958; sold to F-BJBF, later as G-AZJD
H-21 was ex EZ256; served with the BAF from March 1947 till November '59; to the museum in December 1959 and presently exhibited.

H-22 was written off in 1960 in Congo after an emergency landing

H-26 became OO-GDM in October 1958

H-28 became OO-GDO in October 1958

H-31 became OO-GDR in October 1958

H-36 became OO-GDS in October 1958

H-39 was ex EX292, withdrawn in 1960, then stored at Zellich depot; then to the museum where it is presently exhibited.

H-45 became OO-GDP in October 1958

H-58 was ex RCAF 2535 c/n 14a-2268; became OO-AAR later D-FIBU

H-73 became OO-GDA

H-210 was shot down over Congo 18.7.60

De Havilland DH.89A Dominie Mk.1

Dominies served with the Belgian Air Force between 1944 and 1957. The seven aircraft were incorporated with No.21 squadron of the 169th (later called 15th) Wing and were a.o. used for flying training of navigators. A few details:

D-1 c/n 6881 ex RAF NR805 d/d 2.9.46 was coded OT-ZCH

D-4 c/n 6785 ex RAF NR686 became OO-ARN of COGEA in October '57, was w/o near Loozi on 20.6.60

D-5 c/n 6787 ex RAF NR688 became OO-ARI

D-7 was coded OT-ZCJ

The other four Dominies (D-2,3,6 and 7) are c/n 6739 ex RAF NF868 d/d 4.9.46; c/n 6745 NF874 d/d 4.9.46; c/n 6852 NR776 and c/n 6853 NR777 (not in this sequence). Codes were OT-ZCA upto ZCH.

Some corr. & add. to previously published lists:

FLASH 74: Percival Proctor P.1 (page 16) was c/n H721 and ex RAF NP350; P-3 was H575 ex NP168; P-4 delivered 25.6.47, cat.4 write-off on 10.5.49, now in the museum; P-5 c/n H654 ex NP270 became OO-ARM; P-6 c/n H571 ex NP164 became OO-ARH

FLASH 80: Thunderstreak FU-49 (page 14) is indeed decoy at Kleine Brogel, but disguised as a Mirage registration is BA-05 (see photo).

FLASH 82/83: FU-91 is now decoy at Florennes

FU-103 is now decoy at Florennes

FU-109 delivery date was 9.5.56 not 9.6.56

FU-112 d/d was 9.12.57 not 9.6.56

FU-134 is decoy at Brustem not Beauvechain

FU-135 has serial 53-6559A; same goes for FU-137 142,145,146,181,183,184,185,186 (add an A).

FU-144 is now decoy at Florennes

FU-145 is decoy at Kleine Brogel, not Beauvechain

FU-149 serial is 53-6796 not 6795

FU-152 serial is 53-6795 not -6764 and the a/c was wfu 17.9.70; now decoy at Florennes

FU-154 is decoy aircraft at Florennes

FU-158 was wfu 16.5.72 not 26.5.72

FU-177 is decoy at Kleine Brogel, also in Mirage disguise; registration is BA-07

FU-178 is now decoy aircraft at Florennes

FU-180 serial is 53-6870 not -6876

FU-185 is decoy at Kleine Brogel, but as a Mirage registration is BA-04

A nice example of what amateurs can accomplish: a 'Thunderage' at Kleine Brogel.





Applause.... applause for this Sea Hawk FGA.50.(MLD)



MARINE

LUCHTVAART

DIENST

Part 2

JETS IN THE MLD

Meanwhile, at home in Holland, the jet had entered service, although not for long.

The first and the last jet to be operated by the MLD was the Sea Hawk, which for the first part of their service life were operated from the aircraft-carrier 'Karel Doorman'.

Then the carrier was assigned for ASW purposes and subsequently only aircraft (S-2As & SH-34Js) executing this role were stationed on board.

Until 1964 the Sea Hawks were based at Valkenburg whilst the Sea Hawks were in use the MLD also used some Meteors for training purpose during the period 1957 to 1961.

Following the specialisation of the MLD in ASW, fighters became superfluous and the Sea Hawks were phased out.

■ HAWKER FGA.50 SEA HAWK ■

In 1956 22 Sea Hawks were ordered in Britain under the American military defence aid pact.

In the beginning the Sea Hawks were mainly flown from the carrier Karel Doorman and later when the carrier changed role, all the Sea Hawks were based at Valkenburg.

A serie of three articles on occasion of the 60th anniversary of the MLD written by N.A.Wiltens.

THE END OF THE MLD IN THE DUTCH FAR EAST

When in October 1962 New Guinea became a part of Indonesia, Biak airbase was closed for Dutch operations.

The Dutch left the Far East after having been there for almost 43 years, a period that is of tremendous significance in the MLD history.

During the second world war the MLD was involved against the Japanese and later in '53 Holland came into conflict with Indonesia. This conflict lasted for nine years till 1962 when the MLD aircraft and their 326 personnel were called back to Holland.

Also WGerman Navy Sea Hawks were regular visitors to Valkenburg, occasionally a WGN squadron was temporarily based at Valkenburg.

For a short time the MLD also had an aerobatic team with 4 Sea Hawks called 'Sealords' who made their first flight debut at an airshow at Eelde in June 1964.

Another display was on the occasion of the disbanding of 860Squadron at Valkenburg in October 1964.

111	ex MLD 6-50	RAF XL237	c/n 6621	scrapped
112	ex MLD 6-51	RAF XL238	c/n 6622	w.f.u.
113	ex MLD 6-52	RAF XL239	c/n 6623	scrapped
114	ex MLD 6-54	RAF XL241	c/n 6625	w.f.u.
115	ex MLD 6-55	RAF XL269	c/n 6626	w.f.u.
116	ex MLD 6-56	RAF XL270	c/n 6627	scrapped
117	ex MLD 6-57	RAF XL271	c/n 6628	w.f.u.
118	ex MLD 6-58	RAF XL272	c/n 6629	w.f.u.
119	ex MLD 6-59	RAF XL273	c/n 6630	scrapped
120	ex MLD 6-60	RAF XL274	c/n 6631	scrapped
121	ex MLD 6-61	RAF XL275	c/n 6632	ditched 30.9.59 and w/o
122	ex MLD 6-62	RAF XL305	c/n 6633	w.f.u.
123	ex MLD 6-63	RAF XL306	c/n 6634	w.f.u.
124	ex MLD 6-64	RAF XL307	c/n 6635	w.f.u.
125	ex MLD 6-65	RAF XL308	c/n 6636	ditched 9.3.62 and w/o
126	ex MLD 6-66	RAF XL309	c/n 6637	ditched 8.7.60 and w/o
127	ex MLD 6-67	RAF XL310	c/n 6638	scrapped
128	ex MLD 6-68	RAF XL311	c/n 6639	w.f.u.
129	ex MLD 6-69	RAF XL312	c/n 6640	scrapped
130	ex MLD 6-70	RAF XL313	c/n 6641	w.f.u.
131	ex MLD 6-71	RAF XL314	c/n 6642	scrapped
One Sea Hawk, 6-53 XL240 c/n 6624, crashed on 6.11.57 and was subsequently w/o				

■ ■ GLOSTER METEOR T.7 ■ ■

10 RFAF Meteors were handed over to the navy for jet-training, 4 aircraft never flew as they were broken up for spares: I-4, 9, 14 and 18.

The last 2 aircraft, 136 and 137, were used for target-towing and were withdrawn in August '61. The serials 134-137 were later also allocated to SH-34Js.

132	ex MLD 21-50	ex RNethAF I-304	wfu
133	ex MLD 21-51	ex RNethAF I-305	wfu
134	ex MLD 21-52	ex RNethAF I-306	wfu
135	ex MLD 21-53	ex RNethAF I-309	wfu and cannibalised
136	ex MLD 21-54	ex RNethAF I-312	wfu
137	ex MLD 21-55	ex RNethAF I-316	wfu

■ ■ SIKORSKY SH-34J (S-58) ■ ■

First the MLD received 5 Seabats (HSS.1N) by MDAP later buying an additional 7 machines. After many years on board the carrier Karel Doorman with 8 squadron for ASW missions, the remaining SH-34Js were converted to UH-34J for utility purposes with 7 squadron at Valkenburg. Plans to convert them to S-58T for MLD use were abandoned.

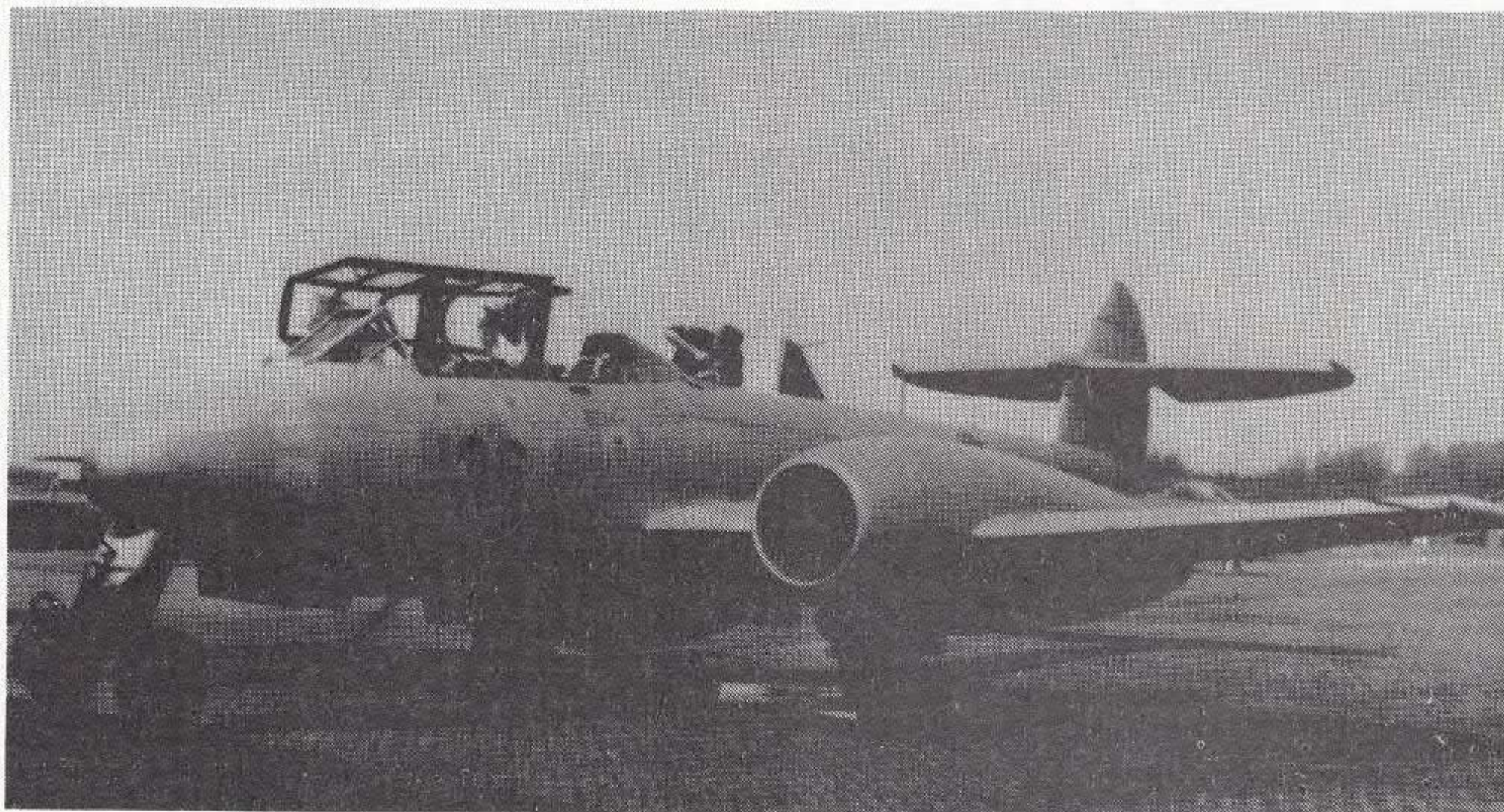
The last one, 142, was retired in May 1972, some of them now being modified to civil S-58Ts. Note that the serials 134-137 are also used for Meteors.

MDAP machines all delivered on 5.1.1960 serials 141-145; 5 more 136-140 delivered in 1961/1962 and the last two 134 & 135 in June 1963.



134		c/n 58-1597; converted to UH-34J w.f.u. 5.1971; to Anthony Fokker School in The Hague
135		c/n 58-1611; w.f.u. 6.1970; conv. to S-58T N95332
136	USN149841	ditched on 31.6.63 and w/o
137	USN149842	c/n 58-1442; converted to UH-34J w.f.u. 8.1971; to S-58T N95333
138	USN149131	c/n 58-1373; damaged on 30.10.64 repaired; converted to UH-34J; w.f.u. 6.1970; to S-58T N95331
139	USN149132	ditched on 25.10.1961 and w/o
140	USN149133	ditched on 31.1.1963 and w/o
141	USN147631	ex MLD 8-5; ditched on 22.9.65 and w/o
142	USN147632	c/n 58-1150; exMLD 8-6; converted to UH-34J; wfu 5.1972; to S-58T N95329
143	USN147633	ex MLD 8-7; wfu 10.68; at scrapyard at Seiferthofen(W.Germany)
144	USN147634	c/n 58-1158; ex MLD 8-8; damaged after collision with 143 on 28.12.65 but not w/o, repaired; wfu 6.70; to S-58T N95330
145	USN147635	ex MLD 8-9; ditched on 31.1.63 and w/o

Not the best photo, but still a Meteor T.7 of the Dutch Navy. (MLD)





■ GRUMMAN (C)S-2A TRACKER ■

In spring 1960 the first S-2As were delivered, a total of 26 were received (MDAP) throughout 1960 with an additional two in 1962.

On 5.10.60 the first 5 CS-2As were handed over to the MLD at the Royal Canadian Navy Air Station Shearwater. During that same month 12 more CS-2As (MDAP) were also delivered to Hato for use with No.1 squadron. In early 1971 the last Canadair built CS-2A was retired.

The S-2As were used on board the carrier with No 2 squadron and at Valkenburg with No.4 squadron. In 1969/1970 14 aircraft were converted to S-2N and 4 to US-2N, the S-2Ns were shipped to Hato to replace the CS-2As and the US-2Ns were based at Valkenburg, first with 4 squadron then to 5 squadron and only two (159 and 160) were still current when the US-2Ns were finally transferred to 320 squadron in 1974.

Meanwhile 8 S-2As had been delivered to the Turkish Navy.

On 1st August 1974, No.1 squadron was disbanded, a number of S-2Ns were scrapped and 4 were flown to NAS Jacksonville, back to the US Navy.

The following S-2Ns were noted in storage at De Kooy in June 1975: 149, 157, 166, 167, 169 and 171.

The last flights were made by US-2Ns 159 and 160 from Valkenburg to De Kooy for storage on 30.9.75.

S-2A (formerly S2F.1):

146	USN147636	c/n 707	to Turkish Navy by air on 26.7.71
147	USN147637	c/n 708	to Turkish Navy by sea on 15.5.72
148	USN147638	c/n 709	to Turkish Navy by sea on 31.12.71
149	USN147639	c/n 710	conv. S-2N; scrapped
150	USN147640	c/n 711	crashed 11.1.62 and w/o
151	USN147641	c/n 712	converted S-2N; converted US-2N; wfu and destined for recreation-ground Hoeve (Holland)
152	USN147642	c/n 713	ditched on 18.3.63; w/o
153	USN147643	c/n 714	converted S-2N; returned to USN by air on 4.11.74
154	USN147644	c/n 715	to Turkish Navy by air on 6.9.71
155	USN147645	c/n 716	conv. to S-2N; scrapped
156	USN148278	c/n 717	conv. to S-2N; scrapped
157	USN148279	c/n 718	conv. to S-2N; scrapped
158	USN148280	c/n 719	conv. to S-2N; scrapped



159	USN148281	c/n 720	conv. to S-2N; conv. to US-2N; wfu and to Aviodome museum at Schiphol.
160	USN148282	c/n 721	conv. to S-2N; conv. to US-2N; wfu and destined for the air force museum at Soesterberg
161	USN148283	c/n 722	conv. to S-2N; returned to USN by air on 2.12.74
162	USN148284	c/n 723	conv. to S-2N; scrapped
163	USN148285	c/n 724	to Turkish Navy by air on 18.10.71
164	USN148286	c/n 725	conv. to S-2N; returned to USN by air on 2.12.74
165	USN148287	c/n 726	conv. to S-2N; returned to USN by air on 4.11.74
166	USN148288	c/n 727	conv. to S-2N; scrapped
167	USN148289	c/n 728	conv. to S-2N; scrapped
168	USN148290	c/n 729	conv. to S-2N; conv. to US-2N; scrapped
169	USN148291	c/n 730	conv. to S-2N; scrapped
170	USN148292	c/n 731	to Turkish Navy by sea on 15.5.72
171	USN148293	c/n 732	conv. to S-2N; scrapped
172	USN136459		to Turkish Navy by air on 26.7.71
173	USN136576		to Turkish Navy by sea on 31.12.71

CS-2A (formerly CS2F.1):

180	ex Royal Canadian Navy 1502	withdrawn from use and dumped at Valkenburg
181	ex RCanN 1503	scrapped
182	ex RCanN 1504	w.f.u. and at fire-dump of Valkenburg
183	ex RCanN 1505	w.f.u.; to Technical Institute TNO in Rijswijk
184	ex RCanN 1506	w.f.u.; to Anthony Fokker School in The Hague
185	ex RCanN 1507	w.f.u.; to RNethAF Tech.School near Deelen AB
186	ex RCanN 1511	scrapped
187	ex RCanN 1512	scrapped
188	ex RCanN 1513	scrapped
189	ex RCanN 1514	scrapped
190	ex RCanN 1515	to KLM Tech.School at Schiphol
191	ex RCanN 1516	scrapped
192	ex RCanN 1518	scrapped
193	ex RCanN 1522	scrapped
194	ex RCanN 1523	scrapped
195	ex RCanN 1524	crashed on 26.8.66 and w/o
196	ex RCanN 1526	scrapped



TOP PAGE: two pictures of S-2As aboard the Karel Doorman as part of No.2 Sqn. More photos of the Karel Doorman on page 2.
RIGHT: Converted to S-2N this 161 of No.1sqn from Hato, Curacao.



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

MOVEMENTS

SCHIPHOL

August movements continued:

- 23: 7T-VEE B.737-2D6C c/n 20758 Air Algerie
 24: F-RBKA N.2501 (150) FAF N65A Sabre75A FAA
 25: PP-ZCT Embraer EMB.121 I-SSSS Cessna421C
 N4PH Sabre 40A (282-116) G-MFUE HS.125
 OE-FNL C.500 Niki Lauda G-BBSV Cessna421B
 G-BEPU PA.31-350 A.Anglia G-BCWE Herald
 26: HB-IDF DC-8-62 (45920) Swissair
 42068 C-130H USAF 463TAW
 21581 & 0-17070 both UH-1Hs USArmy
 27: OY-BLG Learjet 35 (35-022) Grundfos A/S
 29: 70004 C141A USAF 438MAW CCCP-85222Tu.154
 G-ARVF VC.10 (808) United Arab Emirates
 DM-STN Il.18 Interflug LN-MAM CV.440 N-F
 OE-INA B.707 Montana PH-EXK & I F.27s
 D-ABYE B.747F Lufthansa
 30: N5772T B.707-331C (19213) Tradewinds Aws
 OY-BFC Learjet 25B N17ST L.382 TIA
 PH-MBS Be.C23-180 Mart. N65358 DC-9 BMA

September movements:

- 1: YR-TPA Tu.154B Tarom N8731 B.707 TWA
 18020 U-12A USArmy 22262 C-12 USArmy
 5-8513 C-130H IIAF 10685 T-39 USAF
 G-APFD B.707-436 (17705) British Airtours
 OO-YCK B.707 Young Cargo 21622 UH1H USArmy
 2: 39810 & 37841 C130E USAF OO-LFI Cessna 404
 HB-IHA DC.10.30 Swissair PH-EXX F28 Garuda
 3: 70004 & 60146 C141A USAF F-BRUY G.1159
 F-BIHY Mystere 20 (141) G-BENR RC.114
 CCCP-85179 Tu.154 Aeroflot N65358 DC.9 BMA
 15030 CH.47C USArmy 18058 U21A USArmy
 CS-TBG B.707-382B TAP HB-GEH AC.690
 G-APRN Argosy (6652) ABC N504T BAC 1/11
 G-BEXU PA.31 Air Anglia PH-BSK Cessna210L
 N1823D G.1159 (59) CSP
 4: N12ST & N17ST L.382 TIA 18020 U21A USArmy
 50276 & 50271 C141A USAF JA8031 DC-8 JAL
 N7563A B.707-323C (19236) American Airlines
 OH-PAR PA.30-160
 5: 60183 & 59413 C141A USAF 10653 T-39A USAF
 N801EV DC-8 Evergreen 41688 C-130H USAF
 LN-MAM CV440 (472) Nor-Fly F-BUYP HS125/600B
 21581 & 0-17070 UH1H USAr 22550 C-12A USAF
 PH-EXF F.28 Ivory Coast G-BEMX C.404-II
 N793FT DC-8-63 Flying Tiger
 6: PH-EXP F.28 (G530) GhAF F-BJET MS.760
 G-APBC DC-3 Skyways HB-VDH Learjet 24
 G-BCWE Herald 206 (166) BAF
 7: 20953 & 15030 CH47C USAr 18058 U21A USArmy
 TU-VAZ F.28 Ivory Coast (reg painted)
 G-BEKZ HS.748 Dan Air D-CMAN Mystere 10
 OO-SPN SA.226T EAT F-BJLV MS.760
 78/LT MS.760 FAF D-CAFO Learjet 36
 N8960T DC-8-61F PIA (with Loftleider c/s)

- 8: PK-GFS F.28 Garuda (del) F-BJLV MS.760
 D-BABM VFW.614 Air Alsace G-BEOZ HS.650 ABC
 G-AVRL B.737-204 Britannia Airways
 9: F-BOIZ Herald EAS N9151N AC.690
 HB-IHE DC-10-30 Swissair I-FBCA Sabre 60
 XX370 & XX372, XX375, XX378, XX379 & XW905 all
 SA.341G Gazelles AAC
 10: N5772T B.707 Tradewinds 9J-AED Learjet 36
 OY-DRM DC-6B Greenlandair N70X Beech 58
 N868F DC-8-61F ONA OY-DLW Piper PA32
 11: N8960T DC-8-61 PIA YI-AGL B727 Iraqi
 12: 61-ZK C.160 (F.93) FAF LN-MAM CV.440 N-F
 13: N28728 B.707 TWA A-452 Al.III Klu
 14: F-BRNZ SN-601 Corvette
 15: YA-HBA B.720 Ariana Afghan N15ST L.382 TIA
 F-BSUR Learjet 25B OY-BLG Learjet 35
 16: A40-BU BAC 1/11 Gulf Air (for British Aws)
 N801WA DC-8-63 World Als RP-C111 HS.125
 D-IDEE SA.226T Hapag-L EC-CQT HS.125
 F-BPMC HS.125
 17: N15ST L.382 TIA EI-ATF F.172
 LX-YES Cessna 210 SE-FBY Cessna 210
 A-452 Al.III Klu SE-DDF Mystere 10
 LN-ASZ CF.177RG (?)

SHANNON

Deliveries during August:

- 1: N94185 C.185 (03287) Reykj. 2/8-Valencia
 2: N38572 PA.32 on 3/8 to Gatwick
 7: N662JB IAI.1124 Kerkira-SNN 8/8-Lajes
 11: I-MMAE Learjet 35 (35-116) to Rome
 14: N3916C C.421C (0142) 16/8 to Brussels
 15: N38982 PA.32 15/8 to Brussels
 16: N38821 PA.34 & N38975 PA.28R 17/8 to Kassel
 N38751 Piper PA.34 on 17/8 to Geneva
 N38774 Piper PA.28R on 17/8 to Wien
 20: SE-GPZ Piper PA.28 21/8 to Nyköping
 OE-GMA Learjet 35 (111) to Wien for Alp Air
 25: OE-DSR Beech 33 Reykjavik-SNN 25/8 to Caen
 N38845 PA.28 Keflavik-SNN 26/8 to Gatwick
 26: N5772T B.707-331C (19213) of Tradewinds,
 Kansas-SNN 28/8 to Gatwick
 YV-160CP IAI.1124 Munich-SNN 27/8 to Gander
 28: N40027 Piper PA.28 29/8 to Geneva
 29: N4923W Aero Commander 114 29/8 to Hurn
 31: N181FJ Mys.10 (106) Istres-SNN 1/9-Reykjavik

TOP PAGE PHOTO: G-BERH SA.330J c/n 1475 of Bristow Helicopters. This helicopter is one of the latest a/c of this company. (ITASW)

DUTCH REGISTER

NEWS

First some corrections and additions:

PH-GRC is ex R-139, 54-2429, c/n 18-3829 as the R-138 was seen stored at Gilze lately.
 PH-NZK is a reservation (for a S.61N)
 PH-ASU is ex N63736 PH-EBE is ex N1469J
 PH-HAM is ex N2254Q, D-IOWH PH-LEG c/n F.1403
 PH-JRA has c/n F.1592 and is ex PH-AXB

ADDITIONS

PH-AXD F.172N-100 ASH BV
 PH-GPL PA.31-310C (7712089) ex N27335, del.17/9 to NEAS BV, 27/9 to Landi Den Hartog
 PH-JPG C.310Q (0687) ex N7999Q, D-IBLW, ASH BV del.19/9 to ATHO BV
 PH-KDH PA.28-181 (7715213) ex OO-HCB, del.9/9 to NEAS BV, 19/9 to Vliegdiens Holland Noord
 PH-LEC RC.114 reservation for Vlind Air BV
 PH-LTU F.177RG (F.0021) ex D-ECKF, ASH BV
 PH-LTV C.310Q (0981) ex N69793, OE-FLE, del.20/9 to ASH BV (R'dam)
 PH-LTY F.150M ASH BV (Teuge)
 PH-MBS Be.C23-180 (M-1968) Martinair Holland
 PH MVA PA.28-181 (7790437) ex N3105Q, OO-HCH, to NEAS BV, to Vliegclub Teuge
 PH-VSL F.172N-100 (F.1610) del.1/9 to AAS BV, 9/9 to Stichting Vliegmaterieel Hoeven
 PH-WEC C.T210L (59793) ex D-EEZN, to ASH BV
 N82AM DH.82A (86568) ex PG671, F-BDOS, A new non-Dutch-regd a/c, based at Teuge since 15/9

MISCELLANEOUS

ACS PA.31-310C (7712046) still at Zestienhoven
 ASH FRA.150L (F.0239) owner A.J.de Graaf
 PH-CUP C.310Q (0232) to King Air BV (Schiphol)
 PH-EHD F.150L (F.0683) to ASH BV, operates for Vliegschool Zestienhoven
 PH-HAK C.182P (F.0027/63986) to AAS BV
 PH-HOE S.11-1 (6195) to C.Honcoop
 PH-JOS F.150L (F.1016) to AAS BV
 PH-LPG PA.34-200 (7450055) to Vld Holland Noord
 PH-PUT WA-40-IV (47) to King Air BV
 PH-TWN F.172M (F.1217) to Geosens BV
 PH-VRL F.150H (F.0292) to GLM BV



CANCELLED

PH-AXB F.172N-100 (F.1592) to PH-JRA
 PH-LNS A.188-300 (0258) removed by truck on 8/9
 NSH PA.28-140E (7325409) crashed 1/9 Seppe, on 20/9 wreck was brought to Zestienhoven
 PH-NVD D.140B (98) 15/9 solde in France (?)
 PH-VSJ F.172M (F.1250) 9/9 to AAS BV, crashed 18/9 Hilversum and probably w/o



ACCIDENTS

CANADA. Beech 95 C-GFNI crashed near Barrie, Ontario on 7 September, killing the five people on board.
 - Skybolt 1 C-GXFH was destroyed while demonstrating at Pincher Creek Apt (Alberta) on 4 September, the pilot was killed.
 ECUADOR. V.764D Viscount HC-BCL (185) of Servicios Aeros Nacionales crashed near Cuenca on 4 September killing the 33 occupants.
 FRANCE. MS.880B Ralley 100T F-BVNC (2519) crashed into the sea near Bellelle on 8 September the aircraft and its four occupants ain't found yet.
 HUNGARY. Tu.134 HA-LBC (0605) crashed while making an emergency landing at night at Bucharest on 21 September. 29 people out of 53 on board (including crew) were killed.
 IRELAND. Britannia EI-BBY crashed at Shannon Apt. on 30 September, The six men on board were lightly injured but the a/c is probably w/o.
 JORDAN. Learjet 36A JY-AFC (020) of Arab Wings crashed during take-off from Amman Apt. on 23 September. The four occupants were killed.
 JAPAN. A DC-8 of Japan Air Lines crashed on 27 September near Kuala Lumpur (Malaysia). Killing at least 33 people out of the 79 on board.
 NETHERLANDS. PA.28-140E PH-NSH (7325409) crashed while landing at Seppe on 1 September, a/c w/o - F.172M PH-VSJ (F.1250) crashed while landing at Hilversum on 18 Sept., probalby a w/o.
 SWEDEN. Cassut Racer SE-XCL of Borje Stromnerg crashed in Zuid Flevoland (Holland) on 8 Sept. The aircraft has been brought to Lelystad where it will be repaired (?).
 SWITZERLAND. PA.32-200 HB-OMB (34-40032) was destroyed while making an emergency landing in a field at Hedingen in September.
 U.K. Auster J/1 G-AJIY crashed after it hit a mountain and making an emergency landing at Cefn Golau (Tredegar, Gwent) on 23 August. The two occupants were killed.
 - FR.172J G-BATI (F.0398) disappeared after t/o from Berwick-on-Tweed on 16 August, the aircraft hasn't been found yet.
 - CL.44D G-ATZH (21) of TMAC crashed into sea after take-off from Hong Kong on 2 September, the crew of four was killed.
 - C.182F G-ASJR (54939) crashed during a forced landing near Brayfield-on-the-Green (North-Hampton) on 23 September; aircraft has been w/o
 USA. DC-8 N911CL was heavily damaged when it aborted take-off from Shannon Apt. on 2 October, some 40 people were injured.
 - Twin Otter N563MA (of Alaska Aeronautical) crashed at Mount Lliamna on 6 September, the 13 occupants were killed.
 - Mooney M-20 N1JB crashed into sea by Fundy (Halifax) on 12 August, killing the four occ.
 - DC-7B N6314J of Safe Air Cargo crashed during take-off from Yakutat, Alaska on 11 September killing the crew of four.
 WEST GERMANY. Stampe SV.4B D-EBHH (119) crashed at Kuntrop airfield on 3 August, killing the pilot. The aircraft is completely destroyed.
 - C.182H D-EHBF (56355) crashed before landing at Geneva Apt, into Lake Geneva, on 16 July.
 - Robin Regent D-EECT crashed at Wangerooze Island on 19 August. All four occupants were killed and the a/c is written off.
 - Beech 200 D-IBAF crashed near Bourgas on 27 July, killing its six occupants.
 - PA.12 D-ENIW (12-2620) crashed at Burg Feuerstein airfield on 5 August; a/c destroyed.
 - Beagle B.121 D-EKWH (159) crashed at Sonthofen Bavaria on 12 September; a/c written off.
 - Robin Regent D-ECER crashed into Mount Zugspitze on 11 September, two people were killed while two others were injured.

MISCELLANEOUS

FRANCE. UTA Industries converted 64-PK, a DC-6A/B (45472) of the FAF into a water-bomber a/c; it now carries the registration F-GAPK.
 NETHERLANDS. At the moment the NLM route Eindhoven-Hamburg is carried out by a Corvette of Jetstar Holland.



- On 26 August starts were made to harden the runway at Teuge, but on 23 September the work had to be stopped due to a group which gave notice on the decision of the RVS to harden the runway. This causes a procedure which will end over a half year while the answer (for the group) will definitely be negative! Meanwhile the strip is broken up and the winter is coming, which will destroy the work already done!!
- Budel airfield will receive a 'real' runway which can carry aircraft upto 6,000kg. Total length will probably be 950 metres.

SPAIN. Iberia will soon change its name and colour scheme. The name will be 'Royal Iberia' (as Spain is a monarchy again), the c/s will be white overall, with a wide red/orange/yellow cheatline.

U.K. Short Bros and Fairey Britten Norman are negotiating for the take-over of the Islander (and Trislander) production line by Short.

- On 23 September the 700th Islander was delivered to Euroair.

USA. The merge between Wien Air Alaska and Alaska Airlines is off. It doesn't look like there is a change that they will merge after all.



- The 3,000th Boeing jet-airliner was delivered on 18 August. The aircraft involved was a 727 srs 200: N284US for NorthWest Orient.

WEST GERMANY. VFW-Fokker are to stop the production of the VFW-614, after only some 16 a/c have been built. The plans to built VFW-614s in Romania are not to be cancelled.

ACQUISITIONS

AUSTRIA. Montana's second B.707 is OE-INA, a srs 138B (18069) ex N106BN.

AFRICA. Consorcio Technico bought two L-100-20s from Alaska Int. Air..

CANADA. Alaska Int. Air will order two more L-100-30s.

FRANCE. Uni Air bought a Carvair from BAF, G-AREK c/n 10365/5.

- SF-Air's four ex-BAF DC-6As are F-BYCG/H/I/J (45458, 45518, 44420, 44421) ex OT-CDA/B/C/F.



GABON. Air Gabon bought two ex FAF DC-6A/Bs: TR-LXM/N (45107/8) ex 82-PY/Z.

GHANA. West Africa Air Cargo bought Alidair's Viscount 814 G-AZNH (342) from Alidair, now regd 9G-ACL.

- At the moment Ghana Airways is leasing LX-LGW a B.707-344 (17930) of Guinness Peat Aviation which has bought it from Luxair and resp leased it to Transavia, Aer Lingus and now Ghana Aws.

IRELAND. Irish Helicopter is leasing S.58ET C-FALH (581093) from Okanagan Helicopters, a Bell 212 will also be leased from Okanagan.

ISRAEL. IAI bought Sabena's B.707-329 OO-SJC (17625) as 4X-BYM.

NETHERLANDS. Jetstar Holland will probably buy another Corvette or a Mystere 20, next year.

- Although it took quite a long time, the KLM finally ordered two F.28s. The two F.28 Mark 4000s will be delivered during November and December next year, but from April '78 on they will lease the two F.28-6000s (A.92 & 93) from Fokker for their service Zestienhoven-London and Zestienhoven - Paris until the 4000s have arrived.

PAPUA/NEW GUINEA. Air Niugini bought the two F.28-1000s from Air Nuaru for delivery in October. C2-RN1 & 2 c/n 11041 & 11056 resp.

SPAIN. Iberia is said to have ordered two B.727s srs 256 and three F.27-600s.

- A new Spanish Airline is Aerotransporte de España, based at Alicante Apt, and their initial equipment is a Fairchild F.27; TC-KOD c/n 82 ex T.H.Y.

SWEDEN. SAS ordered four DC-9-40s for delivery between July/December 1978.

U.K. Dan Air got its Viscount G-ARIR back, after it has been leased to Alidair.

- Sorry but we've to do it over again! The Herald of the Royal Malaysain AF are to go to BAF after all.

- Intra Airways bought two Viscount 814s from BMA; G-BAPE (341) and /G (344).

- Tradewinds is wetleasing a 707 from TWA for 12 months; the aircraft is N5772T (19213).

- BMA's second DC-9 is OH-LYB leased from Fin-air; delivery was begin September.

- Baylee Air Charter bought two Queens Airs, added to their fleet of Aztecs.

UNITED ARAB EMIRATES. B.720-023B N7530A (18016) is now regd A6-HHR (photo 1TASW).

USA. Henson Aviation of Hagerstown, Maryland ordered two Short SD3-30s for delivery in November '77 and January '78.

- Eastern's leased A.300B-4 F-WUAZ (N41) was delivered on 24 August.

- Delta Airlines ordered two more L.1011 Tristar Delivery will be in Januay and May '79.

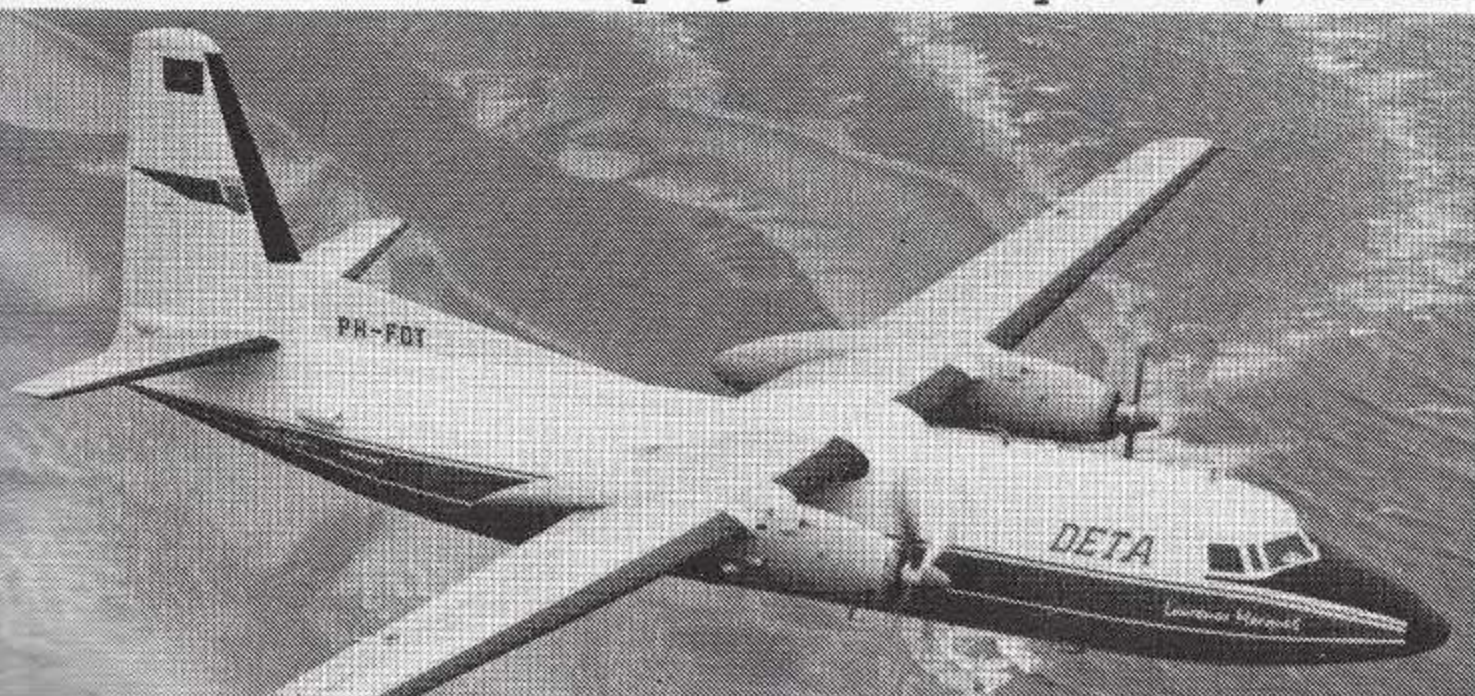


The first Airbus to be delivered to Eastern. This company will lease four of these a/c, see acquisitions. (1TASW)

Special thanks to F.Schaeffens, LTASW, Aero Review, Fokker-VFW and B.Ullings, W.Zwakhals for the photos.



- 10202 132 PH-FDR, f/f 14-05-62, intended as LV-PTQ (& LV-PMS) of ALA Austral, ntu, on 13-07-62 to LN-SUA of Braathens SAFE as a srs.146, 01-07-69 to Fokker, regd PH-FDR 04-07-69 leased to Spantax SA, 15-08-69 back Fokker, 11-03-70 to T561 of Uruguayan AF, 01-04-75 leased to Pluna as CX-BHV/T561 being operated in co-operation with the Uruguayan AF, current.
- 10203 132 PH-FDS, f/f 07-06-62, intended as LV-PMT (& LV-PMT) of ALA Austral, ntu, on 27-07-62 to JA-8608 of All Nippon as a srs.257 (originally ordered by Fujita Al), 30-11-71 to PK-PFU of Pertamina Air Service 'Balikpapan', current.
- 10204 233 PH-FDT, f/f 21-06-62, 06-08-62 to CR-AIA of D.E.T.A. 'Lourenco Marquis', 01-01-75 rereg and renamed C9-AIA 'Can Phumo' with DETA/Linaermoz, current.
- 10205 233 PH-FDU, f/f 04-07-62, 20-07-62 to CR-AIB of D.E.T.A. 'Beira', crashed 28-03-70 while landing at Loruenco Marquis Airport, written-off.
- 10206 233 PH-FDV, f/f 20-07-62, 06-08-62 to CR-AIC of D.E.T.A. 'Quelimane', 01-01-75 rereg C9-AIC of D.E.T.A./Linaermoz, current.
- 10207 236 PH-FDW, f/f 31-07-62, 23-08-62 to CR-LEO of D.T.A., 01-11-73 to T.A.A.G., 11-11-75 rereg D2-LEO, current.
- 10208 236 PH-FDX, f/f 28-08-62, 19-09-62 to CR-LEP of D.T.A., 01-11-73 to T.A.A.G., 11-11-75 rereg D2-LEP, 01-09-75 to 9Q-CEB of Zaire Aer Service, current.
- 10209 135 PH-FDY, f/f 07-09-62, 25-09-62 to PI-C504 of P.A.L., 01-07-70 crashed Dumaquette.
- 10210 135 PH-FDZ, f/f 26-09-62, 09-10-62 to PI-C506 of P.A.L., 30-10-71 to RP10210 of the Philippine AF, current.
- 10211 237 PH-FEA, f/f 10-10-62, 23-10-62 to VP-KSA of E.A.A., 01-01-64 rereg 5Y-AAB, 31-01-1977 to Kenya Airways, current.
- 10212 237 PH-FEB, f/f 23-10-62, 06-11-62 to VP-KSE of E.A.A., 01-01-64 rereg 5Y-AAC, 31-01-1977 to Air Tanzania, current.
- 10213 237 PH-FEC, f/f 08-11-62, 16-12-62 to VP-KSC of E.A.A., 01-01-64 rereg 5Y-AAI, rereg 5H-AAI, 31-01-77 to Kenya Airways, current.
- 10214 134 PH-FED, f/f 29-11-62, 14-12-62 to VT-DOJ of Indian AC 'Tapti', 21-04-69 crashed near Khulna, East Pakistan.
- 10215 134 PH-FEE, f/f 10-12-62, 28-12-62 to VT-DOK of Indian AC 'Mahanadi', current.
- 10216 239 PH-FEF, f/f 24-12-62, 17-01-63 to 5N-AAV of Nigeria Airways, captured by the AF of Biafra, 07-10-67 shot down Ikoy, Lagos.
- 10217 239 PH-FEG, f/f 16-01-63, 05-02-63 to 5N-AAW of Nigeria Airways, current.
- 10218 239 PH-FEH, f/f 12-02-63 to 5N-AAX of Nigeria Airways, 04-04-71 crashed at Jos, b/u.
- 10219 134 PH-FEI, f/f 06-02-63, 22-06-63 to VT-DOL of Indian AC 'Godavari', current.
- 10220 134 PH-FEK, f/f 20-02-63, 08-03-63 to VT-DOM of Indian AC 'Krishna', 29-06-67 at Bhubaneswar Airport, repaired (first flight on 20-03-67), current.
- 10221 134 PH-FEL, f/f 06-03-63, 25-03-63 to VT-DON of Aindian AC 'Kaveri', current.
- 10222 239 PH-FEM, f/f 15-03-63, 24-04-63 to 5N-AAY of Nigeria Airways, 01-08-68 leased to Ghana Airways, back, current.
- 10223 239 PH-FEN, f/f 04-04-63, 01-05-63 to 5N-AAz of Nigeria Airways, 01-08-68 leased to Ghana Airways, back, current.
- 10224 140 PH-FEO, f/f 10-04-63, 07-05-63 to LX-LGA of Luxair 'Prince Henry', form 1968 on the aircraft has been leased to Sabena several times, current.
- 10225 242 PH-FEP, f/f 19-04-63, 06-05-63 to 9M-AMI of Malayan Airways, 11-63 transferred to Malaysian Airways, 01-01-67 transferred to M.S.A., rereg 9V-BAP, 17-10-71 to Fokker, regd PH-FEP (27-03-73/05-04-75), 09-04-73 to G-BAUR of Air Anglia, since mid 1975 flying for the Royal Mail, current.



NATO Tiger Meet 1970

