

FLY



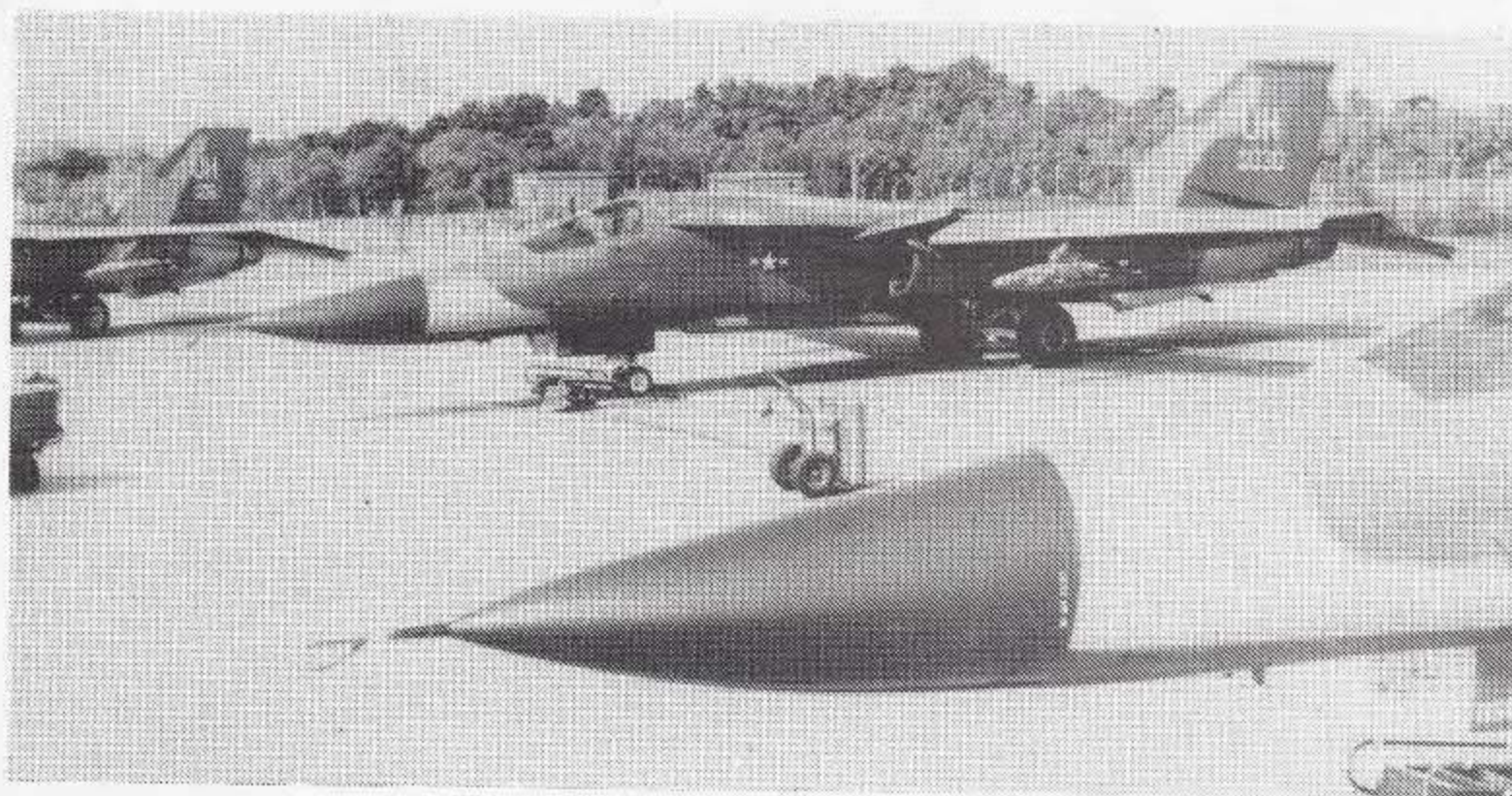
aviation

magazine

NUMBER 82/83

Cover photo

Seen at Greenham Common: the three F-111Es which took part in the Airshow. Photographed on Sunday (F.Swinkels)



Back-page photo

Seen at Schiphol on 13 July, was this KLM - North Sea Helicopters owned S.58DT PH-NZE (58-1492). (C.v/d.Heuvel)

Eagles at Bitburg



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Dear readers,

While writing out the first part of the Hunter article a few months ago, I had to mention the discussion about the pro and cons of missiles against aircraft. This was in the very early fifties and had a great effect on the career of the Hunter. Twenty-five years later nearly the same discussion is going on again. Although President Carter recently (again) announced to prefer the cruise-missile above the Rockwell B.1, a final decision will take a long time. Too many factors are of great importance to allow a quick decision and the problem is rather complicated.

In order to give a proper view on the B.1-cruise missile problem we go back to the early sixties when the development started of a replacement for the B-52 Stratofortress. The project was the N.American B-70A Valkyrie long-range bomber. North American have built two prototypes and the results of the test programme showed excellent figures. However the price per production aircraft had raised too much and after a crash of one of the two prototypes the whole project was cancelled.

To maintain the strategic value of the B.52 some 200 were converted to B-52Gs and B-52Hs with a new serviceability till the early 80s. A second replacement programme for the B-52 was started by Rockwell and on 23-12-74 the B.1 made its first flight. But again throughout the years the price per production aircraft has risen enormously. In the meantime General Dynamics and Boeing worked on a highly sophisticated missile that could compete with the strategic employment of the B.1. The cruise missile is in fact a tv-guided flying bomb that can hit a target with an accuracy of 50 yards.

At the moment the choice between acquisition of the B.1 or the cruise missile is unpredictable. Parties involved are the air force the Senate & President Carter and factors the decision depends on:

- The air force wants very much an aircraft with excellent performances like the B.1. In their opinion 244 B.1s should be acquired equipped with the cruise-missile.
- Some members of the Senate want to stop the armory competition between USA and the Soviet Union and to convert (again!!) the B-52 for serviceability till the 90s.
- The acquisition of 244 B.1s will cost the American tax-payers 23 billion dollars. Many members of the Senate think this too much where as cruise missiles are just as good and less expensive.
- The cruise missile has no family where the crew of a B.1 do have.
- Building B.1s would guarantee the work of thousands of employees with Rockwell where as the cruise missile takes much less work-hours to be build.
- The discussions between experts if a missile like the cruise missile can take over the strategic task of bombers like the B.1.
- The Americans are trying to keep the cruise missile out of the the SALT-negotiations (congress for limitation of strategic weapons between USA and the USSR). If they succeed an unlimited number of cruise missiles could be build.

Jac van Tuyn

Note: First of all let us apologize for the minor quality of the June issue: something went wrong with the printer and as a result all photos were half the size they ought to be. Therefore last month's announcement about sizes of photos you send to us needs to be repeated:

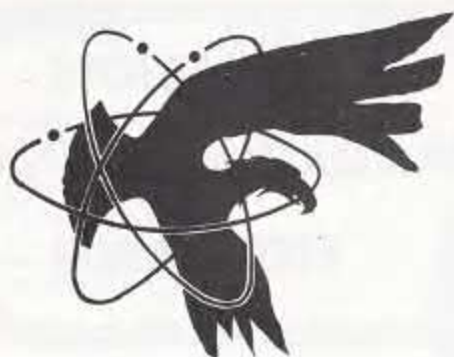
We appreciate it very much when readers send photos to us for publication and whenever we can we'll publish them. However it would be great if you make sure that the sizes of the photos are confirmable the sizes we use. For examples of sizes see the photos in this issue.

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

F. Bellilli	W. Denkers	P.v. Oers	A. Wilderdijs	Yoenburg
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Credits: BAR, Av. Week & Technology

And Max de Haas for the excellent type-writer (Jac)



MILITARY NEWS

Holland

The last weekend of July the HMAS Melbourne could be admired in the harbour of Rotterdam. This Australian aircraft-carrier made a month's tour to Europe in order to participate in the Royal Navy Review at Spithead (see UK news). A small history of this vessel:

Early 1942, the Royal Navy Staff required an intermediate aircraft carrier and on 28 February 1945 the 'Majestic' was launched. At the end of WWII, when the ship was within a few months of being ready for sea, work was stopped awaiting a decision on the future of the ship.

Together with the HMS Terrible (renamed HMAS Sydney), the Majestic was taken over by the Royal Australian Navy in 1949. It was renamed HMAS Melbourne and was modernized. Melbourne commissioned in 1955 and after working up in United Kingdom waters with Sea Venoms and Gannets, sailed for Australia arriving in Sydney on 10 May 1956.

In the next 19 years it was the flagship of the Australian Fleet and in 1975, returning from RIMAC exercise Melbourne entered Garden Island Dockyard for an intensive refit. Mid 1976 the modernization had been completed and sailed out with aboard a fleet of Skyhawks, Sea Kings, Wessex and Trackers.

While in Rotterdam following aircraft were noted to be aboard:

N13-155061/874, N13-155052/871, N13-155062/875
N13-155051/870, N13-154907/886, N13-154906/883
N13-155063/876, N13-155069/877, all A-4Gs of 805Sqn (missing a/c was 154906/885)



Seen in the Rotterdam harbor (A.Wilderdijk).^x

N12-153597/842, N12-153604/840, N12-153598/841
all G-2E Trackers of 816Sqn
N16-118/07 Sea King Mk.50 and N7-205/815
Wessex Mk.31B both of 817Sqn.

On its way to Rotterdam Wessex N7-213 ditched close to the ship. The crew managed to get out but the helicopter was written off. Two more accidents have taken place during its stay in Europe. One Sea King ditched (w/o?) and another Sea King made a very heavy landing on the deck, damaging its undercarriage (will be repaired).

From Rotterdam the HMAS Melbourne went back to Portsmouth, then to Naples (Italy) & after a visit somewhere in India it is to go home.

- Movements at Volkel included:

- June 1: K-4007(313), 4019(314), 4025(315) NF-5
FC-12 TF-104G BAF
2: K-4015(313), 3015(314) NF-5A/B
AR68-553 RF-4C USAF 1TR/10TRW
31-54 PD.808TA ItAF 306Gr/31Stormo
3: 32-74 G-91R WGAF LEKG-41
6: 20-58, 20-62 F-104G WGAF JABOG-33
7: 21-07, 21-09 F-104G WGNavy MFG-2
UH68-045(r) F-111E USAF 20TFW
XX150/- Jaguar T.2 RAFG (on loan
from 2260CU; now coded CY)
CH-02 C-130H BAF 15Wing
CR74-051 F-4E USAF 32TFS
8: V/255 SP-13A Atlantic MLD 321Sqn
D-8120 F-104G 322/323Sqn
10: K-3061, 3068 NF-5A 314Sqn
34-25 G-91T WGAF LEKG-41
13: FC-02 TF-104G BAF 10Wing
MT-12 CM-170R Magister 'Red Devils'
K-3036 HF-5A 314Sqn 24469 T-39A
14: Arrival of four F-35 Drakens (see
last month's movements)
17: A-006 F-35 RDNaf Esk.725 (on its
way to Gilze-Rijen)
BT75-062 F-15A USAF 36TFW (also on
its way to Gilze-Rijen)
20: A-001, 006 F-35 RDNaf (replacing
A-012 and A-014)
21: FX-17, 85, 91, 94 F-104G BAF 10Wing
A-004, 008, 020 F-35 RDNaf Esk.725
22: XX147/II Jaguar T.2 RAFG 25Sqn
23: 35-76 RF-4E WGAF AKG-52
K-4009(314), 4027(315) NF-5Bs
24: 34-13 G-91T WGAF LEKG-41
58-81 DO-28D WGAF LEKG-41
27: K-4027 NF-5B 315Sqn (4008 on 28-6)
29: K-4021 NF-5B 314Sqn
30: 35-11 RF-4E WGAF AKG-51
FC-11 TF-104G BAF 10Wing

- Movements at Valkenburg included:

- June 6: 71-98 UH-1D WGAmy HFWS
8: 18021 U-21A USArmy 56Av.Comp.
9: 261/VL UH-14A Lynx MLD 7Sqn (first
visit of this type)
10: 148330 SP-2H Fr.Navy 25F (also 20-6)
14: 24473 T-39A USAF 7086 Op.Sqn
17: 15906 U-21 USArmy
20: 157310/LR-2 P-3C Orion USNavy VP-24
28: 156529/LL-41 p-3C Orion USNavy VP-30
July 6: 41-78/MM40116 Atlantic ItAF 41Stormo
7: 15608 UH-1H USArmy HQ.SHAPE
12: 7617, 7749 Alouette II WGAmy
22: 152687 C-118B USNavy NAFKeflavik
59-10 DO-28D WGNavy MFG-5
WB531 Devon C.2 RAF 207Sqn
58-92 DO-28D WGAF JABOG-36
25: 157324/LR-1 P-3C Orion USNavy VP-24

For a few weeks there has been a rumour that on 9 September there would be an Open Day at Valkenburg. Unfortunately the Marine Luchvaartdienst has never had the intension or what so ever to organize an Open Day. There will be a reunion for MLD-personal but that will be all. So no open day at Valkenburg.

- Movements at Leeuwarden included:

- May 2: CR74-041, 74-053 F-4E USAF 32TFS
BT75-051, 76-008 F-15A USAF 36TFW
BT75-087 TF-15A USAF 36TFW
9: 35-27, 35-51 RF-4E WGAF AKG-51
V/202 SP-2H Neptune MLD 320Sqn

June 11: 35-86 RF-4E WGAF AKG-51
 12: 7062 Twin Otter RNoAF
 13: 21-21, 21-25 F-104G WGNavy MFG-2
 38-17, 38-69 F-4E WGAF JABOG-36
 17: 35-17, 35-54 RF-4E WGAF AKG-52
 20: 222/K, 225/K UH-1B MLD 7Sqn
 23: 71-93, 71-95, 71-99 UH-1D WGAmy
 RT-667 CF-104G RDanAF Esk.723
 23-65, 24-99 F-104G WGAF JABOG-33
 D-8066 RF-104G 306Sqn
 24: XW235/DM Puma HC.2 RAF 230Sqn
 25: K-3025(315), 4007(313) NF-5A/B
 XW235/DM, XW228/DP Puma RAF 230Sqn
 26: 37-48, 38-12 F-4F WGAF JG-74
 104808 CF-104G CAF
 31: K-3047, 4009, 4017 NF-5A/Bs 314Sqn
 84003/75 C-130H RSwedishAF F.7
 37909/17 SH.37 Viggen RSWAF F.13
 37101/34 AJ.37 Viggen RSWAF F.13

Both Viggens were on their way to Le Bourget
 On their way back to Sweden they passed
 through Twente AB on 13 June. Transport
 was 84001/71.

- Movements at Soesterberg included:

Apr. 15: HR74-061, 68-508 F-4E USAF 50TFW
 21: XV413/Z Phantom FGR.2 RAFG 92Sqn
 22: 15152, 22411 UH-1H USArmy
 96607 UH-1N HQ USAF
 31586 C-130H 314TAW K/221 UH-1B
 27: 68-15847 CH-47C USArmy 205Av. Comn
 28: 21827 C-130E USAF 314TAW
 May 2: 24463, 24477 T-39A USAF 7086 Op.Sqn
 GT870 TF-100F RDanishAF
 VP975 Devon C.2 RAF Royal A/c Est.
 6: XW791 HS.125 CC.1 RAF 32Sqn
 11: HR68-370 F-4E USAF 50TFW
 12: G-775, G-779 F-100D RDanAF Esk.730
 GT-927 TF-100F RDanAF Esk.730
 34-21 G-91T WGAF WS-50
 13: 14626, 13559, 14690, 13562, 83790
 83814 OV-10A 20TASS 37821 C-130E
 16: 10939, 01270, 01267 C-130E 317TAW
 21: WB531, VP976 Devon C.2 RAF 2078g
 June 7: HR68-536, 69-236 F-4E USAF 50TFW
 (the latter is an add. to the list
 of HR F-4Es in FLASH Nr.80)
 21: 908 PA-31 Navajo Fr.Navy 2S
 22: 020 C-160D TurkishAF
 23: T-405 Saab Supporter RDanAF
 28: TJ64-911 F-4C USAF 401TFW
 29: 026 C-160D TurkishAF
 WR65-775, 65-716 F-4D USAF 81TFW
 30: 21-34, 23-95 F-104G WGAF JABOG-34
 24198 VC-140B USAF 89MAW
 July 1: 85-08 CH-53G WGAmy
 4: ZR68-606 RF-4C USAF 26TRW
 70-51 UH-1D WGAF HTG-64
 5: RS74-650, 74-649 F-4E USAF 86TFW
 HR68-384 F-4E USAF 50TFW
 12489 VC-140B USAF 70-69 UH-1D



6: 35-11, 35-25 RF-4E WGAF AKG-51
 032 C-160D TurkishAF
 7: WR66-588, 66-754 F-4D USAF 81TFW
 D-6656, 8319 F-104G 322/323Sqn
 8: 70-15030, 71-20952, 71-20946,
 68-15838 CH-47C USArmy 205Av. Comp
 11: BT76-025 F-15A USAF 36TFW
 35-46 RF-4E WGAF AKG-51
 60166 C-12A HQ USAF
 21291 C-130H USAF 463TAW
 12: AR66-433, 65-927, 68-553 RF-4C 10TRW
 22-96, 22-13 F-104G WGNavy MFG-1
 21-11, 21-31 F-104G WGNavy MFG-2
 13: 7619, 7749 Alouette II WGAmy
 41-AR/94 Paris II FAF ELA.41
 14: 260 UH-14A Lynx MLD 7Sqn
 15: UH68-020 F-111E USAF 20TFW
 42133 C-130H USAF 463TAW
 19: 21-11, 21-26 F-104G WGNavy MFG-2
 20: RS74-650, 74-653 F-4E USAF 86TFW

- Movements at Eindhoven included:

June 28: 76/79006, 77/79007 C-47A RSWAF F.13
 Normally the Dakotas provide the transport
 of approx. 15 Saab 105s of the RSwedishAF on
 their tour through Europe. This year how-
 ever, the new pilots had to leave their Saabs
 at home and made the tour in the 2 Dakotas.
 June 29: XX836/AZ Jaguar T.2 RAFG 14Sqn
 July 20: 489, 110 RF-5A RNoAF 717Sqn
 22: BA-02, BA-56 Mirage 5BA BAF 2Wing
 Aug. 2: XX146 Jaguar T.2 RAF (no markings
 but belongs to 54Sqn)
 On July 1st Eindhoven Air Base was 25 years
 part of the Dutch Tactical Air Command. To
 celebrate that milestone a very small family
 day had been organized:
 static: K-3013 NF-5A 314Sqn C-2 F-27M
 P-231 F-84F 314Sqn FT-28 T-33A BAF
 show: B-184 Harvard V/214 SP-2H MLD
 V/254 SP-13A MLD XX836/AZ Jag.T.2 RAFG
 Also visiting was FT-22 T-33A returning to
 Brustem with the pilot of FT-28.

Visiting Soesterberg AB on 6 July 1977. (A.Wilderdijk)^x





On 22 July, 14 NF-5s of No.316Sqn arrived at Eindhoven for a week's stay. Gilze-Rijen was closed due to some maintenance work on the base. A/c involved: K-3010,3016,3018,3021 K-3026,3033,3048,3063,3066,3072,4011,4020 K-4024,4028; all NF-5A/Bs

On 25 October a squadron-exchange will start between 314Sqn and 54Sqn with Jaguars from Coltishall(UK).

- On July 7th, No.314Sqn at Eindhoven lost its fifth NF-5 within three years.K-3075 crashed near Heimsberg,W.Germany,killing its twenty-one years old pilot. Together with another NF-5 the unfortunate K-3075 entered some clouds at a height of 40.000ft. While flying through the clouds they were to climb to 60.000ft. By the time the other NF-5 came out of the clouds,K-3075 had crashed without even one radio-call. It is being said that while being in the cloud the NF-5 slowly turned upside down and instead of climbing it actually dived. This is only a rumour as the investigations of the crash weren't closed by the time of writing.

- Movements at Ypenburg included:

- Mar. 14: 102 Tu.134 PolishAF
263 TF-104G RNoAF (tesyflight)
- Apr. 18: 60173 C-12A USAFE HQ.USAFA
- May 6: D-6681 F-104G 311/312Sqn(delivered)
XW791 HS.125 CC.1 RAF 32Sqn
- 26: D-6699 F-104G 311/312Sqn(delivered)
- June 7: UH68-045 F-111E USAFE 20TFW
- 8: D-6680 F-104G 322/323Sqn(delivered)
- 20: 76-22570 AH-1S USArmy (on a demonstration tour through Europe)
- 21: 5-8825 F-27-400M IIAF(for overhaul)
- 22: D-8091 F-104G 311/312Sqn(delivered)
- July 4: 040 C-160D TurkishAF (left on 8-7)
70-51 UH-1D WGAF
- 8: 7T-WAK F.27-400M AlgerianAF
- 11: 7T-WAI F.27-400M AlgerianAF
- 13: 17-01 VFW-614 WGAF FBSS

Canada

- Noted at Söllingen on 12 July:
CF-104G: 104840,104822,104842,104706,104892,104743,104868,104843,104799,104837,104807,CF-104D: 104665
Visitors: D-8282,8288 F-104G RNeAF 322/323Sqn
578 F-5A and 135 F-5B both RNoAF
On the field could be seen aCF-104D (104636) with a light brown/grey camouflage. All CF-104s in Europe are to get this RAF-style camouflage.

Denmark

- The Danish F-100 that crashed near Jever on 13 May seems to have been G-183 and not G-274 as stated in last month's FLASH. The reason for this crash was a crack in the fuel control.
- On 24 May a RF-35 Draken of Esk.729, AR-101, crashed into the sea near Lohals. The pilot ejected
- On 1 June a TF-100F, GT-983 crashed south of Bjerringbro. Both pilots were killed.



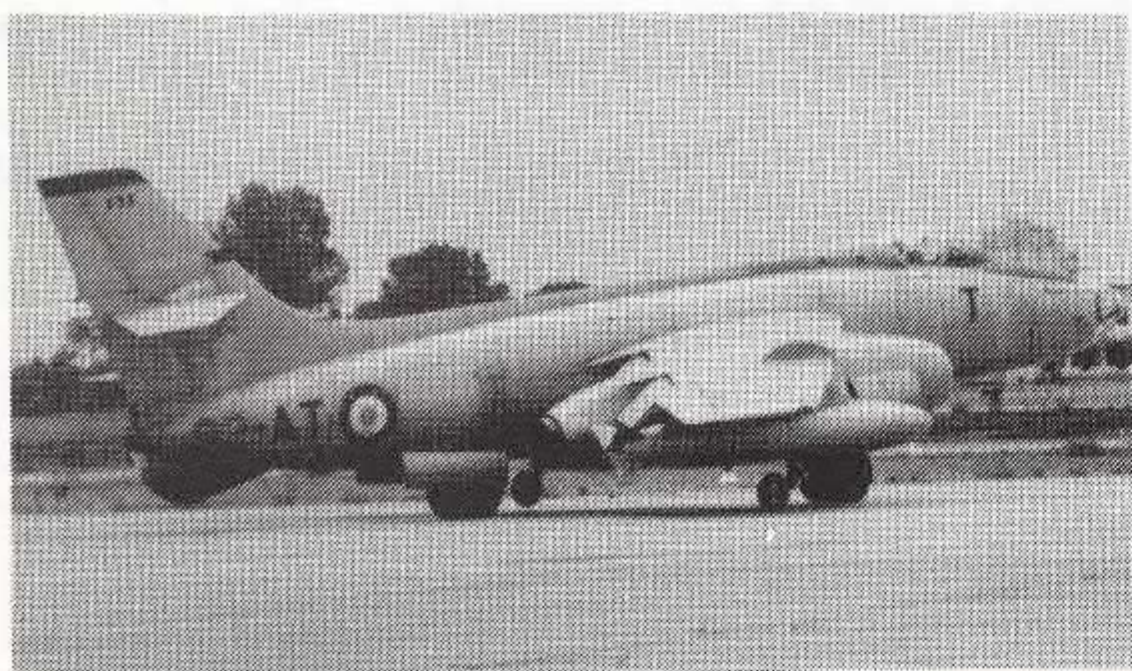
Eire

- Movements at Shannon Int. Airport included:
May 1: 50-95,50-99,50-82 C-160D WGAF LTG-63
4: 50-92 C-160D WGAF LTG-63
10: 50-97 C-160D WGAF LTG-63
18: 109156 CC.109 Cosmopolitan CAF
21: CB-02 Boeing727-29C BAF 15Wing/21Sqn
23: 01 G.1159 US;Coast Guard
- June 5: F-YEFA DC-6B French Navy
6: 86970 VC-137B USAF 89MAW
13: 31149 T-43A USAF (from Le Bourget)
26: N712NA CV.990 NASA
30: 117503 CC.117 Falcon CAF 412Sqn
- And the usual visits of many R.SaudiAF and CAF Herks.

France

- On 11 June Etendard IVP No.106 of 16F crashed in the sea near Djibouti during exercise "SAPHIR II". The pilot was killed.
- On 14 May SA-321G Super Frelon 161/O of 32F crashed near Djibouti during exercise "SAPHIR II".
- On 15 June aMirage F.1C of EC.24/118 at Mont-de-Marsan crashed near its home-base. The pilot was killed.

- Some holiday's movements at French air bases gave the following registrations:
4-BA/570, -BD/567, -BF/624, -BG/621, -BH/568 all Mirage IIIEs at Luxeuil (July)
13-PC/31, -PG/29, -PJ/19, -PK/43, -PL/35 -PM/47; all Mirage VFs at Colmar (June)
13-QC/459, -QG/554, -QH/483, -QI/485, -QJ/467 -QL/498, -QN/472, -QO/492, -QP/516, -QQ/480 all Mirage IIIEs at Colmar (June)
10-RO/55, -RQ/91, -RL/60, -SF/50, -SU/49 -SV/74, -SN/12; all Mirage IIICs at Creil (13 June; except for 10-SN all Mirage were still silver)
33-CR/349, -CP/343, -CT/306, -CK/303, -CJ/321 -CB/333, -CL/315, -CN/345, -CA/309, -TC/354 all Mirage IIIR/RDs at Strasbourg (25 May)
92-AA/354, -AD/357, -AE/643, -AF/610, -AG/366 -AJ/614, -AK/615, -AM/620, -AN/621, -AO/623 -AR/631, -AS/632, -AT/633, -AU/634, -AW/636 -AZ/370; all Vautour IIN/Bs at Bordeaux



92-AT at Bordeaux last year. (J.Schets/NBG)

- 328-EA/8., -EB/104, -ED/132, -EG/155, -EI/180 all N-2501SNB at Bordeaux (18 July)
WT/35144, WB/35748, WY/16648, WA/16769, WE/19975, WP/53091, WV/54434; all T-33As of CIFAS-328 at Bordeaux (18 July)
DA/241, DE/244, DG/2.3, DM/218, DN/242; all Mirage 3B of CIFAS-328 at Bordeaux (18 July)
No.13, 91, 92, 162, 219, 731, 804, 806, 838 all Alouette III of 22S at Lanveoc (13 June)
No.37, 113 Alouette II of 22S at Lanveoc
No.106, 114, 161, 262 Alouette III of 34F at Lanveoc (13 June)
510/FA, 512/FB, 508/XX, 519, 513 Jodel Abeille at Romorantin (12 June)
AIE/20, AIG/23, AIC/19, AJB/14, AJH/8, ALB/18 AJA/26, AIY/10, ?/11, ?/9; all Nord 3202s on the scrapyard at Ferte-Alais. Also still there are all the 16 T-6G Harvards (see FLASH Nr.60) in terrible conditions. The complete serials of 718/DC is 114718, 017/R is 115017 Readable in the cockpit of one of the two unidentified T-6Gs was call-sign 34-611 (s/n 534611????)
12-ZA/79, -ZB/80, -ZD/82, -ZG/21, -ZI/87, -ZL/100, -Z./102 all Mirage F.1C at Cambrai
12-YC/112, -YF/85, -YM/48, -YU/55; all Super Mystere B.2s at Cambrai (2 July)
62-KA/150, -KB/101, -KD/122, -KI/130, -KJ/99 -KK/160, -KQ/147, -KS/157, -QC/181, -QN/79 -QF/153, -QM/148, -QZ/109, -WC/142, -QW/90 -WF/185, -WL/136, -WV/173, -WB/31, -WU/72 all N-2501s at Reims (2 July)
7-PE/E11, -PL/E25, -PT/A11, -PZ/A5, -IG/A37 -IL/A32, -IM/A33, -IP/A41; all Jaguars at St.Dizier (2 July)
11-EF/A58, -EC/? Jaguar at St.Dizier (2 July)
11-EA/E29, -EB/A73, -EC/A79, -EO/A77, -EG/A59 -EL/E27, -EM/A80, -ET/A72, -EV/A74; all Jaguars at Toul (2 July)
Also noted at Toul was a gate-guard: 11-MJ/42131 F-100D. And not 11-ML/42157 as predicted in FLASH Nr.80. The latter went to Sculthrope (UK) on 24 June together with: 11-YC/42163, 11-YK/42223, 11-YL/42239 and 11-MU/63938. By the way, these are the only

a/c left at Sculthrope as all other a/c have been scrapped.

338-HB/18752, -HC/16834, -HF/16516, -HK/54439 -HM/35282, -HR/35147 (ex WI), -HT/70683 (ex 11-OA), -HU/35120, -H./18658, -/29901 (ex 10-KX); all T-33As at Nancy (2 July)
CWR/1353, CWV/1080 Gazelle; CWD/24575, CWE/24703 Bird Dog; CWA/1080 (and on 2 July noted as 1328), CWB/1074 Alouette III; CWM/268, CWP/78, 41-AB/183 Broussard. All at Baden-Baden-Oos (W.Germany) (12 July)

- The French squadron ECTT.2/30 has still good relations with a Soviet Air Force squadron somewhere near Moscow. The foundation of this friendship relation was made during WWI. In 1973 this relation resulted in a squadron-exchange between six Vautour and six MIG-21. This really must have been a success as this year it will be repeated.
On 24 July six Mirage F.1Cs departed from Reims to Moscow. They returned on 29 July and made a stop at Gdansk (Poland). Aircraft involved were: 30-MB, -MI, -MK, -MM, -MN, -MU. Now we are waiting for the MIGs to return!!!

- Movements at Lann-Bihoué included:

- June 2: 312-AB/494 CM-170R GE.5/312
XV262/62 Nimrod MR.1 RAF Kinloss W.
7: 10-SN/12 Mirage IIIC EC.1/10
8: No.52, 71 Nord 262 55S
314-VJ, 314-VO T-33A GE.2/314
9: 312-BD/539 CM-170R GE.5/312
158566/LN42 P-3C Orion US Navy VP-45
13: 64-BF/163 N.2501 ET.3/64 (ex 62-KM)
7-PY/A6, -PJ/E21 Jaguar A/E EC.2/7
20: XA/144 N-2501 GAM.56
C-2 F-27M RNethAF 334Sqn
61-ZU/F.155 Transall C-160F ET.3/61
64-IN/198 N-2501 ET.1/64 (ex 64-IZ)
No.1, 6, 12, 22 F-8E(FN) 12F
21: No.16 (ex 59S), 11(ex 11F) Etendard IVM of 17F
22: No.52, 79 Nord 262 55S
No.51 Br.1050 Alize 4F (ex 6F)
No.33 Br.1050 Alize 6F (ex 4F)
27: 64-IS/187 N-2501 ET.1/64 (ex 316-FW)
221-20 P-3A Orion Span.AF Escu.221
28: -/14503 T-33A (no code)
29: XR/207 N-2501 GAM.56 (ex XD)
64-IF/149 N-2501 ET.1/64 (also 30-6)
30: 61-ZD/F.86 C-160F ET.2/61
K-3030, 3046 NF-5A RNethAF 316Sqn

- Movements at Landivisiau included:

- June 7: 12-ZY/13, -ZM/? Mirage F.1C EC.2/12
(12-ZY with badge of EC.1/12)
30-FC, FM, FG, FH Mirage F.1C
30-QB/14192 T-33A ELSVS-30
No.16 Etendard IVM 59S
15: 30-MF/9, -MI/18, -MN/77, -MK/20, -MB/50 Mirage F.1C ECTT.2/30
16: 118-DI/25 MS.760 ETL.26/118

Italy

- Two small open day reports:

- Venezia-Lido on 26 June 1977 (all static):
RM-115/MM80332 AB.204B 300Gruppo/1 RVR
GF-46/MM80487 AB.47G.3 Guardia di Finanza
GF-29/MM80236 AB.47J Guardia di Finanza
GF-40/MM80414 AB.47J Guardia di Finanza
CC-35/MM80779 AB.205 Carabinieri
3-29/MM80517 AB.204ASW It.Navy
EI-28/MM61-2977 O-1E Bird Dog Esercito
EI-293/MM80551, EI-338/MM80709 AB.205 Esr.
EI-537/MM80598 AB.206A-1 Esercito
EI-816/MM80838 CH-47C Chinook Esercito
Vergiate on 19 June 1977:
static: RR-05/MM61764 C-47 303Gruppo/2 RVR
EI-438/MM57231, EI-439/MM57232 SM.1019
PS-18/MM80735 AB.206B Polizia
GF-73/MM80997 NH.500 Guardia di Finanza
5-4083, 5-4082 CH-47C Chinook IIArmy
show: RR-83/MM61983 S.208/M
53-03/MM6705, 53-07, 53-10 F-104S 21Gruppo

- Movements at Milano-Malpensa included:
Mar. 23: 4717 C.130H R.MoroccoAF
128/G, 132/T, 135/N HSS.1 Fr.Navy
25: 7-11 AB.212ASW Italian Navy
CN-AKTCN-AKU AB.205s R.MorAF (del.)
Apr 2: -/MM51-17455 T-33A
6: RS-05 PD.808 -/35322 T-33A
18: J-3239 AB.205 Turk.AF 14-22 T-33A
27: 021 C-160D Turk.AF (picking up AB205 J-3236)
May 1: YBI-508 MB.326B Macchi Tunesian AF
6: W-41-401 SF260 Marchetti TunesianAF
22: 5-4079, -4080, 4081 CH-47C IIAArmy
25: 030 C-160D Turk.AF (picking up AB205 J-3238)
June 7: 14-47 C-47
20: EI-825 CH-47C It.Army (test flight)
- Movements at Villafranca included:
June 15: ZR69-370, 68-570, 68-571, 68-560
68-606 RF-4Cs USAF 26TRW. On sqn-exchange with 3Aerob./132Gruppo
PS-18 AB.206B.1 'POLIZIA'
RM-38 S.208/M 300Gruppo
29: WJ825 Canberra PR.7 RAF 13Sqn
6-21 F-104G (emergency landing)
RM-91 AB.47J 300Gruppo/1RVF
July 2: BT75-059 F-15A USAF 36TFW
4: 35-21 RF-4E WGAF ANG-52
XV191 C-130K RAF LynehamTW
Noted Starfighters of 3 Aerobrigata on these days:
18 Gruppo: 3-01/MM6505, -02/6501, -03/6586
3-04/MM6517, -05/6589, -06/6579, -07/6529
3-10/MM6588, -11/6545, -12/6533
28 Gruppo: 3-24/MM6553 (RF), -26/6651 (RF)
3-32/MM6557
132 Gruppo: 3-37/MM6598, -42/6593, -45/6518
3-49/MM6595, -50/6544
- The F-104G of the 3rd A/B that crashed on 23 May was coded 3-46 and belonged to the 132nd Gruppo.
- The second prototype of Aeromacchi MB.339 received the serial MM589. It also carries the civil registration I-NINE.
- The number of A-109 Hirundos ordered by the Esercito is five at the moment. They will be involved in some anti-tank missile TOW tests. The Italian Army will order the A-129 Mangusta: an advanced version of the A-109.
- The Italian Navy (Marina) ordered 20 more AB.212ASWs.

Switzerland

- Noted at Payerne on 19 July:
Hunter F.58/A: J-4019, 4131, 4096, 4055, 4085
J-4052, 4124, 4125, 4017, 4139, 4121, 4009
J-4057, 4150
Mirage IIIS: J-2330, 2309, 2320, 2321, 2318
J-2322, 2301, 2304, 2311 (light grey c/s)
Hunter T.68: J-4201 Venom FB.50: J-1757
Mirage IIIRS: R-2108 P-3-05: A-840, 861
Mirage IIIBS: U-2001, 2004 Vampire: U-1206
Vampire FB.6: J-1173, 1176

During the exchange at Emmen, transport was provided by o.a.N-2501 123/340-HD. (F.Swinkels)*

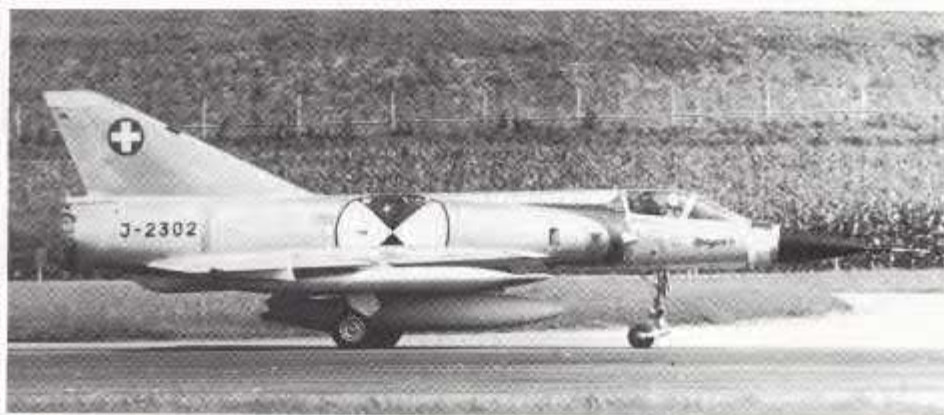
- Noted at Emmen on 14, 20, 21 and 22 July:
Vampire T.55: U-1235, 1236, 1226, 1228, 1227
U-1238, 1215, 1216
Vampire FB.6: J-1193, 1101, 1157, 1167, 1156
J-1143, 1169, 1080, 1106, 1127, 1150, 1135
J-1138, 1160, 1126, 1178, 1158, 1161, 1155
J-1170, 1153, 1134, 1131 and ex J-1153 devoid of all markings
Venom FB.50: J-1550, 1596, 1545, 1609, 1635
J-1616, 1738, 1746, 1712, 1785, 1733, 1754
J-1780
Pilatus P3-05: A-813, 827, 829, 832, 846, 853
A-855, 858, 865
Pilatus P2-06: U-103, 104, 127, 146
Alouette III: V-274
Porter PC-6: V-618, 623
Mirage IIIS: J-2302, 2316
Hunter F.58/A: J-4100, 4127, 4072, 4093, 4049
J-4113, 4021, 4079, 4044, 4095, 4001, 4137
J-4043 and one with red nose and pylontanks
On 20 July a visit of XV229 C-130K RAF (Bloodhound rockets transport)
On 21 and 22 July, a number of officers and pupils of the French 'Ecole de l'Air' visited Emmen for some kind of exchange. They arrived with 18 Jodel D-140s and 2 N-2501 Noratlas. The aircraft involved:
Jodel D-140E: 195/YD, 196/YB, 197/YC, 198/YE
199/YF, 200/YI, 201/YJ, 202/YK, 204/YF, 205/YG, 206/YH, 207/YM, 208/YN, 209/YO, 212/YS
Jodel D-140R: 508/XX, 511/XV, 517/XZ
N-2501 Noratlas: 312-BJ/24, 340-HD/123



Some of the Swiss AF's Venoms have been equipped with recce-pods to serve in the reconnaissance role. Before the Mirage IIIRS entered service. Still a very small number of these Venoms haven't been rebuilt yet e.g. this one being J-1645. (F.Swinkels)

A Swiss AF Hunter Mk.68 two-seater, one of eight in service. (F.Swinkels)*





Mirage IIIS J-2302 at Dubendorf early August 1977. (J.Schets/SGS)

- Noted at Dübendorf on 15, 18 and 25 July:
- Vampire T.55: U-1204, 1231 (with recon. nose)
- Vampire FB.6: J-1184, 1049 (wreck)
- Venom FB.50: J-1645, 1745, 1725, 1779
- Pilatus P2-06: U-109, 115, 135, 153
- Pilatus P3-05: A-858, 809 AL.II: V-49, 54
- Mirage IIIRS: R-2101, 2111 DO.27: V-601
- Porter PC-6: V-617, 618 Hunter T.68: J-4206
- Hunter F.58/A: J-4135, 4102, 4141, 4029, 4062
- J-4022, 4020, 4027, 4001, 4119, 4137, 4123
- J-4118, 4117, 4131, 4148,
- By any change interested in making a movie picture featuring a JU-52? They can be hired with the Swiss AF for SFr.3000,- daily which does not include salaries for the Swiss AF pilots and groundcrews.....

United Kingdom

- Movements at Laarbruch included:
- July 5: 32-99, 33-01 G-91R WGAF LEKG-43
- D-8143, 8133 RF-104G RNethAF 306Sqn
- XZ355/H, XZ357/K Jaguar GR.1 418Sqn
- WH872/W, WH646/G Canberra T.17 360Sqn
- 100, 103 RF-5A RNoAF 717Sqn
- BR-12 Mirage 5BR BAF 428Sqn/2Wing
- AR66-423 RF-4C USAF 1TR5/10TRW
- 21: XX367/DA Jaguar Gr.1 RAFG 31Sqn
- XV206 Hercules C.1 RAF LTW
- No.15Sqn has the following Buccaneer S.2B on strength: XW525/A, XW538/B, XX888/C, XW534/D
- XX891/E, XW540/F, XW537/G, XW544/H, XW542/J
- XX890/K, XW546/L, XX894/M, XX887/N
- Add. to the No.16Sqn list of last month: XX893/V has been recoded ZZ and replaced by XW545/V
- Recently noted Jaguars of No.2Sqn: XZ101/S
- XZ108/W and XZ111/A.
- Movements at Northolt included:
- June 8: 46-13/MM61999 C-130H ItAF 46A/B
- 9: 50-49 C-160D WGAF LTG-61
- WP321/CU573 Sea Prince T.1 RN 750Sqn
- CF-06 Merlin BAF 18078 U-21 USArmy
- 10: 67-18050 U-21A USArmy HQ.USAREUR
- 76-22549 C-12A USArmy HQ.USECOM
- XL954 Pembroke C.1 60Sqn
- 14: 76-22550 C-12A USArmy HQ.USECOM
- 72-07, 72-77 UH-1D WGAmy HFWS
- 66-18014 U-21A USArmy HQ.USAREUR
- 15: 50-50, 50-56, 50-99 C-160 WGAF LTG-63
- 16: 64-IE/139 N-2501 FAF ET.64
- 20: N12-153598 S-2E Tracker R; AustrNavy
- 21: 64-IF/149 N-2501 ET.64 FAF
- 22: 84-09 CH-53G WGAmy HFWS
- No.72 Nord 262A Fr.Navy 2S
- 46-07/MM61993 C-130H ItAF 46Aerobr.
- 23: 41-AQ/82 Paris II FAF ELA.41
- 46-08/MM61994 C-130H ItAF 46Aerobr.
- 24: 22261 C-12A USArmy HQ.USAREUR

June 25: 150496 P-3A Orion USNavy/Washington
 27: 130319 C-130E CAF 436Sqn
 50-98 Transall C-160D WGAF LTG-63
 30: 12491, 24198 VC-140B USAF 89MAW
 From 1-7 runway repairs and very few visitors

- Every year thirteen RAF squadrons in the United Kingdom itself are granted a squadron exchange. By now six of them have already had their exchange:
- No.1Sqn at Wittering with 1Sqn/3Wing from Bierset (Belgium). Arriving on 13 April were BA-33, 35, 39, 41, 46, 48 all Mirage 5BAs
- No.6Sqn at Coltishall with JABOG-33 from Buchel (W.Germany). Arriving on 3 May were 20-69, 20-76, 20-81, 25-81, 26-53, 27-23, all T/F-104Gs
- No.12Sqn at Honington with MFG-2 from Eggebeck (W.Germany). Arriving on 2 May were 23-06, 26-58, 26-62, 26-68, 26-86, 27-92 all T/F-104Gs
- No.29Sqn at Coningsby with 9Gruppo from Grosseto (Italy). Arriving on 13 April were 4-3/MM6869, 4-4/MM6770, 4-11/MM6721, 4-12/MM6702 all F-104Ss
- No.41Sqn at Coltishall with AKG-51 from Bremgarten (W.Germany). Arriving on 8 June were 35-06, 35-40, 35-61, 35-81, 35-86 all RF-4Es
- No.56Sqn at Wharfedale with Esk.723 from Aalborg (Denmark). Arriving on 20 June were R-341, 347, 832, 888 CF-104G and RT-654 CF-104D
- Phantoms to Denmark were: XT891/Z, XV486/F
- XV460/E, XV420/J



No.111Sqn at Leuchars with JG-71 from Wittmundshafen (W.Germany). Arriving on 29 March were 37-67, 37-79, 38-23, 38-63 all F-4Fs. The other seven squadrons are: No.5Sqn at Binbrook; No.11Sqn at Binbrook (with 322/323Sqn of RNethAF in October); No.23Sqn at Wattisham; No.43Sqn at Leuchars; No.54Sqn at Coltishall (with 314Sqn of RNethAF in October); No.208Sqn at Honington.



This very a/c crashed in July. (B.Hickman)^x

- On June 28th, the Royal Navy Review took place. If it hadn't been for the bad weather it might have made aviation history as one of the biggest reviews. Unfortunately the weather over Spithead (near Portsmouth) where the review took place was very bad. As a result the major part of the aircraft participation was cancelled.

Around Spithead over 100 vessels had gathered in the course of days. They came from all kind of countries (e.g. India, Holland, Canada, USA, France, Belgium, etc) including two aircraft-carriers: HMS Melbourne with the major part of its aircraft below deck while the remaining was somewhere ashore. And the HMS Ark Royal without any aircraft. The Buccaneer of 809Sqn were at Honington, the Phantoms of 892Sqn at Yeovilton and the Gannets of 849Sqn at Yeovilton.

That the Fleet Air Arm had big plans for that day was proved by the amount of helicopters and fixed-wing aircraft gathered at Yeovilton, Thorney Island and Lee-on-Solent.

Present at Lee-on-Solent on 26 June:

XS499/B-H, XS514/E-H, XS516/J-H, XS515/A-H
XT458/H-H, XT453/D-H, XT472/G-H, XT455/C-H
all Wessex HU.5s of 845Sqn

XT760/V-Z, XS483/V-U, XT481/V-Q, XT480/V-D
XT449/V-S, XT765/V-N, XT465/V-R, XS520/V-O
all Wessex HU.5s of 849Sqn (coded VL)

XT480 was obviously wrong painted and should have been XT460. The real XT480 was seen at Yeovilton on 28.6 coded 436/RG

XS523/810, XS491/812, XT767/811; all Wessex HU.5s of Lee-on-Solent SAR Flight (coded LS)
XT475/W-N, XT476/W-S, XS481/W-Z, XS498/W-Q
XS486/W-W, XT479/W-X, XS512/W-T, XS517/W-V
XT756/W-M, XT483/W-U; all Wessex Hu.5s of 707Sqn (coded VL)

XT473/61 'Aggie' Wessex Hu.5 707Sqn
XS150/524, XS866/520, XS889/523, XS886/527
XS868/526, XP158/522, XM917/528, XP117/521
XS882/-; all Wessex HAS.1 of 771Sqn (coded CU)

XM870/652, XP156/663, XP140/654, XP188/664
XS149/661, XP143/650, XM836/657, XS153/656
XP110/665, XM872/662, XM331/653, XP150/-
all Wessex HAS.3s of 737Sqn (coded PO)
XM837/407-NF Wessex HAS.3 Norfolk SAR Flt.
XP137 Wessex HAS.3 (no code)
N7-213/823 Wessex Mk.31B R; Austr. Navy
XV710/052-R Sea King (ex 824Sqn; used for TV-coverage)

XP902/E, XT629/X, XR627/G, XP907/F Scout
AH.1s Royal Marines 3CBAS

XX380/M, XX392/B, XX383/C Gazelle AH.1s
Royal Marines 3CBAS

XW861/59, XW884/41, XW890/53, XW891/49,
XW895/51, XW887/57, XW894/52, XW856/47,
XW854/46, XW860/44, XX397/43, XW863/42,
XX410/58 Gazelle HT.2 of 705Sqn (coded CU)
XS518/516, XT763/515, XT469/514, XT766/512
all Wessex HU.5s of 772Sqn (coded PO)

XR442 Sea Heron 781Sqn

In hangar: XZ572 Sea King HAS.2; XX466,
XX441 Gazelle HT.2 and XM296 S; Heron 781Sqn

Present at Yeovilton on 28 June:

XZ229/740, XZ230/741, XZ231/742, XZ232/743
XZ233/744, Lynx HAS.2 of 700LSqn (coded VL)

XV646/264, XV670/265, XV675/266, XV706/267
XV677/270, XV672/271, XV700/272, XV712/273

XV711/274 Sea King HAS.1s 814Sqn (coded H)
XZ575/410, XZ576/411, XV647/412, XV671/413

Sea King HAS.2s of 820Sqn (coded BL)
XZ571/140, XZ573/141, XV697/142, XZ574/143

Sea King HAS.2s of 826Sqn (coded TG)
XV698/050, XV658 (HAS.1) /051, XV699/053,

XV673/054, XZ578/055, XV664/056, Sea King
HAS.2s of 824Sqn (coded R)

XV663/590, XV648/591, XV649/592 Sea King
HAS.1 of 706Sqn (coded CU; additional note

on Monday: XV653/594 and XV654/593)
XV652/302, XV655/304, XV659 (HAS.2) Sea King

HAS.1s of 819Sqn (coded PW; add. noted on
Monday: XV676/306)

XT863/014, XT867/005, XT864/007, XT868/001
XV568/002, XV567/003, XT872/004, XT859/006

XV587/010, XV589/011, XT870/012, XV592/013
XV591/- Phantom FG.1s of 892Sqn (coded R)





Seen at Yeovilton on 28 June: soaking wet Canberra WK123/840. (F.Swinkels)

XT861/V Phantom FG.1 PhantomOCU
 WT535/852, WT525/855, WT510/854, WH797/851
 WH803/856 Canberra T.22 FRADU (coded VL)
 WK142/848, WE122/845, WK123/840, WK126/843
 WJ717/841 Canberra TT.18 FRADU (coded VL)
 WT806/838, WW654/833, XE862/835, WV267/836
 Hunter GA.11 of FRADU (some coded VL; add.
 noted on Monday: WT804/831, XE685/861,
 WV256/862, XE689/864, WT44/868 all GA.11s
 and XF357/870, XL584/871, XF289/872, WT722/
 873, XE358/875, WT799/879 all Hunter T.8s)
 XL497/041, XL450/042, XL471/043, XL472/044
 Gannet AEW.3 of 849Sqn B Flt (coded R)
 XL449, XL500 Gannet AEW.3 of 849Sqn HQ Flt
 XL502 Gannet AEW.3 (no codes)
 WP906, WK574 Chipmunk T.10 YeoviltonSt.Flt
 WP125/576, WP309/570, WP320/573 Sea Prince
 of 750Sqn (coded CU)
 XV864/021-R Buccaneer S.2 809Sqn
 In hangars: N16-098/01, N16-118/07 Sea
 Kings R.Austr.Navy
 XT480/436-RG Wessex HU.5 Regent SAR Flt.
 XS522/347-TP Wessex HU.5 Tidepool SAR Flt.
 XT486/437-RS Wessex HU.5 Resource SAR Flt.
 XT771/W-R Wessex HU.5 707Sqn
 Representatives of the numerous Wasp flights
 and squadrons had been gathered at Thorney
 Island but no regs are known to us.
 Originally a rehearsal had been planned for
 Saturday(25-6) but due to bad weather it was
 postponed till Monday (27 June). On Monday
 it was beautiful weather, allowing a very im-
 pressive fly-past of about 160 a/c:
 10 Phantoms, 10 Buccaneers, 12 Hunters, 6 Gan-
 nets, 6 Canberras, 30 Sea King HAS.1/2s, 2
 Sea King Mk.50s, 3 Gazelle AH.1s; 3 Scout
 AH.1s, 4 Lynx HAS.2s, 6 Gazelle HT.2s, approx.
 47 Wessex HAS.1/HAS.3/HU.5s, approx. 17 Wasps
 The Phantoms & Buccaneers formed the letters
 ER and the Hunters an anchor.
 As mentioned before the actual fly-past on
 Tuesday (28 June) was hit by bad weather and
 consisted of the following a/c:
 1st wave: 4 Lynx, 4 Gazelle HT.2, 14 SeaKings
 2nd wave: 7 Wessex HAS.1, 12 Wessex HAS.3,
 13 Wessex HU.5
 3rd wave: 13 Wessex HU.5, 1 Wessex Mk.31B
 4th wave: 17 Wasp HAS.1
 5th wave: 3 Scout AH.1, 3 Gazelle AH.1 and
 finally one Sea King

- Since April last year Brize Norton received
 the major part of the foreign transport air-
 craft visiting the UK. Now they are back
 again at Lyneham:

June 23: SU-ARZ/1252 AN-12 Egypt AF
 5-7806 P-3F Orion IIAF
 5-8518 C-130H IIAF
 July 1: A97-188 C-130E R.Australian AF

- Movements at Manston included:

June 3: XS640 Andover C.1 115Sqn
 13: 32-18 G-91R WGAF LEKG-41
 17: 37-39, 37-55 F-4F WGAF JG-71
 20: A-79 Al.II Belg.Army 84-09 CH-53G
 24: 34-36, 34-54 G-91T WGAF LEKG-44
 28: 58-86, 58-88 DO-28D WGAF WS-50

Three Belfast XR362, 368, 369 are still under-
 going conversion by Invicta. They are to be
 delivered to Euro Latin Commercial(see FLASH
 Nr.80 page 22). Six others are in open storage
 at Kemble: XR363 'Goliath', XR364 'Pallas',
 XR365 'Hector', XR367 'Hercules', XR370 'Ajax',
 XR371 'Enceladus'. The missing Belfast XR366
 is still at its former home-base Brize Norton

- On 14 June Jaguar Gr.1 XX978/DM of 31Sqn
 crashed in Germany. It has been replaced by
 X7390/DM.

United States of America

- Twenty-three new F-15s are known to have been
 delivered to the 36TFW at Bitburg:

8 June: 75-0058, 0060, 0067, 0078, 76-0009, 0010
 23 June: 75-0052, 0061, 0068, 0074, 0075 76-0016
 28 June: five a/c regs unknown

7 July: six a/c, regs unknown

On 29 June and 1 July a further 32 F-111Fs
 were delivered to the 48TFW at Lakenheath:

29 June: 70-380, 382, 400, 401, 405, 406, 411, 412
 70-419; 71-892; 73-708, 711, 714; 74-177
 74-182, 185

1 July: 70-366, 367, 370, 372, 379, 383, 402, 414
 71-884, 894; 73-715; 74-178, 179, 180, 181
 74-183

A total of 105 F-111Fs is expected to be
 delivered to the 48TFW. This would mean that
 nearly all F-111Fs of the USAF will be based
 at Lakenheath as only 118 F-111Fs have been
 built (70-2362/2419, 71-0883/0894, 72-1441/
 1452, 73-0707/0718, 74-0177/0188, 75-0210/
 0221).



One of the F-111Fs delivered into Lakenheath
 on 29 June being 70-406. (F.Swinkels)

- Noted at Nellis AFB, Nevada on 9 May:

01505, 01506, 01507, 01512, 01513, 01514, 01515
 01517, 01518, 01519, 01528, 01529, 01530, 01531
 01536, 01537, 01538, 01539, 01541, 01546, 01564
 01565, 01566, 01568, 01570, 01571, 01572, 01573
 all F-5Es of 57FWW/64FWS

WA74-102, 111, 120, 133, 136, 75-042, 043, 054 all

F-15As WA75-084, 085 both TF-15A

WA66-286, 68-337, 377, 69-305, 307, 74-030

74-038, 039, 040, 042, 043, 621, 643, 646, 648, 649

74-651, 661, 666 all F-4Es of 57FWW/414FWS

WA66-014, 018, 019, 67-086, 110, 120, 123

68-033 F-111A/E of 422FWS/57FWW

Plus loads of other a/c (e.g. 10 A-7, 50 F-4

50 F-111, 10 A-37 etc). All belonging to the

57FWW which by now will have been renamed

57TFW

40, 41, 43, 44 F-14A USN (without any serial

only the code very small on the top of the

tail; a/c are involved with tests of a

new system known as Air Combat Maneuvering

Instrumentation)

Visitors: BT75-032 F-15A 36TFW

FF74-035, 091, 108, 119, 75-0021, 0025, 0028 all

F-15As of 1TFW HO64-953 F-4D 49TFW

JO67-453, 67-463, 69-377, 69-382 RF-4Cs of

363TRW HL65-744 F-4D 388TFW

NA65-682, 65-700, 65-738 F-4D of 474TFW

NA74-665, 74-042, 74-057 F-4E of 474TFW

GA63-263 F-105G 35TFW

DM75-280, 75-289 A-10A of 355TFW

ES70-1288, 71-0860 A-37B AFRES/434TFW

56-825 F-100F Arizona ANG/162TFG

67-21331 O-2A California ANG/163TASG

153808/AA (VF-11), 157309 (VF-74) F-4J USNavy

159115/RU C-9B USNavy

155874, 155573, 155885 F-4J USMC VMFA-212

- Movements at Frankfurt/Rhein-Main included:

June 2: TC-66 C-130H Argentina AF

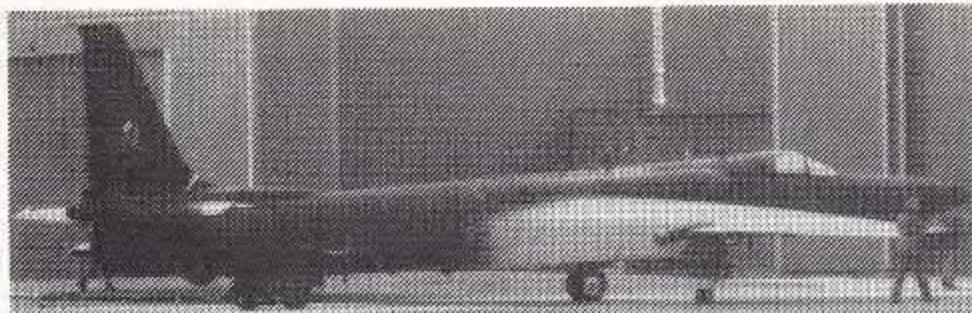
6: 6703 DC-6A Portuguese AF

7: 01874 YC-14A USAF

8: 50234 C-141A 60MAW

13: 6710 C-118A Port.AF XW795 Scout

15: CF-01 Merlin IIIA BAF 15Wing/21Sqn



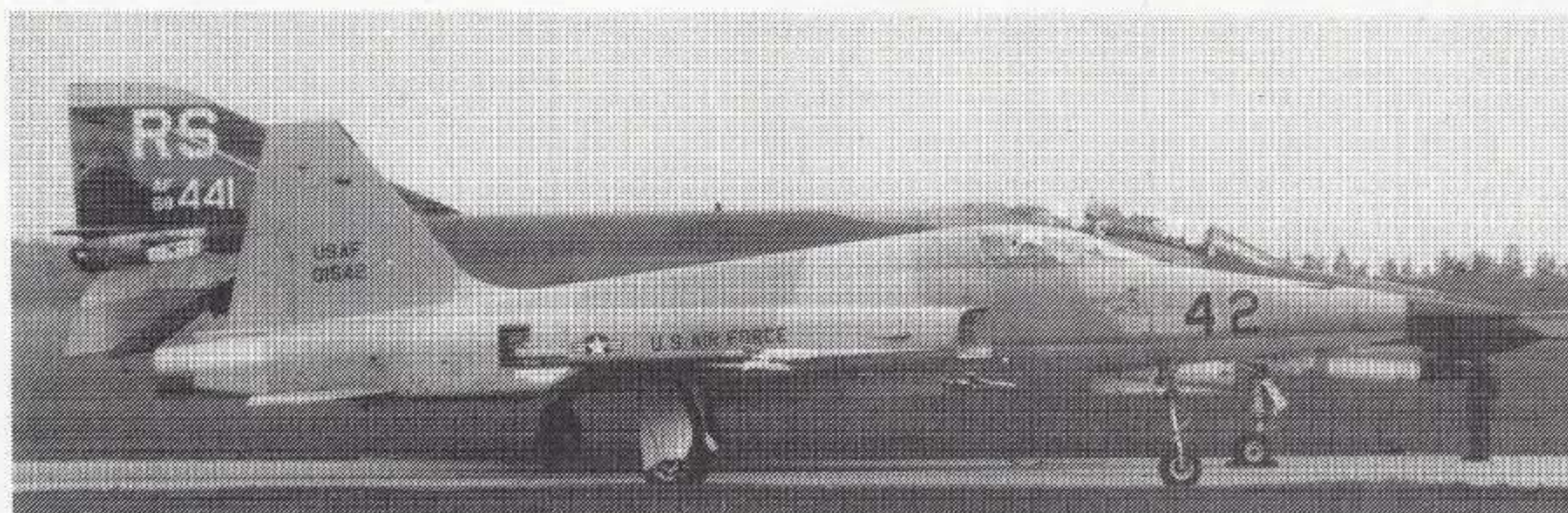
After the mission preceding to this picture, the pilot of this U-2R (10338) was given a tremendous applause and a bottle of champagne. What could have been the reason? (J.v.Tuyn)^x

- Movements at Aviano included:

- June 2: 51-76/MM35322 RT-33A ItAF 51Stormo
22301 UH-1H USArmy 10880 C-9A
01276, 40517 C-130E 317TAW
3: 38090, 60137 C-141As 438MAW
4: 3-330/MM55-3030 T-33A ItAF 3rd A/B
HR68-536(b), 74-061(gr) F-4E 50TFW
TJ63-620 F-4C 401TFW
6: AR65-935, 68-553 RF-4C 1TRS/10TRW
UH68-039(b), 68-061(r) F-111E 20TFW
TJ63-532 F-4C 401TFW
WR66-553 F-4D 81TFW
60134 C-141A 437MAW
8: 35-42, 35-79 RF-4E WGAF AKG-52
RM-1 T-6G Harvard ItAF
9: TJ64-919, 64-765 F-4C both 401TFW
RS74-648(r) F-4E 512TFS/86TFW
13: SP66-689, 66-813 F-4D both 52TFW
42072 C-130H 463TAW
15: 35-05 RF-4E WGAF AKG-52
TJ64-912 F-4C 401TFW
16: 41687, 42132 C-130H both 463TAW
17: 51-04/MM6814 F-104S ItAF 22Gruppo
18: 90026 C-5A 436MAW
20: 35-75, 35-86 RF-4E WGAF AKG-51
RR-83/MM61983 S.208/M IAF 303Gruppo
ZR68-557 RF-4C 26TRW
21: 21-55, 24-33 F-104G WGAF JABOG-32
ZR69-370, 68-600 RF-4C both 26TRW
HR68-375 F-4E 50TFW
22: TJ64-923, 64-765 F-4C both 401TFW
42072, 42068, 41688 C-130H 463TFW
23: 51-80/MM55-5594 RT-33A ItAF 651S.C:
104759, 104815 CF-104G CAF 1st CAG
22401 VC-140B 89MAW
27: 59409(438MAW), 60167(437MAW) C-141A
28: 146453/15 EA-3B USNavy VQ-2Sqn
38081 C-141A 62MAW
29: 40644 C-141A 432MAW!!!!
30: K-4027 NF-5B RNethAF 315Sqn

Passing through Alconbury after its continental deployment on 9 June was RF-4C BA72-150. (B.Hickman)^x

Looking at its first students is the pilot of F-5E 01542. (H.Berger)



- Noted at George AFB, California on 17 May:
GA66-261,303,338,361, 67-216,227,229,233,
67-235,266,308,331,336 69-213,237,243
69-246,7249,251,253,254,257,266,267,273,275
69-280, 285,286,292,360 all F-4Es 35TFW
GA63-415,473,540,555,565,626,689, 64-672,673
64-725,726,745,761,781,820,896 all F-4Cs
GA61-165(mon.)62-416,425,427,434,438,439,440
62-442,444,446, 63-263,274,276,285,292
63-296,300,304,305,307,313,320,321,332,339
63-340,343,345 all F-105Gs of 35TFW
Gate-guards:GA56-934 F-104C, GA54-299 F-100C
and 53-1515 F-86H.

- In 1980 a new wing will be formed in Europe with 72 A-10s. However these will not be the first A-10s. In 1978 a complete wing with A-10s will move from Moody to Sembach. On 22 August 6 A-10s will start a demonstration tour for the USArmy in W.Germany. They will operate from Sembach. According to Aviation Week & Technology Soesterberg is to get a wing with F-15s next year. This would imply that at least two squadrons will be based there.

- Noted at Edwards AFB, California on 18 May:
88153,38135,01575,14943, 01559, 01574, 88154
all T-38As 0-29848, 0-14120 T-33As
41-026, 64-028, 67-465, 65-850 all RF-4Cs
37654, 37409, 40727 all F-4Cs
11370, 31664, 31665 all A-10As
50745, 50746, 01567 all F-16As
01873, 01874 YC-14s 14583,88222 A-7Ds
70-310, 68-912 A-37Bs 90023 C-5A 60MAW
0-70119 B-52 40159 B-1 10285 F-15A
00889 F-5F 18918 OV-1C 66-053 F-111A
70115 F-111E 0-60760 NF-104 00377 C-135A
70159, 80272 FB-111As
All a/c belong to the AFFTC (Air Force Flight Test Center).

- At Alconbury the first ACM (Air Combat Manoeuvring) started with the arrival of six F-4Es of 86TFW/512TFS: RS68-441,446,478,497, 512,527. They arrived on 17 June and stayed for about two weeks. During that period they were trained in dog-fighting by the 527TFTAS. The second 'class' consisted of 12 F-4Es of 52TFW from Spangdahlem. During their stay at Alconbury one of the F-4Ds crashed in the North Sea. This is thought to be SP66-8781.

'Hot Stuff': this month a photo and next month the regs of the F-4Ds from Hill AFB. This picture was made at Nordholz on 11 August during the deployment (H.Berger).



- One of the three newly formed USAFE units is 512TFS at Ramstein. The unit is not for the first time in Europe. During WWII it was based in England, France, Belgium and Germany. Following its in-activation in 1946, it was reformed with F-84s at RAF Manston in 1952. Two years later it was re-equipped with F-86 and moved to Soesterberg as the 512th Fighter Interceptor Squadron. After being stationed at RAF Bentwaters the

squadron moved to Sembach where it was disbanded in 1959. At the moment 512TFS operates the ex 516 TFS's F-4Es:
 RS67-0366
 RS68-0378, 0382, 0393
 68-0401, 0403, 0412
 68-0413, 0438, 0441
 68-0446, 0452, 0475
 68-0478, 0490, 0491
 68-0497, 0509, 0512
 68-0527.



- The period of the big exercises is at hand. By the time you read this the AFRES F-105s will have arrived at Nörvenich as well as the F-4Ds of 388TFW at Nordholz. Other planned deployments are the ANG A-7s at Gilze-Rijen, F-4Es of 4TFW at Lahr, RF-4C at Söllingen and F-4s at Bremgarten. Crested Cap will bring this year only two

waves of 24 F-4Ds from 49TFW/Holloman AFB to Ramstein. The first one is expected to arrive in the last week of August. Reforger VII is not expected to bring as many helicopters as last year. But of course this exercise always guarantees loads of Starlifters and Galaxies bringing in the army troops and their armoury. Also expected are again F-105s of 35TFW / George AFB as well as some EB-57s of 17DSES and the EC-121Ts of 193TEWS.

West Germany

- In one week's time, two Phantoms of the Luftwaffe have crashed in Southern Germany. On 11 July one went down between Titisee and Neustadt killing its crew. The other one crashed near the autobahn from Donaueschingen to Tübingen. Now both pilots were able to eject safely.

OPEN DAYS OPEN DAYS

- Sept. 3: "Naval Air Day" at Yeovilton (U.K.)
- Sept. 3: "Open Day" at Binbrook (U.K.)
- Sept. 10: "Battle of Britain Day" at St. Athan
- Sept. 10: "Battle of Britain Day" at Leuchars
- Sept. 11: "Portes Ouvertes" at Cognac (France)
- Sept. 11: "Tag der Offene Tür" at Landsberg (W.Germany, not officially confirmed)
- Sept. 25: "Portes Ouvertes" at Bordeaux (France)
- Oct. : "Tag der Offene Tür" at Wittmundhafen

Again no regs but a picture (don't panic, regs next month). Photographed at Norvenich on 14 August 1977; F-105D Thunderstick II TH60-500 of 457TFS/301TFW AFRES from Carswell AFB, Texas. This a/c once belonged to 49TFW at Spangdahlem. (J.P.van Kempen)





F15 EAGLE

at BITBURG

Written by Frank Swinkels with special thanks to Capt. Chuck Dement and the Public Relations Staff at Bitburg.

Once more the 36TFW is Nr.1 with a new type of a/c: in Europe it all started with the F-80 and after that it became USAFE's first unit to operate the F-84, F-86, F-100, F-105, F-4 and finally the F-15A Eagle. (For an extensive history on the 36TFW we refer to FLASH Nr.60).

The Eagle has been brought to Europe to regain absolute air superiority on the East-bloc countries since service entering of the MIG-25 gave those countries great power on air superiority over Europe. The very fast MIG-25 (mach 3) had only one real rival at this speed and at an altitude of 30km. namely the SR-71. But the only thing a Blackbird can do when intercepting is to take pictures. The Americans have realized fairly quickly this would be insufficient in case of a conflict. Therefore the AF had itself built a fighter a/c not that speedy ('only' mach 2.5) BUT ABLE TO outfly any fighter ever to have seen active duty or to do so throughout the 1980s. Thanks to its characteristics concerning performance and the possibility also to operate in the air-ground combat, it is the aircraft to serve in the USAFE.

But its first duty remains air defence and for this purpose it can be equipped with a huge load of missiles in addition to its internal wing mounted 20mm rapid fire cannon. Four advanced AIM-9 Sidewinders, installed on wing pylons, provides dogfight capability (run, Foxbat run!). For medium range meetings, four advanced AIM-7 Sparrows are carried on the lower corners of the fuselage. Furthermore the Eagle has three inboard wing and centerline stations normally used to carry 600 gal. fuel tanks. Outboard wing stations can carry a variety of counter measures pods.



BT-75-061 airborne in a lovely way. (J.v.Tuyn)^x

-- THE EAGLE HAS LANDED --

Before the 36TFW was fully able to operate the F-15, they learned how to fly and take care of it at Langley AFB, Va, home of the 1TFW, the very first unit to fly the Eagle. This operation with almost the entire Fightin' 36th being in the States, was called 'Ready Eagle'. Approx. 40% of the Bitburg pilots were retrained to fly the F-15 in Europe. The remaining pilots and weapon systems officers were reassigned to CONUS and USAFE bases. Pilots have been selected to serve at Bitburg AB from CONUS and overseas resources; approx. 20 pilots were assigned to Bitburg AB from USAFE resources.

At the same time in Germany, Bitburg AB underwent changes from the upgrading of maintenance facilities already in existence to be construction of facilities specifically designed for the F-15. Costs approx. 15 million dollars. The 12(!) million dollar project modifying TAB VEE concrete shelters for the taller, wider F-15 should have been completed by now.

On static display at Bitburg on 8 August 1977 BT75-064 (J.v.Tuyn)^x





-- THE EAGLE AND ITS FLYER --

On Bitburg AB we were given a fascinating briefing on the F-15 by Capt. Chuck Dement, pilot of 525TPS. (nice detail: sqn. comm. of 525 is col. Smith who piloted 'Streak Eagle', the a/c that set 8 world records). Capt. Dement has about 1 1/2 years experience with the Eagle and has flown it for about 300hrs. by now. He has been an F-4 pilot before he was converted to the F-15. After he had flown it at Langley AFB, Va, he was reassigned to the 36TFW and he came to Europe some three months ago. He explained to us the advantages and disadvantages (yes!) of the Eagle.

A surprising difference between the F-15 and the F-4 (to keep up the comparison with the F-4) is the fact that the Eagle is a single seater in contrary to the Phantom with both a pilot and a weapon systems officer. One should think that doing both jobs at one time becomes too much for one person, but to the many simplifications, the Eagle is very easy to fly. So the Eagle pilot has to do a little more than his Phantom colleague but his work has become highly effective. The Eagle flyer therefore is more 'allround' than his Phantom colleague which easily can have as result more self-confidence (very important in case of combats). The Eagle enables its pilot to take the initiatives when meeting an enemy a/c. This has always been impossible with an F-4 as this a/c performance is too low to do so. One had to stay defensive and wait for an opportunity to strike back.

Two of the best known qualities of the Eagle are its 'head up' display and its 'look down-shoot down' radar equipment. The first enables the pilot to keep an eye on his most vital instruments during a fight without needing to look down into his cockpit. So he is able to watch both his possible victims and his instruments. The 'look-down-shoot-down' radar is one which can distinguish targets when flying on low altitude. As the earth is a superb reflector of radar beams, it has been impossible for the older radars to see a target flying between the Eagle and the earth. Now this radar can do so thanks to its ability to spot the speed of the target with respect to the Earth; even a hovering helicopter can be seen due to the velocity of its rotors. But what to do in case of a

'hovering' VSTOL a/c. Thrust to weight is its most famous quality. It enables the Eagle to accelerate during a vertical climb; hardly ever seen before.

The Eagle has already given proof of his great qualities in air-to-air combat. The 1st TFW operated the Eagle during last year's RED FLAG exercise. The Eagle has shown to be superior to any of the American fighters participating in this exercise. The only a/c which could cause some trouble has been the F-5E Aggressor from Nellis AFB. As an excuse can be said that the F-5E pilots do nothing but air-to-air combat; they 'sleep, eat and drink' it.

About things which are less admired: the size of the Eagle is rather big which makes it easy to spot. Furthermore Capt. Dement noticed that McDonnell Douglas would have done the right thing with filling up the wasted space in the single seaters with a cocktail bar and a whiskey-cooler.

-- F-15 SERIALS SO FAR --

71-280/289 F-15A-MC	75-0018/0089 F-15A
72-290/291 TF-15A-MC	(final 9 a/c pos. TF-15A)
(70-291 is a TF-15A-4MC)	
72-113/120 F-15A-MC	75-0090/0124 TF-15A ^{canc.}
73-085/107 F-15A-MC	76-0008/0120 F-15A
73-108/119 TF-15A-MC	76-0121/0123 TF-15A ^{canc.}
74-0081/0149 F-15A	77-0061/0153 F-15A
74-0150/0157 TF-15A	77-0159/0168 TF-15A
(74-0143/0157 cancelled)	



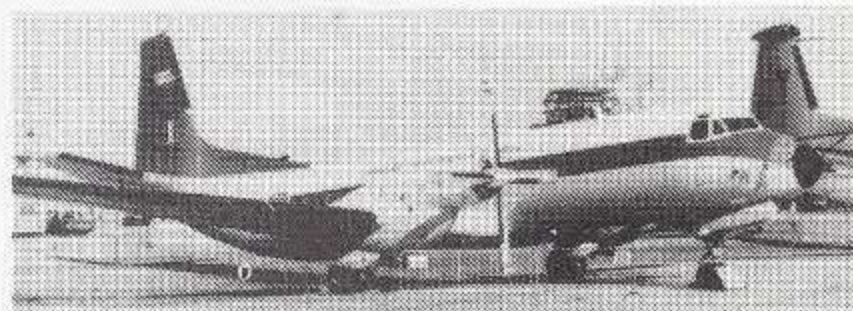
INTERNATIONAL AIR TATTOO 77

A joint report by J.P.van Kempen,
J.van Tuyn and F.Swinkels from the
beautiful event on 25 and 26 June 1977
With special thanks to BARG for their
nice check-list; well done!!

Of all the things that have been written about
the airshow at Greenham Common, there is one
statement which will fit in all places: it is
the best show on earth!

The flying spectacular at this joint RAF-USAF
airbase saluted the Silver Jubilee of Her Maje-
sty The Queen who attended the show on Saturday.
Organised in aid of the RAF Benevolent Fund,
the Silver Jubilee International Air Tattoo 77
, as it was called officially brought partici-
pants from some 14 different countries total-
ling over 200 aircraft and was indeed made the
biggest air show ever staged anywhere in the
world. Held in conjunction with the Air Tattoo
was this year's Tiger Meet, with 79TFS, 20TFW's
Tiger Sqn, being the host. Except for the Greek
team, all NATO-Tigers were present with a new-
comer in the form of the Norwegian AF's 336Sqn,
The Canadians and the French made the show es-
pecially attractive with their two tiger-stri-
ped a/c, and it really seemed that the Meet has
recovered from the poor show last year to the
good ones from the old days.

Among the many highlights, the a/c of the Por-
tuguese AF were especially interesting. Display-
ing abroad for the second time (the first time
has been in France), the aerobatic team 'Asas
de Portugal', flying six tiny Cessna T-37Cs,
gave a good performance on both days. The T-37s
which came all the way from BA-1 Sintra, were
flown by Port. AF basic training sqn. instruc-
tors led by Lt.Col. Rolando Santos. The team
was supported by an ex-Luftwaffe Noratlas from
BA-3 Tancos, being present in the static park.
Another a/c which is not too often seen in this
part of Europe is the Skyhawk. Present at the
show were three A-4Gs (ex-US Navy A-4F) from the
HMAS Melbourne's Fleet Air Arm Air Group. This
Group comprises three squadrons: VF-805 with
some fourteen A-4Gs; VS-816 with S-2G Tracker
and HS-817 with Sea King Mk.50s. When not at
sea, the a/c are based at NAS Nowra joining
the other three sqns of the RAN (HS-733/UH-1B,
Bell 206B-1 LOH and Wessex HAS.31B; VC-724/
(T)A-4G and MB.326H and VC-851/HS.748).

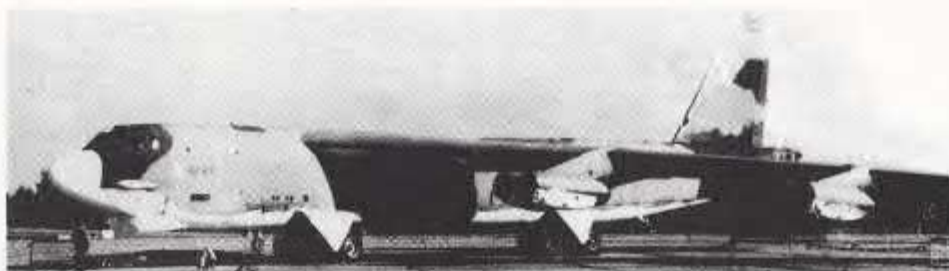


The Spanish AF brought two C.212 Aviocars to
Greenham Common which is quite remarkable as
a/c of the Ejercito del Aire are seldom seen
outside Spain. It seems however that ever since
the end of the Franco-regime, the policy towards
Europe in both economic and defensive sense, is
changing.

It is even said that Spain is interested in a
NATO-partnership, but it still remains a ques-
tion whether in the not too distant future,
there will be landing some Morón-based SF-5As
at Eindhoven for a sqn-exchange.

The aircraft which probably attracted the grea-
test crowd, was the B-52G. Several people had
pictures taken while leaning against the air-
craft, with or without the crew at his side.
Although the a/c was all-American-made with
an all-American crew from the all-American
Barksdale AFB, Florida (USA), there are people
who think otherwise, for example the man who
assured his little boy that this crate defini-
tely had to be English.....





N13-155061/874 A-4G RAN 805Sqn 01550 F-5E
 N16-125/10 Sea King RAN 817 Sqn 14674 OV-10A
 N12-153598/841 S-2E RAN 816Sqn 01270 C-130E
 N13-155051/870 A-4G RAN 805Sqn WR66-735 F-4D
 T12B-32/741-32 CASA.212 Sp.AF AR66-424 RF-4C
 154142/AB-504 A-6E USN VA-34 DM75-293 A-10A
 159601/AB-223 F-14A USN VF-32 76484 B-52G 2BW
 153441/LD-8 P-3B USN VP-10 BT-76-124 TF-15
 144852/10 EA-3B USN VQ-2 90015 C-5A 436MAW
 53-06/MM6735 F-104S ItAF UH68-082 F-111E
 12-YF/85 S.Mystere B.2 FAF UH68-016 F-111E
 12-YR/67 Mir.F.1C FAF 80095 KC-135Q 100ARW
 38 Br.1150 Fr.Navy 24F T-405 Supporter RDAF
 51 Br.1050 Fr.Navy 4F 133393 CT-33 CAF
 263 TF-104G RNoAF Skv.331 61-11 Atlantic WGN
 626 F-104G RNoAF Skv.331 50-56 C-160D LTG-63
 594 F-5B RNoAF Skv.336 73-42 UH-1D HEER
 R-702 F-104G RDAF Esk.726 58-37 DO-28D WGAF
 RT-682 TF-104G RDAF Esk.726 58-84 DO-28D WGAF
 FC-11 TF-104G BAF 10Wing 59-07 DO-28D WGN
 BA-63 Mirage 5BA BAF 3Wing 250/V SP-13A MLD
 CP-06 Merlin IIIA BAF 15Wing 214/V SP-2H MLD
 37-69, 38-57 F-4F JABOG-36 C-9 F-27M RNethAF
 35-26, 35-54 RF-4E AKG-52 6416 N-2501 Port.AF
 32-98, 33-08 G-91R LEKG-43
 21-63, 25-74 F-104G JABOG-31
 21-21, 23-08 F-104G WGNavy MFG-2
 89-68 Sea King Mk.47 WGNavy MFG-5
 10736 CP-107 Arqus CAF 415Sqn
 104838 CP-104G CAF 439Sqn (tiger colourscheme)
 XV759/E Harrier Gr.3 2330CU
 XX495/72 Jetstream T.1 METS
 WH670/B Canberra B.2 100Sqn
 WH803/856 Canberra T.22 FRADU
 XW235/DM Puma HC.1 230Sqn
 XV337 Buccaneer S.2 A&AEE
 XS606 Andover C.1 ETPS XL563 Hunter T.8 RAE
 XX381/Y Gazelle AH.1 ARWF
 XN132 Alouette AH.2 6A Flt.
 XT153 Sioux AH.1 14Flt.
 XW613 Scout AH.1 D&T sqn
 XP819 Beaver AL.1 6B Flt.
 WP964 Chipmunk T.10 AFWF
 KF-314 Harvard T.2D A&AEE
 TE311 Spitfire LF.16 71MU RG333 Messenger
 XM556 Skeeter AOP.12 (composite a/c)

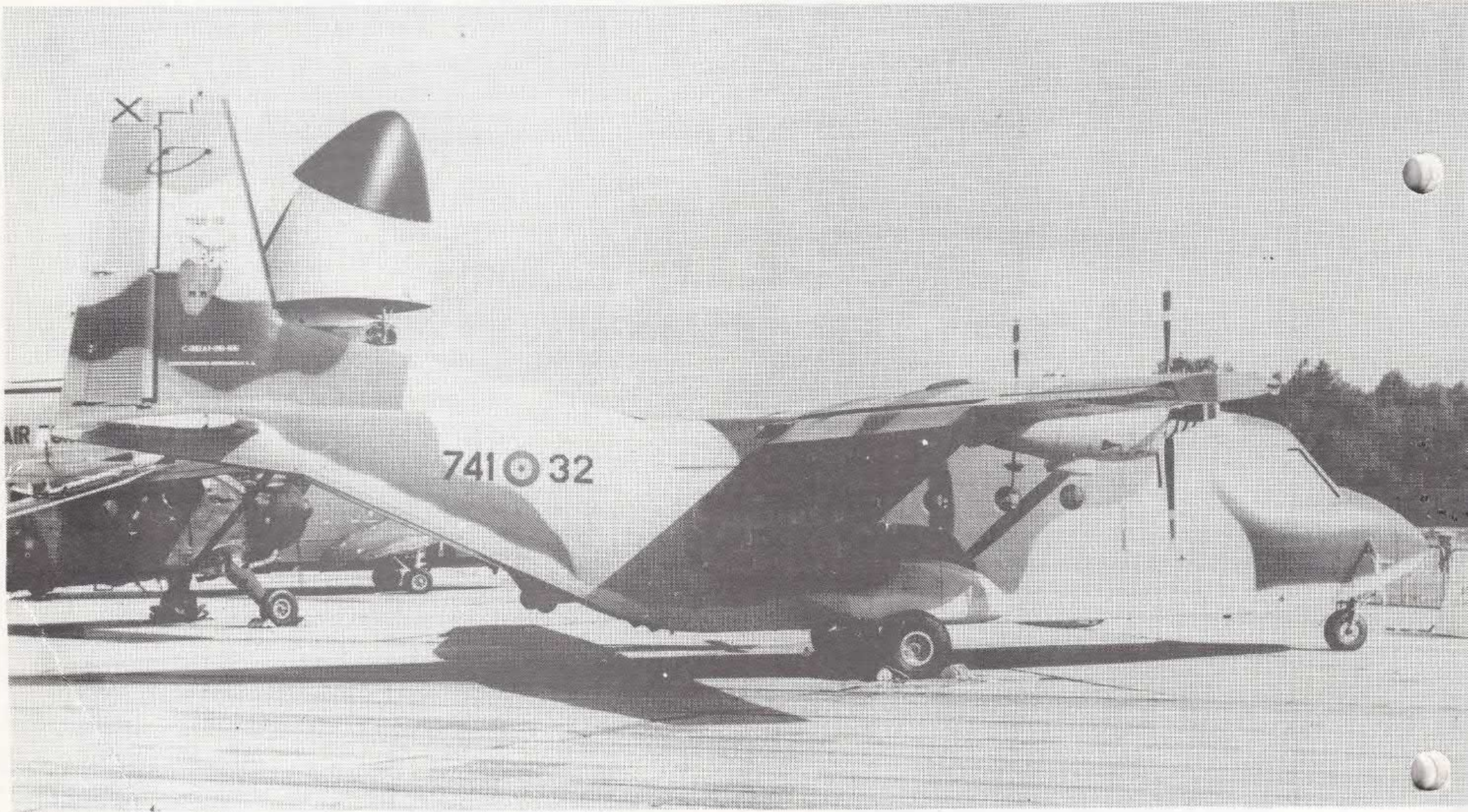
Below you can find a review on the air display on Sunday 26 June 1977. A brief comment is given on the most interesting items in the show:

- SAAB 105OE 1130/J Austrian AF
- Lynx HAS.2 X2172 700L Sqn Royal Navy
- A-10 DM75-0293 USAF. With a short demonstration it gave proof of its great manoeuvrability.
- Harrier Gr.3 XV756/D RAF 2330CU
- CH-53G 84-86 HEER. This craft showed its utmost; an impressive colossus. As a result it won the trophy for the best solo demonstration

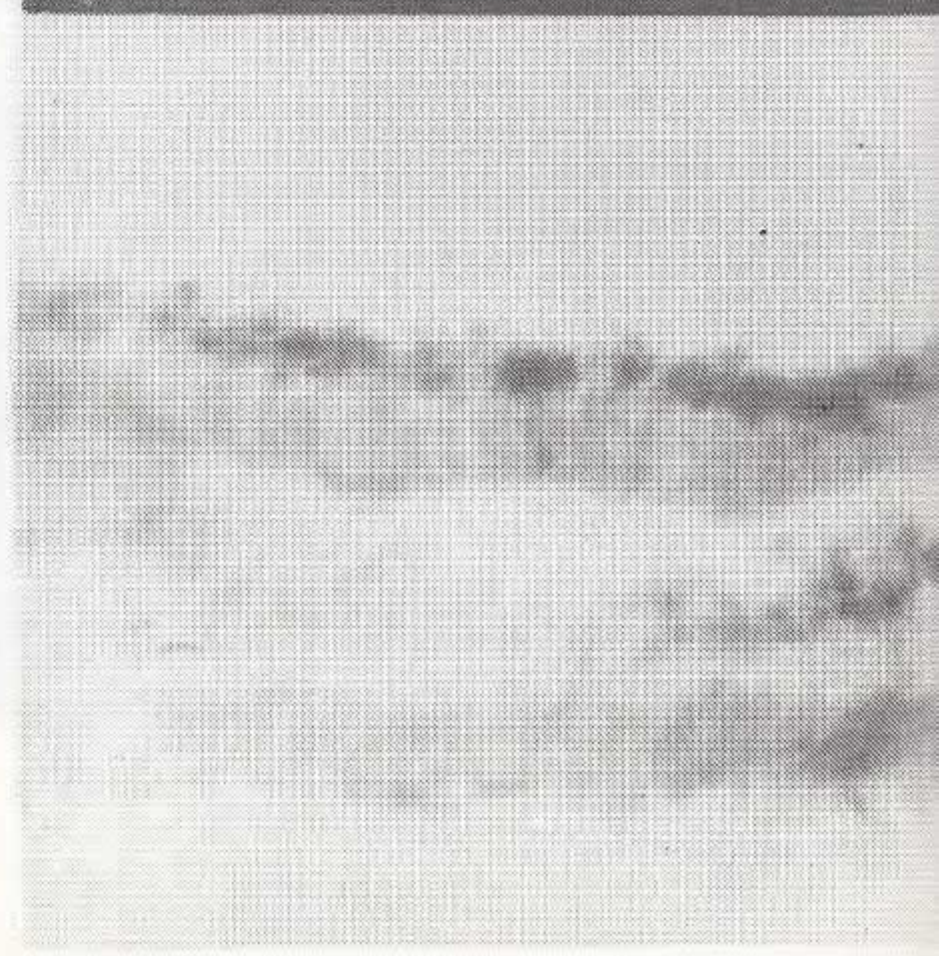


- EA-6B 158802/AB-612 USNavy. The first a/c of the John F. Kennedy contingent did what they all have done: high speed runs and curves.
- ASAS DE PORTUGAL T-37C 2406, 2414, 2415, 2426 2427, 2430 PortAF. Their second show abroad has been a good one.
- Jaguar Gr.1 XX750/22 RAF
- CASA C.212 741-13 SpanAF. It was to drop some crates but unfortunately it changed its mind on the spot. Some very nice STOL performances could be admired though.
- S-3A Viking 159756/AB-705 USNavy.
- SAAB 105 1137/G, 1135/E, 1140/J, 1132/B. A new aerobatic team of the Austrian AF named KARO-AS.
- RF-4C AR66-418 USAF. It flew over Greenham Common to take colour pictures; on Saturday it had already made some b/w photos.
- A-7B Corsair II 154375/AB-407 USNavy
- Tiger squadron's demonstrations:
 F-111E 79TFS/20TFW UH68-030, 050, 061 USAF
 F-104G 31Sqn/10Wing FX-67, FX-81, FX-84BAF
 CF-104G 439Sqn 104751, 843, 848, 865 CAF
 104848 suffered from nosewheel problems and therefore didn't take off.
- SMB.2 EC.1/12 12-YE/92, YJ/29, YK/156 FAF
 12-YK had entirely been painted in tiger-colours, very nice.





★1000th DIS







Puma XW201/D1, XW229/DB RAF. The tail-boom of XW201 had been equipped with tiger stripes as well and it was this very a/c that took care of a dropping of a small number of commandos and a Landrover in which they finally departed.

THE FLYING JOKERS F-5A 156, 207, 372 RNOAF With their performance at the Air Tattoo the Flying Jokers have returned in the international airscene once more. This aerobatic team of Skv336 was one of the leading teams in Europe at the time that they were still flying the F-86K.

The Greenham show has been their second one since the revival of this team.

TF-15A 53TFS/36TFW BT75-088 USAF. The only bloody thing of some interest that was shown were some good STOL demonstrations; shame!

-- Bo.105C 8299 HEER. On one side with white lines marking the camouflage colours.

-- F-5E 527TFTAS 34, 44, 49, 52, 54 USAF. One overshoot and the gentlemen were gone.

-- Due to major problems (during most of the performance, its landing gear had been down) the demonstration of this aircraft was reduced to some passes over the field. The a/c, 159597/AB-122, belongs to VF-14 'Top Hats' from USS Kennedy.

-- Hawk XX164 RAF. This a/c which will equip the Red Arrows within a few years, gave an excellent demonstration of its capabilities.

-- Meteor WF791 and Vampire XH304 'Vintage Pair'

-- BATTLE OF BRITAIN FLIGHT Lancaster KM-B, Spitfire UO-T, Hurricane DT-A RAF. Originally another Spitfire would have flown but as its pilot had been grounded, the UO-T had to be flown into Greenham Common to take over the job.

-- Buccaneer XN982 Royal Navy 809Sqn

-- NF-5A K-3031 Klu. An excellent performance, for us the best that day; this in contrary to last year's performance that even did not take place due to engine problems. It ended up on a third place for the 'Best solo flying' trophy.



-- The BLUE HERONS Hunter WW654/833, XE687/835, WV267/836, WT806/838 RN. For some obscure reason this team has won the award for the best aerobatic team.

-- Jet Provost XW306 RAF

-- Vulcan XM607 RAF. This a/c showed a genuine short take off and the following flying part was also first class.

-- The VIPERS COH-58A 136231, 136233 CAF. The team has been founded this year and its name has been subduced from the sqn-in-signia of 444Sqn.

-- SMB.2 EC.1/12 12-YK/156 FAF. Still the Tiger colours.

-- A-4G N13-154907/886 RAN

-- Etandard IVP 115 Aeronavie 16F

-- Lighting F.3 XP654/O 11Sqn RAF

-- The RED ARROWS Gnat XP514, XR540, 955, 977, 987, 991, 993, XS101, 107 RAF. The apocalypse of this 25th Air Tattoo has been this 100th display by the Red Arrows. It took them 12 years to do the 1000 displays and at Greenham Common the Red Arrows have proven once more that they are Europe's Nr.1.



Other aircraft on the field such as reserve or transport a/c were:

BT76-011	F-15A USAF	36TFW	AL/88 Nord 262
137/G	S.Frelon	Fr.Navy 32F	XV187 Hercules
34-01, 34-36, 34-56	G-91T	WS-50	1105/E Saab 105
K-3030	NF-5A	RNethAF 316Sqn	905 F-5A RNOAF
236	AH-12A	Wasps MLD VSQ-860	UH68-049 F-111E
227/K	UH-1B	MLD 78sqn	104661 CF-104G CAF
XP328, XJ763	Whirlwind	HAR.10 32Sqn	
XW428/2, XW435/4	Jet Provost	T.5A CFS	
XX756/07	Jaguar	Gr.1 2260CU	
XV753/C	Harrier	Gr.3 2330CU	
XV358	Buccaneer	R.Navy 80 Sqn	
XR720/M	Lightning	F.3 11Sqn	
XW222/DF	Puma	HC.1 230Sqn	
XW296/0	Jet Provost	T.5B 6FTS	
53-05/MM6723, 53-07/MM6764	F-104S	ItAF	
D-8062	F-104G	RNethAF	(its pilot, Hans van de Werf, had been grounded by the organization committee because of dangerous flying)

THE BELGIAN AIR FORCE

Part 11

Written and compiled by Frank Klaassen; with thanks to Valentin Renens.



Rode Duivels

Diablos Rouges

The display season has started as you may have noticed (if not in person, then surely in this magazine). We wanted to make this eleventh article on the Belgian Air Force 'in style' by writing something about stuntflying in Belgium throughout the years. We start with the Red Devils; not the sole Belgium team, but still the only team celebrating its 25th anniversary this year.

Already before the 2nd World War (since 1934 to be exact) Belgium had more or less official demonstration groups, teams flying Fairey Fox and Firefly and later Gloster Gladiators. The war of course meant the end for these teams, but shortly after it new stuntteams appeared. Famous around 1947 for example was a group from Beauvechain flying Spitfires Mk.14 and one on Harvards from Brustum. Still, due to the fact that the aircraft used weren't the youngest around, the possibilities of these teams were limited.

But in 1948 the arrival of the new Gloster Meteor jets offered new perspectives and pilots of the 350th squadron from Beauvechain were the first to give fine performances. Since 1949 these ancestors of the Red Devils operated as a team, giving shows during familydays and squadron-rotations. Three years later this team had to be disbanded though, since half the crew was transferred to other units.

If it had not been for the new CO of No.350 Squadron (Bladt), this could have meant the end of stuntflying in Belgium. Bladt however formed a new group which he called the Acrobobs (after his first name, Bobby). The first



public performance of the Acrobobs took place on the 18th of May 1952 and it is said to have been a formidable show. Maybe as a result the team was invited for a big meeting at Lyon in France, where a contest between international aerobatic teams had been organized. And the Acrobobs won the cup. "The best team I ever saw in Europe" major Evans, leader of the American Skyblazers, is to have said at that occasion.

Shortly after this championship the team ran into troubles. The expansion program of the air force brought along a lack of trained pilots and transfers of teammembers were inevitable. Three of them, including CO Bladt, were transferred to Koksijde; a new member was "contracted" and the training could continue. Nevertheless soon some Acrobobs were transferred again. Somehow the crew managed to keep in touch, but the high standards of earlier days was gone. On the other hand various other Wings had formed stuntteams as well, sometimes even more than one.

Early 1956 the Belgian Air Force was invited to participate in an international airshow at Fiumicino, near Rome. In order to send the best team, a contest was organized between the various stuntteams. This contest, held at Beauvechain was won by the Acrobobs. Thus all the other Belgium teams were disbanded and the one and only national team went to Italy.

In 1957 a new aircraft entered service with the air force, the Hawker Hunter. The Acrobobs switched over as well and their new homebase became Chievres. The preparations for the new season were well under way when one of pilots





crashed during a rehearsal. Fortunately an ex-crew member could be transferred to Chievres as well to make the Acrobats complete. They managed to give a superb show over Brussels, on the occasion of the World Expo in 1958. The air staff rewarded them well: the team was permitted to claim aircraft of their own, in their own colour-scheme. The Hunters were painted red and the name 'Red Devils' was adapted. In 1958 the team increased to five aircraft and one year later, under the influence of foreign teams as the Black Arrows and the Blue Diamonds, nine and even sixteen Hunters carried the Red Devils colours.

The costs of a team of such a strength were found too high though and in 1960 the Red Devils consisted of four aircraft (plus two reserves) again. That same year Major Bladt, who had been leading the team for nine years, retired; captain Deprins became the new leader. Deprins presented the Red Devils until 1963, which year meant the end of the Belgian Hunters and the 7th Wing. In September the five red Hunters took off for the last time.

One experienced with the Starfighter and the Thunderstreak, but teamwork appeared to be impossible on these types. Thus the Fouga Magister was chosen. But the Magister wasn't very willing in the beginning; perhaps due to his unfamiliarity with the aircraft captain van Helsen got killed when he hit the ground during a rehearsal.

On 25 June 1965 the new Red Devils made their first public appearance at the meeting at Brustem. But destiny kept chasing the Belgian team and on 11 May 1967 captain Braken got killed during a training-flight. One year later another team member, captain Malpas, crashed. Due to the 1973 oil-crisis the team was diminished from six aircraft (plus two reserves) to two (plus one reserve), but in 1974 another expansion took place. Not so spectacular as in 1958, but still the team, lead by Commandant Lambermont, again consisted of six Magisters. Which is the situation as it is now. Presently the pilots of the Red Devils team are Cdt Leo Lambermont (leader), capt Jean Scruel, Lt Louis Lempereur, Capt Charles Hubert, Lt Jean Breuls de Tiecke (reserve), Lt Phillipe Demolin and Capt Guy Lambermont.

So far the history of the Red Devils, this year proudly carrying a Laurel-wreath inscribed "25" on their Magister. Are the Red Devils a somewhat moderate team compared to e.g. the Red Arrows or the Freccia Tricolori (of course inevitable if you realise that the Belgian pilots are amateurs and the others full-profs), the Belgian air force once had an aerobatic team that was unique in the world; the Starfighter equipped "Slivers".

SLIVERS aerobatic team

In 1968 the air-staff gave permission to create a new aerobatic team with two F-104Gs. Number one of this formation was to become Steve Nuyts, an ex Meteor, Hunter and Fouga pilot. Palmer de Vlieger, became number two of the Slivers, one of the 1st Belgian Starfighter pilots.

On the search for a name for a Belgian aerobatic duo on the F-104G the choice fell on "Slivers". The American test-pilot Glenn Reeves had come up with this name for the Starfighter as the aircraft has such a strong appearance with a pointed, thin piece of wood, a sliver. For 7 years, between 1968 and 1975 the Slivers gave performances in numerous airshows throughout the world.

Of course, due to the structure of the aircraft used, certain restrictions had to be made, this resulted in a show consisting of synchronized manoeuvres.

In 1968 Beauvechain was distressed with rehearsing Slivers and in 1969 the team gave their first performance at the Brustem airshow. The parallelism in the figures was there all right but the manoeuvres were carried out with large interspaces. In the course of the years the act of the Slivers came more and more sophisticated. Everybody knows how spectacular it was to see how the two Starfighters "nearly missed" each other at only a few meters. In 1975, however, the two pilots decided to stop. The constant training and weekends away from home had become too much. Adequate replacements weren't available. A pity. It was the sole F-104 team in the world.



Aircraft of the Belgian Air Force

Republic F-84F Thunderstreak (cont.)

FU-84	ex 53-6564; d/d 03-04-56; sqn-code: Z6-Y and 8S-C; 06-08-64
FU-85	ex 53-6571; d/d 29-03-56; sqn-code: RA-P and Z6-V; wfu 16-05-72
FU-86	ex 53-6583; d/d 29-03-56; sqn-code: Z6-O and RA-D; w/o 26-10-66

FU-87 ex 53-6589; d/d 03-04-56; sqn-code:Z6-H
w/o 18-05-62
FU-88 ex 53-6598; d/d 29-03-56; sqn-code: ???
w/o 14-09-58
FU-89 ex 53-6675; d/d 25-07-56; sqn-code:RA-Q
w/o 16-04-58
FU-90 ex 53-6679; d/d 20-07-56; sqn-code:RA-A
w/o 01-06-60 near Kleine Brogel
FU-91 ex 53-6693; d/d 30-08-56; sqn-code:Z6-R
and 8S-R; wfu 27-01-71
FU-92 ex 53-6702; d/d 21-08-56; sqn-code:Z6-P
and RA-E; wfu 24-09-70
FU-93 ex 53-6717; d/d 07-08-56; sqn-code:RA-B
wfu 16-12-70
FU-94 ex 53-6602; d/d 09-04-56; sqn-code:UR-M
w/o 09-11-70
FU-95 ex 53-6581; d/d 19-04-56; sqn-code:8S-I
wfu 21-04-70
FU-96 ex 53-6599; d/d 19-04-56; sqn-code:UR-C
and Z6-W; w/o 15-03-62
FU-97 ex 53-6539; d/d 19-04-56; sqn-code:8S-Y
wfu 18-02-71
FU-98 ex 53-6565; d/d 23-04-56; sqn-code:8S-G
w/o 16-10-62
FU-99 ex 53-6618; d/d 23-04-56; sqn-code: ???
w/o 13-10-59
FU-100 ex 53-6562; d/d 23-04-56; sqn-code:8S-L
w/o 19-01-59
FU-101 ex 53-6540; d/d 23-04-56; sqn-code: ???
w/o 16-10-62
FU-102 ex 53-6561; d/d 23-04-56; sqn-code:RA-G
w/o 17-02-57
FU-103 ex 53-6597; d/d 23-04-56; sqn-code:RA-J
and Z6-L; wfu 05-03-71
FU-104 ex 53-6701; d/d 18-07-56; sqn-code:RA-Z
and RA-G; w/o 22-01-63
FU-105 ex 53-6707; d/d 22-06-56; sqn-code:RA-C
and RA-D; wfu 18-08-70
FU-106 ex 53-6722; d/d 22-06-56; sqn-code:8S-I
and RA-F; wfu 31-03-71
FU-107 ex 53-6684; d/d 18-07-56; sqn-code:RA-B
w/o 16-10-58
FU-108 ex 53-6610; d/d 16-05-56; sqn-code: ???
wfu 15-04-70; now monument at Florennes
FU-109 ex 53-6593; d/d 09-06-56; sqn-code:Z6-B
w/o 25-09-57
FU-110 ex 53-6615; d/d 09-05-56; sqn-code:Z6-G
and 3R-T,UR-N; w/o 17-01-62
FU-111 ex 53-7199; d/d 25-10-56; sqn-code:3R-W
w/o 17-10-58
FU-112 ex 53-6690; d/d 09-12-56; sqn-code: ??
w/o 12-06-63
FU-112 ex 53-6700; d/d 08-11-56; sqn-code:RA-R
wfu 04-12-71
FU-114 ex 53-6553; d/d 18-05-56; sqn-code:Z6-L
w/o 12-09-62
FU-115 ex 53-6609; d/d 18-05-56; sqn-code:Z6-E
w/o 22-04-58
FU-116 ex 53-6738; d/d 18-05-56; sqn-code:RA-S
and Z6-E; wfu 22-09-70
FU-117 ex 53-6739; d/d 18-05-56; sqn-code:Z6-S
and RA-O; wfu 04-02-72
FU-118 ex 53-6580; d/d 24-05-56; sqn-code:Z6-B
wfu 24-01-72
FU-119 ex 53-6720; d/d 24-05-56; sqn-code:RA-P
and UR-G; wfu 16-05-72

FU-120 ex 53-6729; d/d 24-05-56; sqn-code: ???
w/o 23-07-69
FU-121 ex 53-6753; d/d 24-05-56; sqn-code:Z6-N
w/o 20-06-66
FU-122 ex 53-6755; d/d 24-05-56; sqn-code:RA-L
wfu 02-02-72
FU-123 ex 53-6768; d/d 24-05-56; sqn-code:RA-N
and Z6-H; wfu 22-06-71
FU-124 ex 53-6750; d/d 01-06-56; sqn-code:Z6-O
w/o 20-06-66
FU-125 ex 53-6760; d/d 01-06-56; sqn-code:8S-C
wfu 12-01-65
FU-126 ex 53-6680; d/d 27-05-57; sqn-code: ???
w/o 07-05-62 near Hamburg
FU-127 ex 53-6746; d/d 05-06-56; sqn-code:8S-D
w/o 30-09-57
FU-128 ex 53-6749; d/d 05-06-56; sqn-code:Z6-A
w/o 20-03-69
FU-129 ex 53-6751; d/d 05-06-56; sqn-code:8S-F
and 8S-H; w/o 28-01-60
FU-130 ex 53-6769; d/d 05-06-56; sqn-code:RA-N
wfu 05-05-72
FU-131 ex 53-6731; d/d 25-06-56; sqn-code:8S-H
w/o 21-08-57
FU-132 ex 53-6601; d/d 20-07-56; sqn-code:RA-M
w/o 12-08-57
FU-133 ex 53-6762; d/d 23-07-56; sqn-code:Z6-D
and RA-C; w/o 03-02-67
FU-134 ex 53-6759; d/d 27-07-56; sqn-code: ???
wfu 09-11-70; now decoy at Beauvechain
FU-135 ex 53-6559; d/d 31-07-56; sqn-code:UR-F
w/o 28-10-61
FU-136 ex 53-6607; d/d 31-07-56; sqn-code:Z6-R
w/o 27-01-61
FU-137 ex 53-6554; d/d 31-07-56; sqn-code:Z6-A
w/o 20-02-69
FU-138 ex 53-6782; d/d 21-08-56; sqn-code:8S-C
w/o 09-02-68
FU-139 ex 53-6781; d/d 28-08-56; sqn-code:8S-S
and 8S-I; wfu 09-05-72
FU-140 ex 53-6551; d/d 20-08-56; sqn-code: ???
wfu 09-02-72
FU-141 ex 53-6747; d/d 19-09-56; sqn-code:8S-N
and Z6-J; w/o 20-10-63
FU-142 ex 53-6574; d/d 24-09-56; sqn-code: ???
wfu 05-11-71
FU-143 ex 53-6791; d/d 24-09-56; sqn-code:8S-Y
wfu 05-06-64
FU-144 ex 53-6783; d/d 03-10-56; sqn-code:8S-F
and RA-I; wfu 09-02-71



Two P-84Fs with old registration presentation stored at Koksijde. FU-145 with the sqn colours of the 10th Wing on tail-plane. FU-125 with tail of FU-06.



FU-145	ex 53-6613; d/d 04-10-56; sqn-code:26-E wfu 07-04-65; now decoy at Beauvechain	FU-166	ex 53-6928; d/d 06-11-57; sqn-code:UR-S and UR-M; wfu 28-06-71
FU-146	ex 53-6532; d/d 08-11-56; sqn-code:8S-B wfu 02-02-72	FU-167	ex 53-6938; d/d 25-10-57; sqn-code:UR-N and UR-A; wfu 29-12-71
FU-147	ex 53-6793; d/d 08-11-56; sqn-code:8S-Q and UR-N; w/o 22-04-59	FU-168	ex 53-6939; d/d 17-10-57; sqn-code:UR-K w/o 08-05-67
FU-148	ex 53-6546; d/d 04-02-57; sqn-code: ??? wfu 22-02-72	FU-169	ex 53-6956; d/d 05-03-58; sqn-code:UR-X w/o 23-11-64
FU-149	ex 53-6795; d/d 11-01-57; sqn-code:26-A 8S-V and RA-D; wfu 27-12-71	FU-170	ex 53-6792; d/d 30-04-57; sqn-code:RA-E w/o 12-03-69
FU-150	ex 53-6830; d/d 11-01-57; sqn-code:8S-R w/o 26-07-67	FU-171	ex 53-6873; d/d 15-05-57; sqn-code:3R-K wfu 09-05-72
FU-151	ex 53-6854; d/d 15-01-57; sqn-code: ??? wfu 18-02-72	FU-172	ex 53-6900; d/d 14-05-57; sqn-code:3R-H wfu 21-03-72
FU-152	ex 53-6764; d/d 12-03-57; sqn-code:RA-P wfu 17-10-70	FU-173	ex 53-6913; d/d 16-05-57; sqn-code: ??? wfu 16-05-72
FU-153	ex 53-6784; d/d 12-03-57; sqn-code:8S-M and 8S-S; wfu 04-02-72	FU-174	ex 53-6862; d/d 03-06-57; sqn-code:UR-G and 3R-L; wfu 16-05-63
FU-154	ex 53-6806; d/d 26-02-57; sqn-code: ??? wfu 08-10-70	FU-175	ex 53-6864; d/d 28-05-57; sqn-code:UR-U and UR-C; wfu 16-05-72
FU-155	ex 53-6811; d/d 26-02-57; sqn-code:8S-R and 8S-K; wfu 10-08-71	FU-176	ex 53-6914; d/d 04-06-57; sqn-code:UR-D w/o 13-05-58
FU-156	ex 53-6834; d/d 27-02-57; sqn-code: ??? wfu 17-11-71	FU-177	ex 53-6888; d/d 29-05-57; sqn-code:3R-G and UR-2; wfu 27-08-70; now decoy at Kleine Brogel
FU-157	ex 53-6885; d/d 01-03-57; sqn-code:UR-S and UR-A; w/o 11-10-57	FU-178	ex 53-6929; d/d 29-01-58; sqn-code:UR-V and UR-U; w/o 12-07-62
FU-158	ex 53-6891; d/d 01-03-57; sqn-code:3R-P wfu 26-05-72; now decoy at Beauvechain	FU-179	ex 53-6941; d/d 23-10-57; sqn-code:UR-J wfu 02-09-70
FU-159	ex 53-6824; d/d 12-03-57; sqn-code:8S-T wfu 30-04-71	FU-180	ex 52-6876; d/d 23-10-57; sqn-code:UR-A w/o 04-07-60
FU-160	ex 53-6899; d/d 26-03-57; sqn-code:UR-U and UR-V; w/o 05-05-70	FU-181	ex 52-6371; d/d 21-04-58; sqn-code:8S-D wfu 11-05-66; now decoy at Kleine Brogel
FU-161	ex 53-6906; d/d 26-03-57; sqn-code:UR-E and UR-Y; w/o 25-03-64	FU-182	ex 52-6375; d/d 21-04-58; sqn-code: ??? w/o 02-07-62
FU-162	ex 53-6919; d/d 26-03-57; sqn-code:UR-V w/o 22-06-60	FU-183	ex 52-6403; d/d 21-04-58; sqn-code:26-R wfu 26-08-68; now decoy at Kleine Brogel
FU-163	ex 53-6933; d/d 08-10-57; sqn-code:UR-L and 3R-S; wfu 04-02-72	FU-184	ex 52-6430; d/d 21-04-58; sqn-code: ??? wfu 07-04-66
FU-164	ex 53-6947; d/d 22-10-57; sqn-code: ??? wfu 01-06-71	FU-185	ex 52-6569; d/d 21-04-58; sqn-code:8S-U and 26-D; wfu 13-01-65
FU-165	ex 53-6951; d/d 23-09-57; sqn-code:3R-L w/o 28-04-65	FU-186	ex 52-6620; d/d 21-04-58; sqn-code:8S-R and 26-E; wfu 20-01-68



Displayed during a Open Day at Kleine Brogel on 29 June 1973. Normally it acts as a decoy aircraft.

-- SHOW REPORTS --

Open Day at Beale AFB (USA) on 6 May 1977

40542, 37767 C-130E
37409 F-4C (grey c/s)
159465/114 F-14A VF-1
56-3751 F-100F Arizona ANG
60-0076 T-37B 455TFS
70412 F-101B Oregon ANG

155080 TA-4J
LA74-0113A F-15A
69-5792 HH-53C
142662 A-3
00052 B-52H
157330 P-3C

70234 F-106A 318FIS
10331 U-2R 99SRS/9SRW
66707 WU-2 99SRS/9SRW
17975 SR-71 1SRS/9SRW
80125, 80077, 80089, 80054, 80062, 80112, 91523
91460, 80084, 80071, 91468, 00335, 80095, 80094
91513, 91490 all KC-135Qs of 100ARW
80221 C-5A 60MAW
40643 C-141A 60MAW
00581 T-38A ATC
13270 T-38A ATC

Open Day at Mather AFB (USA) on 7 May 1977



159910/NJ910 EA-6B VAQ-129
64-003 RF-4C Nevada ANG
159465/114 F-14A VF-1
64-13685 UH-1H Cal.NG
58-0096 KC-135A AFRES
160285/RC-5 P-3C VP-46
92589 B-52G 320BW
73-1152, -1155, -1403, -1154, -1153, -1151
73-1149, 72-0285, -0283 all T-43A of 323FTW
58-1899, 59-0380, 59-0316, 58-1869 T-37Bs
154179/1, 154177/2, 154975/3, 154176/4, 154983/5, 155029/6 all A-4Es and 158722/7 TA-4J all of the 'Blue Angels'

Open Day at El Toro MCAS (USA) on 14 May 1977

155000/MF-100 A-4F 'Marto El Toro' (piloted by Col.S.J.Hittler!!!!)
154623/YU-100 TA-4F HMS-13
136897 F-4U Cosair VMF-214
153109/RF-7 RF-4B VMFP-3
153915/VW-1 F-4N VMFA-314
153309/YZ-76 CH-53A HMH-363
158195/WL-17 A-4M VMA-311
154034/ML-427 CH-46D HMM-764
155305/YR-11, 156451 CH-46F HMM-161
152977, 151514, 151446, 151435, 152318 F-4B VMFA323
160017, 160020, 150690, 160014, 149792, 148894
149804, 160016 all KC-130Fs VMGR-352
155682/DT-02 A-6 VMA(AW)-242
150640, 152210 F-4N VMFA-323
150478, 150651, 153047 F-4N VFMA-314
159772, 159774, 160170 UH-1N HML-267
149806 KC-130F (Blue Angels transport a/c)
154179/1, 154177/2, 154975/3, 154176/4, 154983/5
155029/6, 158722/7 A-4E/TA-4J 'Blue Angels'



Open Day at Offut AFB (USA) on 21 May 1977

0-30355 KC-97L Texas ANG 50245 C-141A 60MAW
158207 P-3C USN VP-47 18418 CH-54A KS.ANG
XL387, XL392 Vulcan RAF 60090/89-RC CH-47C
38046, 38054 EC-135C 55SRW XL232 Victor RAF
24438, 24480, 24490, 24486, 24489 all T-39As
→ IA75-400, 69-223, 72-254, 70-044 all A-7Ds
(probably of Iowa ANG)
*65-828, 66-920, 66-868, 66-878 all RF-4Cs of
Nebraska ANG/155TRG

64-998 RF-4C Nebraska ANG 90325 T-37B
156620 RA-5C USNavy RVAH-5 13691 P-104G
LA63-519 F-4C 58TFTW 90093 P-106A
154136 A-6E USNavy VA-196 80255 FB-111A
160573 S-3A USNavy VS-38 14826 T-38A
54279 EB-57E 17DSES 80207 B-52
70252 F-101B N.Dakota ANG 413410 P-51D
158905 T-2CBuckeye USN VT-23 24463 T-39A
LA74-0113 F-15A 58TFTW 64368 T-38A
159465 F-14A VF-1 50236 C-141A 443MAW

Open Day at RAF Abingdon (UK) on 11 June 1977

Static

TB382, TE311 Spitfire KP314 Harvard MoD
WF382 Varsity T.1 23MU XP805 Beaver 6F1t
XX528/D Bulldog OxfordUAS WP901/B Chipmunk
XS640 Andover E.1 115Sqn
XN855 Argosy E.1 115Sqn

Flight-line

XT151, XR630 Scout AH.1 AAC
XW306/Y Jet Provost T.5B 6FTS
WF791 Meteor T.7 and XH304 Vampire T.11 'The
Vintage Pair'

Hangars

XX111/01, XX115/03, XX116/04, XX756/07, XX757/
12, XX747/17, XX758/18, XX767/25 Jaguar 2260CU
XX143/F, XX142/G Jaguar T.2 2260CU
XX105/Y, XX101/S Jaguar Gr.1 25sqn
XX720, XX719/19(?), XX722/- Jaguar Gr.1 54Sqn
XX110/10 Jaguar 6Sqn XX769/AA Jaguar 14Sqn



XZ116/D, XZ119/G Jaguar Gr.1 41Sqn
XX961/BJ Jaguar Gr.1 17Sqn
XZ365, XZ366, XZ364 Jag.Gr.1 (without markings)
XX137 Jaguar T.2 (in sections)
WZ877/G, WP914/E, WZ847/F, WP805/D Chipmunks
XD244 Scimitar (derelict)
XP359 Whirlwind HAR.10 XM191 Lightning F.1
XE643, XE670 Hunter F.6 D3419 Sopwith Camel
XX547/05 Bulldog T.1 8515M Canberra

Open Day at RNAY Fleetlands (UK) on 11 June 1977

Static

XZ234/VL-745 Lynx HAS.2 XW851 Gazelle AH.1
XV671/BL413 Sea King HAS.1 XT482 Wessex HU.5
XW222/DE Puma HC.1 230Sqn XT793/616 Wasp
XV615/RF SRN-6 (hovercraft)

Hangars

XS868/526 Wessex HAS.1 XP846 Scout AH.1
XP137, XM919/655 Wessex HAS.3
XT463/VB-B, XT459/VJ, XT769/VN, XT468/TS332
XS489/VK-B, XT759/VN-B; all Wessex HU.5s

XT784, XT787, XT434, XT437 all Wasp HAS.1s
XV708/89, XV643/55, XV652, XV703/050-R, XV663/
590, XV674/304, XV661/305, XV714/BL413 all Sea
King HAS.1s
XW109 MQM-36A and XW963 KD-2R (both drones)
XM923(15.11.76), XM833(24.11.76), XM916(2.1.77)
XS122(28.2.77) all Wessex HAS.3s
XT755(23.11.76), XT471(24.9.76), XS495(8.2.77)
XS511(11.5.77), XT484(16.5.77), XS493(16.3.77)
all Wessex HU.5s (these last 10 Wessex are for
long-term storage with their acceptance-date in
brackets)

Portes Ouvertes at Tours (France) 12 June 1977

314-DB/015, 314-DA/175 MH1521M No.53 Alize
312-BH/63, 62-KB/101 N-2501 No.103 Etendard
8-NP/309 Mystere IVA 313-CP/418 CM-170
12-YP/158 S.Myst 313-TC/504 CM-170
11-RO/AS1,7-PJ/E21 Jaguar 4-BJ/617 Mir. 3E
12-ZJ/90 Mirage F.1C JAH, CDN Al.II
46-08 C-130H ItAF 46A/B 314-DC/237MD312
DD/35 (GE.314), LR/59 (ET.65) both Paris II
314-VA/21112, -VB/21439, -VC/21049, -VD/21140
314-VE/16767, -VF/21015, -VG/21032, -VH/21477
314-VI/16762, -VK/21420, -VM/17483, -VN/54438

314-VO/21247, -VQ/14045, -VR/16768, -VS/16870
314-VT/21042, -VU/14282, -VV/14230, -VW/21121
314-VX/53104, -VY/19255 all T-33As of GF3/314
314-UA/21267, -UE/16868, -UF/21489, -UG/17472
314-UI/21088, -UJ/16718, -UK/21002, -UL/21155
314-UM/21330, -UN/16761, -UO/14420, -UQ/14349
314-UR/21028, -UT/21307, -UV/21113, -UY/19252
314-UZ/21127 all T-33As of GE.2/314
314-YA/16763, -YB/53098, -YD/16866, -YE/21195
314-YH/16872, -YJ/14283, -YM/14115, -YO/21105
314-YQ/21050, -YR/21485, -YU/21400, -YX/21107
314-YZ/21031 all T-33As of GE.6/314

PORTES OUVERTES at Metz (France) on 12 June 1977

12-ZC/81 Mirage F.1C 33-NM/342 Mir.3R
2-ZH/276 Mirage IIIE 62-KF/82 N-2501
4-AO/575 Mirage IIIE 128-AW/133 CM-170
11-MA/A81 Jaguar A 67-MC/2541 Al.II

41-AD/? , 41-AA/11 MH1521M 67-PH/209Q Al.III
32-02 G-91R WGAFF WS-50 -/75 N.262D ELA41
104833 CF-104G CAF 421Sqn 338-HS/14497 T-33A
41-AN/92, 41-AQ/77, 41-AO/65, 41-AT/91 ParisII

TAG DER OFFENE TUR at Nordholz (W. Germany) on 12 June 1977

Static

ANI-B-10/221-10 (s/n 51-5281) HU-16B Albatross
Spanish Air Force!!!!!!!!!!!!!!
50-09 C-160D LTG-63 V/213 SP-2H MLD
61-16 Atlantic MFG-3 89-56 Sea King
99-14 (c/n 152) Noratlas 96-13 Super Cub
84-70 CH-53G HEER MHFTR-15 97-20 Elster 'B'

XW534/D Buccaneer RAF 15Sqn 7757 Alouette II
XZ145/T Harrier RAF 3Sqn 70-39 UH-1D HTG-64
74-22293 CH-47C USArmy 35-26 RF-4E ARG-52
UH68-041 F-111E USAF 20TFW 26-82 F-104G MFG-2
10735 CP.107 Argus CAF 415Sqn
158932/LA-2 P-3C Orion USNavy VP-5
159767/AG-707 S-3A Viking USNavy VS-31

X282 Nimrod MR.2A RAF Kinloss Wing
 XL500 Gannet AEW.3 Royal Navy 849'HQ'Sqn
 XR445 Sea Heron C.20 Royal Navy 781Sqn
 XV358 Buccaneer S.2C Royal Navy 809Sqn
 91-44 P-149D 'Flugdienststaffel' WGAF
 WH872/W Canberra T.17 RAF 360Sqn
 XZ233/VL-744 Lynx HAS.1 Royal Navy 700L Sqn

Show

61-04, 61-01, 61-05, 61-07, 61-09, 61-14,
 61-13, 61-15, 61-17 all Atlantics MFG-3
 59-11, 59-17, 59-12, 59-20 all DO-28Ds MFG-5
 89-52, 89-50, 89-65, 89-66 Sea Kings MFG-5
 50-41, 50-46, 50-81 C-160Ds LTG-63
 35-24, 35-41, 35-74, 35-43, 35-53 RF-4E AKG-52
 XX765/27 Jaguar Gr.1 RAF 2260CU

XW765/D Harrier Gr.3 RAFG 3Sqn
 1/MM6249, 2/MM6261, 3/MM6250, 4/MM6240, 6/MM6342
 10/MM6343, 11/MM6310, 12/MM6348, 14/MM6301,
 18/MM6311, all G-91R/PANs "Frecce Tricolori"
 98-05 MRCA Tornado 56-92 DO-27 HEER
 K-3031 NF-5A RNethAF 316Sqn 99-20 OV-10B
 BT75-071 F-15A USAF 36TFW 85-12 CH-53G
 16 F-104s of MFG-1 and MFG-2 including: 21-15
 21-24, 21-31, 21-34, 22-19, 22-79, 22-81 (MFG1)
 22-89, 23-00, 23-18, 23-23, 23-33 and 27-30

Other a/c on the field

89-54, 89-63 Sea King MFG-5
 50-48, 50-73, 51-10 C-160D LTG-63
 61-03, 61-12 Atlantic MFG-3 16-02 HansaJet
 59-06, 59-14 DO-28D MFG-5 UA-115 Gannet

AIR DISPLAY at Duxford (UK) on 19 June 1977

Static

XH648 Victor K1A RAF(ex 57Sqn) XK695 Comet 2
 XK936/62 Whirlwind HAS.3 RN 18393 CF-100 CAF
 485784/N17TE B-17G USAF XP281 Auster AOP9
 XG743 S.Vampire T.22 RN XG613 S.Vixen FAW.2
 51-01 C-160D WGAF LTG-61 11-ML/42165 F-100D
 WH725 Canberra B.2 RAF(ex 50Sqn) 0-17899 VT-29
 XH897 Javelin FAW.7 RAF (ex A&AEE)
 WJ945/G-BEDV Varsity T.1 (ex CFS)
 XG797/766 Gannet AS.6 RN (ex 849Sqn)
 XF708 Shackleton Mr.3 RAF (ex 203Sqn)
 33-01, 32-91 Fiat G-91R WGAF LEKG-43
 44-722258/I-WZ P-51D Mustang USAF (incorrect
 serial; should be 44-73974)
 WN904/3 Hunter F.2 RAF (ex 257Sqn)
 XM135 Lightning F.1 RAF (ex 74Sqn)
 WK991 Meteor F.8 RAF (ex 56Sqn)
 XS576/125 Sea Vixen FAW.2 RNavy (ex 899Sqn)
 G-OAMB (ex RCAF 21261) and G-WGHB (ex RCAF
 21640) both CT-33ANs

Show

44-72258 P-51D USAF(ex RCAF9246, USAF 44-73979)
 G-AYAK Yak-11 (with Russian AF roundels)
 MT-5, 18, 21, 31, 33, 48 CM-170R BAF 'Red Devils'
 PA474/KM-B Lancaster, P7530/U-OT Spitfire and
 P2865/DT-A Hurricane Battle of Britain Flight
 XW199/CY Puma HC.1 RAF 2400CU
 XL427 Vulcan B.2 RAF 9Sqn
 01535/35 F-5E USAF 527TFTAS
 AR66-413 RF-4C USAF 10TRW WB531 DevonRAF
 XW348 J Provost T.5A RAF FT239 Harvard RAF
 TF956/123 Sea Fury RNavy L8032 GladiatorRAF
 XF836 Provost T.1 RAF LS326/5A Swordfish RN
 AR501/D-NN Spitfire RAF XV232 Nimrod MR.1
 MH434/A-CS Spitfire RAF AT-BG Me.108 WGAF
 NL5747/M-PC P-51D Mustang USAF (civil owner)

Other a/c on the field

XH992/B Javelin FAW.8 RAF (ex 25Sqn) and WJ897
 Varsity T.1



VLIEGMEETING at St. Truiden (Belgium) on 24/25 June 1977

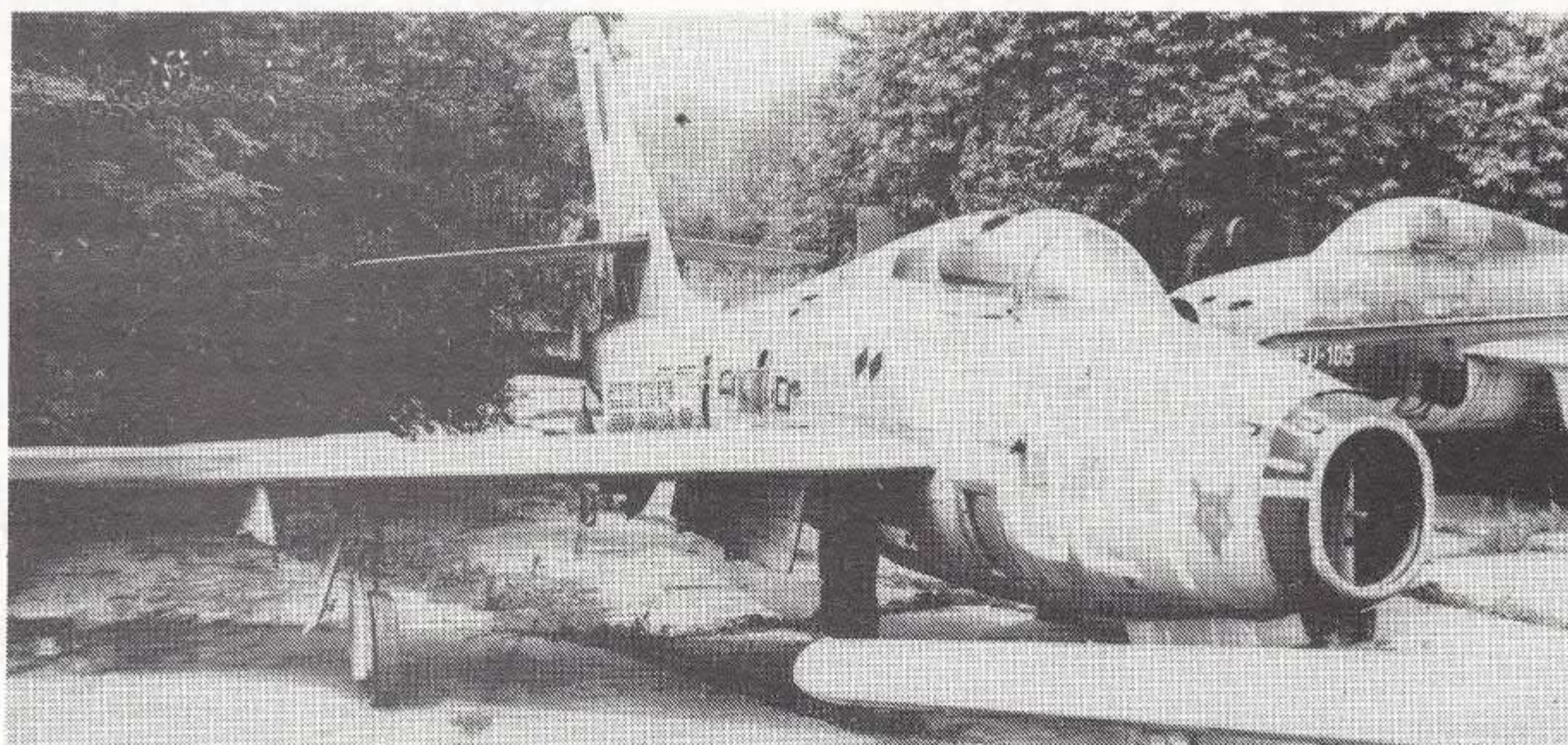
Static

K-4021 NF-5B RCAF 314Sqn FT-28 T-33A
 38-00 F-4F WGAF JG-74 MT-14 CM-170R
 HR68-379 F-4E USAF 50TFW ST-11 SF-260M
 31-07 G-91R WGAF LEKG-41 A12/1565 A1.II
 RS-01 Sea King Mk.48 40Sqn 01568 F-16 USAF
 104839 CF-104G CAF 421Sqn FX-100 F-104G 10W
 CS-03 HS.748A.2 15Wing CH-08 C-130H 15W.
 CF-04 Merlin IIIA 15Wing 50-52 C-160D LTG-63
 BR-24 Mirage 5BR 2Wing BA-31 Mir.5BA 2Wing
 IF-71 Hunter F.6 (in Red Devils colourscheme)
 OT-ZPC/M-3/1817 Alouette III Belgian Navy
 F-ZWRU Alpha Jet FAF (also in the show)
 EG-244/A-MN Meteor F.8
 MT-23/280 CM-170R Red Devils
 LB-01 Piper Cub (ex R-113 RNethAF)
 PL-70 Fournier RF-4 (motor glider)
 B-10/LJ BN.2A Islander Belg.Army 15Sqn



Show

CH-01, 02, 03, 06, 12 C-130H 15Wing/20Sqn
 A70, A80, A54, A77, A65, A75, A76 Alouette II
 "The Blue Bees" Belg.Army 17Sqn



ST-17, ST-33, ST-35 SF-260M Marchetti BAF "The Swallows"
 1,2,3,4,8,10,11,12,14,15 G-91 "Frecce Tricolori"
 MT-5, MT-21, MT-31, MT-33, MT-39, MT-48 CM-170R
 Magister "Red Devils"
 FX-11, 13, 18, 23, 31, 44, 48 (aborted take-off),
 57, 68, 74, 78 F-104Gs 1Wing
 FC-03, 10 TF-104G 1Wing
 BR-10, 12, 16, 17, 20, 27 Mirage 5BR
 BA-33, 35, 39, 57 Mirage 5BA
 BD-03, 08, 13, 15 Mirage 5BD FT-15 T-33A
 BT75-056 F-15A USAFE 36TFW MT-2 CM-170R

XL446 Vulcan B.2 RAF 35Sqn CB-02 Boeing.727
 K-3065 NF-5A RNethAF 316Sqn CS-02 HS.748A-2
 RS-02 Sea King 40Sqn CM-01 Falcon

Dispersals

FU-105/53-6707, FU-134/53-6759, FU-66/53-6677,
 FU-36/52-7156, FU-92/53-6702, FU-28/52-7066,
 FU-21/52-7170 (old c/s), FU-82/53-6587 (old c/s)
 all F-84F Thunderstreaks
 40642 C-141A USAF 438MAW FT-37 T-33A
 312-BJ/94 N-2501 FAF GE.312 A36 Al.II
 OT-ZKE/B5 Sikorsky S.58 Belg.Navy RS-03 SeaKing

PORTES OUVERTES at Luxeuil (France) on 3 July 1977

Static

339-WM/463 Mystere XX 67-FA/1968 Al.III
 12-ZI/87 Mirage F.1C 4-AC/197 MH1521M
 11-RV/A55, 11-RJ/A56 Jaguar 4-WB/51 CM-170R
 62-KO/168, 340-HD/123 N-2501
 4-AA/565, 4-AB/571, 4-AR/562, 4-AS/566 Mir.3Es
 VA/555, VF/567, VG/541, VI/533, VM/561, VP/565,
 VO/564, VR/538, -/545, -/576; all CM-170Rs
 of "Patrouille de France"

Flight-line

13-PC/31 Mirage VF 4-WA/125 CM-170R
 11-MA/A81 Jaguar A 67-FJ/2101 Al.III
 339-WL/115 Mystere XX AX/25 Mirage IVA
 4-WH/14153 T-33A (ex 314-WD) 2-FH/220 Mir.IIIB
 33-NB/350 Mirage IIIR
 4-BO/619, 4-BS/611, 4-AG/616, 4-BL/584, 4-BB/586,
 4-AM/625 all Mirage IIIEs

Hangars

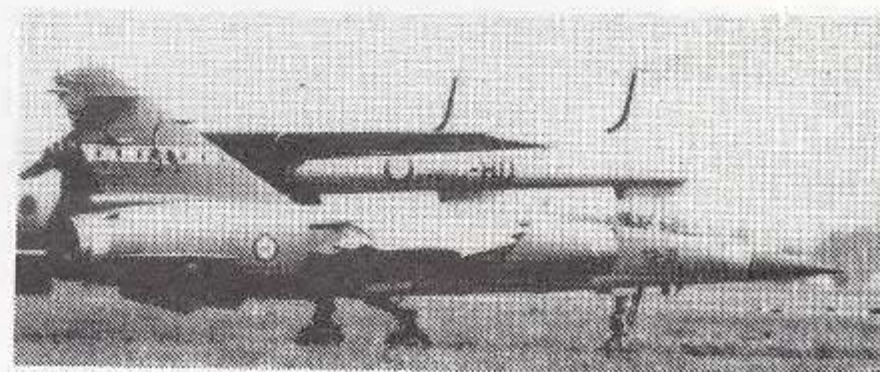
4-BJ/617, 4-AK/537, 4-BC/563, 4-BM/573, 4-AC/572,
 4-AD/564; all Mirage IIIEs
 338-HJ/14419, 4-WG/17428 T-33A
 4-WZ/ 164 MH-1521M Broussard

Show

4-AN/577, 4-BF/624 (inscription "2000" on its
 fuselage; its Paris number was 200!!!!)
 4-BR/609, 4-BT/615, 4-BI/608, 4-BH/568, 4-BE/590
 4-AH/610, 4-AP/607, 4-AJ/620, 4-BQ all Mir.IIIE
 BP/43, AJ/11 Mirage IVA CI/312727 C-135F

Other a/c on the field

2-HC/19036, WA/16769 T-33A
 61-ZS/F.153 C-160F BA/28 Mirage IVA
 Plus several a/c of EC.13 as the runway at Col-
 mar had been broken up since the Open Day.



OPEN DAY at Aviano (Italy) on 3 July 1977

Static

AR68-0553 RF-4C 10TRW 41685 C-130H 463TAW
 TJ63-413 F-4C 401TFW 31647 HH-53C 67ARRS
 UH-68-039 F-111E 20TFW 60176 C-141A 437MAW
 01550 F-5E 527TFTAS 83799 OV-10A 20TASS
 158926/LA-4 P-3C USNavy BT75-070 F-15A 36TFW
 K-4027 NF-5B RNethAF 315Sqn 95826 HC-130N
 158528/AG-505 A-6E Intruder USNavy VA-65
 XZ383/BC Jaguar Gr.1 RAFG 17Sqn
 BA-43 Mirage 5BA BAF 2Wing/2Sqn
 51-11/MM6714 F-104S 22Gruppo/51Stormo
 8-22/MM6466 (NC2028) G-91Y 101Gruppo/8Stormo
 EI-807/MM80829 CH-47C Esercito
 EI-330/MM80701 (c/n 4231) AB.205 Esercito
 EI-537/MM80598 AB.206A.1 Esercito

Show

UH68-082 F-111E 20TFW TJ63-542 F-4C
 01535, 01545 F-5E 527TFTAS BT75-059 F-15A
 AG-305 (VA-12), AG-?? (VA-66) A-7Es both USS
 Independence
 RS-38 G.222 Reparto Sperimentale/311Gruppo
 FRECCIE TRICOLORI (ItAF) with G-91R/PANs
 KARO-AS (AustrianAF) with Saab 105OE

Other a/c on the field

RM-1/MM54142 T-6H.2 (1-RM on the other side)
 RM-31/MM61974 S.208/M 300Gruppo/1RVR
 RS-05/MM578 PD.808 311Gruppo/RSV
 31-12/MM62012 DC-9-32 5-898 T-33A
 RM-50 C-45 300Gruppo 2-42 G-91R

PORTES OUVERTES at Mont-de-Marsan (France) on 16 July 1977

Static

BS/46 Mirage IVA EB.1/91 118-DF/35 CM-170R
F-TFVU/No.1 Cap.20 CJ/312728 C-135F
3-JE/501 Mirage IIIE 118-DH/162 CM-170R
118-AK/2 Mirage F.1C 118-DI/25 Paris
118-AV/A12 Jaguar A 118-IV/159 MH1521M
2-2A/270 Mirage IIIBE
8-NF/291 Mystere IVA

Hangars

12-VV/153, -VT/166, -YV/172 all Super Mystere
B.2s (with cobwebs!!!!!!!)

Show

8-NL/127 Mystere IVA

Flight-line

3-XH/25, -XB/7 Mirage VF 118-IT/66 N.262
118-AB/219 Mirage IIIB 118-DB/1 Paris
118-IU/84 MH-1521M 13-TF/18693 T-33
118-AL/3, -AN/22 Mir.F.1C 41-AN/92 Paris
5-NO/14 Mirage F.1C 67-DE/1297 Puma
118-AF/A2, 118-AC/E2, 118-AH/E6 Jaguar A/E
312-BJ/24, 340-VA/115, 118-IE/23, 118-ID/108
all N-2501s
VA/555, VF/567, VM/561, VO/564, VR/538, -/545
all CM-170Rs of 'Patrouille de France'

Other a/c on the field

No.30 N-2501 (without engines) 312740 C-135F



OPEN DAY at Ramstein (W. Germany) on 31 July 1977

Static

104892 CF-104G CAF 441Sqn 12491 VC-140B 89MAW
37-48 F-4F WGAF JG-74 BT75-062 F-15A
XW272/Z Harrier T.4 RAF 4Sqn LN70-405 F-111F
XZ377/CF Jaguar Gr.1 RAF AR66-430(b) RF-4C
XT864/R007 Phantom FG.1 RN RS74-652(r) F-4E
70-16062 AH-1S D Troop/3Cav. RS68-512(y) F-4E
K-4017 NF-5B RNethAF 314Sqn 96606 UH-1N HQ
35-28 RF-4E WGAF AKG-51 01560 F-5E
D-8059 RF-104G RAAF 306Sqn 42132 C-130H
30-45 G-91R WGAF LEKG-43 31648 HH-53C
AT-156 TF-35 RDanAF Esk.725 WB531 Devon RAF
XV358 Buccaneer RNavy 809Sqn 76-22549 C-12A
22-05 F-104G WGAF JABOG-33 80071 KC-135Q
76-22677 CH-47C 295Av.Comp. (accepted 4.2.77!!)
70-16062 AH-1S USArmy D Troop/3 Cavalry
RT-657 CF-104G RDanAF Esk.723

90010 C-5A 60MAW/349MAW
40644 C-141A 438MAW/514MAW (Ass.)

Hangars

66-15290, 15024 AH-1Gs and many Kiowas and three
U-8F Seminoles RS68-393 F-4E
0-10653, 24471, 24474 T-39A 7086 Op.Sqn

Other a/c on the field

MT-5, 15, 31, 39, 48 CM-170R BAF 'Red Devils'
A45, 55, 65, 70, 74, 75, 80 Al.II Belg.Army BlueBees
XP514, XR540, XR572, XR955, XR981, XR987, XR991,
XS101, XS107, XS111 Gnat T.1s RAF 'Red Arrows'
XZ135/P Harrier Gr.3 RAF 4Sqn 96609 UH-1N
BT75-049 F-15A 36TFW 50-73 C-160D LTC-63
21727 UH-1H 63 Med.Det. 15115 T-29D (wfu)



Corrections and additions on the Open Day reports in the June issue:

PARIS: The Kfirs did have a military registration on the backside of the nose-wheel door. 4X-CFK was 755 and 4X-CFL/799.

SEMBACH: G-91 3/MM6215 should be MM6250 and 12/MM6248 should be 13.

VILLACOUBLAY: The correct serial of the Paris LI was 30; LR was 59 and the N-2501 was 192 (not 191).

REIMS: 62-WV/105 should be 62-WW.

CHATEAUDUN: No.1 is an Al.II not an Al.III
Additional stored N-2501s: 340-HG/1, ID/7
340-VA/8, 070-MC/15, 312-BF/17, 340-HJ/19
312-BH/20, 62-QA/27, 59-CB/46, 62-KI/64
316-FV/197 and 12 and 16

HOPSTEN: c/n of AS-355 Al.II was 1860.

GILZE-RIJEN: F-15A BT75-072 should be BT75-062
Wasp 236 is of VSQ-860.

All photos illustrating the Greenham Common report, the 'Open Day' reports and the BAF article (not FU-166) can be ordered with the FLASH PHOTO SERVICE.

GENERAL AVIATION



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

SCHIPHOL

June movements:

- 1: F-BJLX MS.760 (86) HB-VBS Mystere 20
EC-CZE DC-8-61 Spantax D-IMLG C.402B (011)
G-ATJR PA.E23-250C G-BBRO HS.125-600B
N121AM Mystere 20E (310) IBM
- 2: OK-GBH IL-62 CSA G-BEBU RC.112
I-NEMM C.T.3100 (3100-0101) ISI
- 4: VR-BJD LJ-36 (ex N20JA) c/n 36-008
N804WA DC-8-63CF W.A. G-BCIE PA.28-151
G-BAAC PA.28-180 N70X Beech 58
N8955U DC-8-61CF TIA D-IATB Cessna 421B
G-ATNV PA.24-260 D-IOHS AC.680
HB-VDG My.20 (58) BAS OH-PNL Piper PA.31
D-CCVW Sabre 75 VW G-AYMM Cessna 421B
YA-FAW B.727-155C (19619) Ariana Afghan-A,
5: SX-AGQ Mitsubishi MU-2
6: N121EU Mystere 20 SE-GUG Piper PA.31P
PH-OTI PA.27F (7754065) VR-BJD Learjet 36
7: OY-DMH Be.35-C33 LN-SAN PA.31-350
G-ATNV PA.24-260 F-BRHB My.20 (172)
OH-PCX PA.28R-200 (28R-35283)
8: G-BDOA HS.125-600B OO-BWP PA.32-300
11: N803WA DC-8-63CF W.A. HB-VED My.20C (162)
15: YA-FAW see 4 June HB-VDM C.500 (0126)
G-ARGR Viscount 806 Dan Air (14)
16: HB-VAV Mystere 20 (3) OY-BIW Cessna 310
OY-BAC Mooney Mk.20A PH-PLY PA.32R-300
N28726 B.707-331B (19571) Trans World Air
17: SE-EKE Be.95-B55 (TC653)
D-INAV piper PA.31 OY-BLM MU-2
EI-BCR B.737 Aer Ling. F-BJLY MS.760B (89)
19: ZS-SPF B.747SP-44 (21263) SAA
N18712 B.707-331B (19226) TWA
20: OY-DRU Be.D.95A(TD883) I-SNAM Mystere 20
HB-VEZ Mystere20 (228) OO-YCK B.707 Y.C.
N903CL DC-8-33 (45382) Capitol Int. Aws
21: G-AYHW Cessna F.337E SE-CRB Beech 99
HB-LGA Piper PA.31P (31P-3)
22: N9232R L.382-ELIC (4299) Southern A.T.
D-IFHD PA.31 (31-651) G-BCKM Cessna 500
G-BAUA PA.23-250 OO-MMT Bell 47G-1
HB-NCD RC.112A (206) 4X-AXZ B.747 El Al
23: N50AS L.1329 Jetstar PH-MIT PA.28
PH-WCU PA.28R-210T OY-ANT Cessna 182
I-TIGU DC-9-15 (45718) ex PH-DNA Itavia
24: HB-VED Learjet 35/36
25: N791FT DC-8-63CF FTL F-BUFA F.27-200 TAT
27: HB-VDH Learjet 24(148) N1033F DC-10-30 ONA
29: HB-VEZ Mystere 20(228) HB-VDM Cessna 500
N7008 L.1329 Jetstar G-ASOF Beagle B.206
N100MV Bellanca Super Viking
OD-AGP B.707 T.M.A. VR-BJD Learjet 36
30: OH-KDM DC-8-51 (45628) Kar Air
LX-LGW B.707 (see news) N88AE Gulfstream 2
OD-AGN B.707 T.M.A. N933F DC-9 Evergreen
N722A DC-3 (since 5/7, with engine trouble)

July movements (thanks to I. Wilson):

- 1: VR-BJD Learjet N722A DC-3(left?)
- 2: N933F DC-9-33F (47147) Evergreen ex ONA
- 3: EP-IOF F.27-100 (10151) Iranian Oil
- 7: 9V-SQF B.747-212B Sing. OY-DRM DC-6B
N8639 DC-8-63 Saudia D-HAXJ Puma SA.330
- 8: 7T-WAK F.27-400 (10459) Algerian Gov't.
- 11: N1033F DC-10-30 ONA N4EM Beech V.35
- 13: OO-YST PA.28 D-EMEM Jodel D.11A
G-AYMM Cessna 421B D-EFDQ F.172M
PH-EXR F.28-3000 (11113) Garuda
- 14: N9232R L.382-ELIC (4299) Southern A.T.
N127V Gulfstream 2 F-BNOJ Be.C.33A
OO-NLW PA.28-140 (ex PH-NLW c/n 28-25368)
- 16: TR-LVO CL.44-D4 (20) Afretair
- 19: G-BASS Cessna 421
- 20: 7T-WAQ F.27-400M (10543) G-BCNT P.68B
PH-JSB SN-601 (26) ex F-ODFQ Jetstar Hol.
VH-RCC Nomad N.22 demonstration to police
OY-DRC DC-6B (45329) Greenlandair
- 21: OY-BIZ Learjet 24D (24D-281) BJFC.

SHANNON

Deliveries during May (most aircraft came from Gander):

- 6: N3105Q PA.28 (7790437) 6/5 to Brussels
- 7: 70-ACB DC-3 (26578) ex USN 50792 & USAF
43-49317, Reyk-SNN-Nice-Alymeda
- 8: D-ELHK Be.V35B 9/5 to Munich
- 9: N3941C C.421C (0141) to Hurn, 10/5-Athens
N2361S C.210 (61256) Luton-SNN 11/5-Paris
- 10: N9060V M.20F 11/5-16Hoven (see 19/5)
- 14: D-IMAA Be.65-90 to Munich
- 15: D-ILGH Be.95-58 (TH826) 16/5-Munich
D-EGRH Be.V35B (D-10024) 16/5-Munich
- 16: N968A IAI.1124 (205) Nice-SNN 17/5-Gan-
der, ex 4X-CLC for Burlington Ind.
- 18: N1013F Falcon 20 (364) Toulouse-SNN 19/5-
Reyk-US (first US Coast Guard del.)



EP-AMS, a FH.227B(566) of Air Service. The other three are: EP-AMI/J/R c/ns 524/23/40. Photo Fokker/VFW

NEWS

ACCIDENTS

BELGIUM. A P.149D, OO-LWH (052) crashed in the Markerwaard (Holland) on 30 July, no cow was killed while the pilot had a slight injury. Aircraft won't be w/o.

- A light a/c crashed into the Luchtvaartstraat in Hasselt. The aircraft came from Kiewit air field. The two pilots were injured.

FINLAND. OH-CFM a C.402B (0215) crashed near Helsinki on 16 June. The three occupants were killed.

ITALY. I-BILL a F-51D Mustang (ex 44-7694 & N6851D) crashed at Mainz, Germany on 3 July. Pilot and a spectator (age 16) were killed.

NETHERLANDS. PH-STA a F.150M of Wing Aviation crashed near Seppe on 17 June. One wing was seen damaged at Seppe after its crash.

- On 15 August a Piper Super Cub crashed at Texel airfield while trying to pick up an advertisement. The pilot was killed, while the aircraft burnt out completely.

PHILIPPINES. RP-C1419 a YS-11A of Philippine Airlines crashed into the sea off Mactan Island on 17 July; no one was badly injured.

SWEDEN. Maule M-4-210 (1034) SE-CWL crashed after take-off from Lake Sjaunajure on 26 June; aircraft will be written off.

- A glider-pilot was killed when SE-FPK, a PA.25-260 (25-5199) crashed while towing the glider. The accident happened at Vasteras on 3 July.

SWITZERLAND. On 13 June a Pa.34-200T, HB-LHU c/n 760161 crashed in Spain and was w/o.

- HB-CTP a F.150J (F.0422) crashed at Birrfield airfield on 2 July. Cause was the absence of full enginepower. A/c was w/o.

UK. On 13 June G-BANI, a C.188A (00739) crashed/overturned at Tubney Farm on 13 June.

- On 20 June G-BDMP, a PA.25-235 (2057), crashed while crop-spraying near Drem (East Lothian); the a/c burnt out; pilot survived.

- G-ATSJ, a Brantly 305 (1024) crashed while trying to land at Sutton Bank (Thirsk) on 24 June; aircraft might be written off.

- G-AYVT a Brochet MB.84 (9) made an emergency landing (due to engine failure) at Sunderland Apt on 28 June and crashed. Might be a w/o.

- G-BCAJ a Pa.25-235C (4905) crashed while crop-spraying near Dodington village (Cambridgeshire) on 14 July. Pilot was killed.



G-BCXD, one of the two Pitts S.2A is use with the British Jubilee Duo. (C.v/d.Heuvel)

- 19: N8641Q C.206 to Oslo/Fornebu
N9060V M.20F Palascia-SNN 19/5 Reykj-US
N631SR Be.200 King Air 20/5 to Geneva
YV-1170 P.68B Naples-SNN 20/5-Reykj.
 - 21: D-IHDE Be.65-90 to Munich
SE-GSI AC.114 (14258) to Stockholm/Bromma
LN-RAF AC.112TC (13100) 2/5 to Oslo
 - 22: N3630G C.310 (0879) Reykj-SNN 23/5 Munich
 - 23: N690LI AC.690B (11384) Reykj-SNN-Hurn
 - 24: N3130Q PA.34 Reykj-SNN-Madrid
 - 29: F-GAPA Be.36 (E-1075) to Paris Air Show '69'
 - 30: N8784G C.404 (0088) Reykj-SNN-Brussels
D-EBCP Be.23 31/5 to Munich
N9943N C.206 never reached Shannon, ditched South East of Ireland
 - 31: N5817V PA.28R-201T (7703155) to ??
N36MN BN.2A-8 Hurn-SNN-Reykjavik-US
LN-NAW PA.32R-300 (7780281) del to ??
N9175G C.441 (0002) to Paris Air Show
- Deliveries during June:
- 3: N63736 PA.31 to Brussels
 - 4: N4515Q C.340 Oporto-SNN-Reykj-US
D-EJEG Be.33 6/6 to Munich
 - 5: N5616 PA.28 6/6 to Kassel
 - 8: N82144 PA.31 Keflavik-SNN-Geneva
 - 10: N4467F Falcon 20 Bordeaux-SNN-Reykj-US
 - 11: SE-GPA PA.31 12/6 to Nyköping
TS-JHV B727(21319) Tunis Air 12/6-Tripoli
 - 12: N2796Q PA.34 13/6 to Kassel
N4587Q PA.32R 14/6 to 16Hoven
 - 13: SE-GPP PA.32R to Nyköping
N7405 C.207 (0147) ex PH-OTF 16Hoven 15/6 to Reykj-US
 - 14: N5612V PA.28 Reykj-SNN 15/6-16Hoven
 - 15: N8104G C.210 15/6 to Luton
 - 18: N5723V PA.28 Reykj-SNN 20/6 Gatwick
 - 19: N5068Q C.310 Le Bourget-SNN 22/6-Reykj-US
 - 20: N2729Q PA.31 to Kassel
 - 21: G-AWIH Mo.20 Norwich-SNN-US to N....
 - 22: YV-142CP BN.2A (573) Hurn-SNN 25/6-Reykj-US
 - 23: N38122 PA.28 Reykj-SNN 24/6 to Gatwick
N661JB IAL.1124 (209) Kerkira 24/6-Kefl.
 - 25: N62776 PA.23 26/6-Malta, Luqa for Tanzania
N3059Q PA.28R-201T 26/6-Matla, Luqa
 - 26: N4952C C.206 Athens N2929Q PA.28 Malta
F-VAAAN PA.31 27/6 to Toussus
N38359 PA.28 27/6 to Kassel
N63793 PA.23 27/6 to Gatwick
N38350 PA.28 27/6 to Geneva
 - 27: N215DH IAL.1124 (206) Kerkira-SNN 28/6 US-
LN-DBZ C.206 28/6-Oslo /Goose
 - 29: N23947 Be.90 (LJ-726) Reykj-Bordeaux-Sudan
N179FJ My.10 (104) Istres-SNN-Reykj-US
N961JC IAL.1124 (208) Kerkira, 30/6-Gander
 - 30: SN-ASG Be.58P (TV-97) Reykj-SNN-Vienna

HECHTEL

On 3 July a little show was held here:
Belgian aircrafts: OO-LNC/GIL/AVC/CPC/LOU/VLP
OO-LCN(wreck) /GRH/VIX/SPS/LOT/ADW/JMJ/CNL/JRD
OO-11 Piel du Ciel OO-40 Jodel D.9 (558)
Other countries: G-ARZB Wallis WA.116 (B203),
G-BCXD (2088) & G-BBGM (2121) Pitts S-2A J.D.
G-BDXZ Pitts S.2 (2-JL) G-BECZ Cap 10B (68)
D-EHUW CP.301S (AB703) D-EHGU Job 15-150 (057)
N7234N Cessna 210?
Military visitors: A77/1, A64/2, A65/3, A45/4
A40/5, A75/6, A80/7, A76(res) all Al.IIs of
the Blue Bees; ST-17 & 35 Marchettis Swallows
OT-2PA/M1 Al.III BAF; XV401/Q F-4M RAF and a
F-15 Eagle from Bitburg (B775-072?).

At the Paris Air Show was this AN-22 CCCP-09316 '620L' of Aeroflot. (1TASW)



- G-BEDK a UH-12U (2300) crashed also while crop-spraying; at Lord de Ramsay's estate on 10 July. Aircraft might be written off.
- On 5 July G-BCDN (10201) a F.27-200 of Air Anglia had a nosewheel collapse while landing at Schiphol. No one was injured. The aircraft has been repaired at Schiphol.

MISCELLANEOUS

INTERNATIONAL. More news about the VFW-614 in Romania. Of the (at least?) 100 614s, about 50 will go to TAROM and the Air Force. The plans for building BAC111s in Romania have been cancelled now.

- According to Fokker-VFW's director Embraer (Brasilia) might start building F.28s within a few years.
- Fokker/VFW is thinking (as are the gov'ts of Netherlands and West Germany) of a co-operation with MBB.
- One happening to coincide with the 40th Battle of Britain anniversary is a world trip, organized by a concern in Hong Kong, with a money prize of \$250,000 for the winners. Some 25,000 mile will be traversed. Start is at Gatwick, as is the finish-point.

UK. On 10 June the first flight was made by a Dowty-Rotol Islander with deducted fans (the a/c's reg is G-FANS) powered by two Lycoming 10-540s. Both cause lower noise which is the main purpose of this Islander.

- The Rothmans Aerobatic Team has been reformed (for over seas promotional tours only) under control of Carreras Rothman cigarette Comp./Tobacco Exporters Int.Ltd. Anvil Av'n (which now operates the Jubilee Duo, see movements) will operate the team.
- Trans Meridian Air Cargo has been sold to Cunard Shipping Company (involved was £3.37 million). TMAC was former part of the T.D. Keegan Airline group, as is BAF.

USA. TTI (Tony Team Industries) designed a small jet, named Foxjet ST-600. Only one pilot is needed for flying it, while three to five passengers can be carried. It will carry the smallest turbofan, from Williams research Corporation. The aircraft is said to be able to operate with only nine cents a mile! First show to the public was in July.

Proctor and Gamble (US) received the 500th delivered Sabreliner (a 75A one), at the moment the first srs 65 must have flown.

FAA's ET.29Cs are now parked at Rhein/Main. With markings overpainted a/c are: N93,94,95 c/n267,325 and 331 resp.

ACQUISITIONS

BELGIUM. Young Cargo bought 2 B.707-338Cs from Qantas; OO-YCK ex VH-EAA (19621) and VH-EAB (19622) for delivery during October.

CANADA. Wardair ordered two DHC Dash 7s with an option on three more.

DENMARK. Maersk Air ordered a B.737. The aircraft will be delivered during March 78.

- Sterling ordered 727-2J4 is OY-SBC (21438).

DUBAI. Air Falcon took over Aer Turas' C-54E EI-ARS (27289) after it's overhaul in April.

FRANCE. F-BYAH a F.27-500 (10459) ex Maersk will not enter service and is for sale! Air Rouergue bought the aircraft early 1977.

- Air France ordered 747-228B is F-BVPT (21429).

INDONESIA. Two of the seven F.28-3000s Garuda ordered will have a bigger freightdoor. Two normal ones have already been delivered.

- Merpati Nusantara has a 'new' F.27-200, PK-MFR (10143) ex VH-FNC/Ansett, which was rolled out on 25 May as such.

IRAN. Pars Air's second leased F.28 is PH-ZBL A F.28-6000 (11093).

ISRAEL. El Al saw the delivery of an ex IIAF B.747-124F, 5-8112 now 4X-AXZ. B.747-258C 4X-AXF will be delivered in April 1978.

ITALY. Itavia has rereg PH-DNA (DC-9-15 c/n 45718 KLM) into I-TIGU. At the moment they are leasing a DC-9-33RC, N7465B ex HB-IDN.

KUWAIT. Kuwait Airlines ordered three B.747-200Bs for del. in May, June & December 1978.

MEXICO. Mexicana leases CF-CPK (20328) & CF-CUS (20513) both B.727-17s for three years, from National A/c Leasing, which bought them from CP Air.

NETHERLANDS. KLM-North Sea Helicopters has plans to buy one MBB105 & 2 S.61Ns in the future.

- KLM ordered a B.747-200C for del. Oct.78.
- Transavia leases Luxair B.707-344 (17930) for at least 200 hrs, del. was on 29 June. First service was 30 June; titles removed.



- DC-8-55F PH-MAS (45824) flew with Martinair until November '76, than it was stored at Schiphol as N5824A, after Martinair's third DC-10 was delivered, the a/c was flown to Douglas in January '77. Due to the Tenerife disaster KLM needed a DC-8, and received this one end April. It's now flying as PH-MAS.

NIGER. Air Niger ordered B.737-2N9C c/n 21499.

SWEDEN. SAS ordered four DC-9-40s for delivery between July and December 1978. They also ordered one B.747-200B, for delivery in '79.

U.K. Redcoat Air Cargo, a new company, has at the moment one B.175 Britannia 312F, G-AOVS (13430) flying around.

- British Airways extended their lease of G-BD PZ a B.747-148 (19745, Aer Lingus) until 31 October 1978.

- Transmeridian Air Cargo has taken over African Safari's 5Y-ASA a DC-8-33 (45379) ex PH-DCD now regd G-BETJ from 9 May on.

- It seems that B.A.F. finally has acquired the eight Herald 400 of the Malaysian AF, seven are already UK-regd with lease companies.

G-BEYD/F/G/H/I/J/K c/ns 171/75/78/80/81/82/187 resp. G-BEYE will be c/n 172.

- ABC's replacing Argosy for G-AZHN is G-BEOZ (6660) ex N895U.

USA. PanAm ordered two more B.747SPs, bringing their total of this aircraft to six. Delivery will be next year.

- ONA already received two DC-10-30CFs, N1033F & 34F (40960/2) the third will follow in December (N1034F/46975).

- Swift Aire will soon operate four N.262s N4185A upto N4208A (c/ns resp 15,41,22 & 8).

- The 24 CV.880s of TWA have finally been sold to North Star Maritime Copr., after five years storage at Kansas City Airport. They will be converted into cargo aircraft by General Dynamics.

- The B.727-227s Braniff Int. Airways will receive are: N461BN upto N466BN (21488/93).

- Pacific Southwest Airlines has taken over five B.727-51 from Northwest Orient Als during March and April; N973PS/4PS/6PS/7PS & 8PS ex N461US upto -5US, c/ns 18797 upto 18801. Two B.727-214s are on order (c/ns 21512/3).

- Hughes Airwest bought ten DC-9-31s from Eastern Airlines for delivery over the next twelve months (one has been del.) these are: N8930E/35/36/37/39/40/41/46/47 & 49E c/ns: 41739/44/45/58/62/63/64/82/83/85 resp.

- Hamarein Air is now flying with ex Air Spain DC-8-21 (EC-CDA c/n 45424) as N8603.

- JANCO bought, via Air Trine, Condor's B.707-430 D-ABOC (17719) now regd N64739.

TANZANIA. Air Tanzania Corporation ordered two P-27-600s with a heavier landing-gear.

THAILAND. Thai Int. leases two DC-8-63CFs from SWA: HS-TGF/G (45938/52) ex N8956U & N8788R.

VENEZUELA. VIASA ordered three DC-10-30s for delivery in 1978 & 1979.

WEST GERMANY. German Cargo, a new company, is flying with two ex Lufthansa B.707-330Cs, D-ABUA (18937) and D-ABUE (18932).

- Lufthansa finally ordered five B.747SPs with option on four more, and six B.727-200s. They will replace six 727s and some 747s. Their fourth A.300B2:D-AIAD (N.48) ex F-WNDB

DUTCH REGISTER

This time also some 'older' (early 1977) news
With special thanks to Airnieuws Rotterdam.

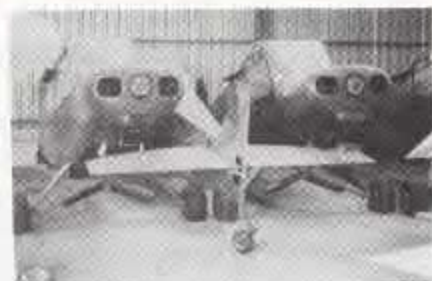
ACQUISITIONS



PH-ACS PA.31-310C (31-7712046) del 12-4-77 to Schreiner Aws, to go to Nigeria for Aero Contractors, still R'dam 15-7 (photo)
PH-ASU PA.31-350 (31-7752058) del.24-6-77, NEAS BV, to Frisain Air Service & Transp.BV
PH-AXA & AXB both F.172 Skyhawks (Teuge 19/7)
PH-BET F.172 (F.1380) ex D-EFMS, del.6-5 AAS
PH-BIX F.150M (F.1256) to Air Service Holland
PH-CUP Cessna 310Q (0232) ex N7732Q, D-IHBM del.18-4 to King Air, to Airborne AS
PH-EBE RC.112B (535) Gelderse Luchtvaart My
PH-EEO P.68B (62) del. 16-4 to Pro Air Group
PH-FRV F.27-400 (10547) Fokker, del.8-3 as PH-EXG/7T-WAS
PH-FRW F.27-400 (10553) Fokker, del. as PH-EXK to Iranian Coppermines
PH-FRZ F.27-600 (10554) Fokker, to PH-EXO/7T-WAT
PH-GRB S-11.1 (6211) ex E-20 St.Vliegsp.Gilze
PH-HAM PA.34-200T (7770181) ex D-IOWH, del 3-4 Schiphol, 18-4 Airborne AS, to Twinair
PH-HEH H.269S (800036) ex OO-JJS, D-HKIS to Heli Holland
PH-HLA Beech C.24R-200 Sierra (MC-491) del 2-5 Hollandia BV
PH-HMP F.172N (F.1531) ex D-EGTK, March'77 ASH to Central Air Teuge BV, back to ASH
PH-HTM F.182P (F.0008) ex D-EJCH to ASH BV
PH-JBY C.U.206F (03230) ex N8369Q, OO-CNF 10-5 Airborne AS, del 28-5 to B.D.Rienks
PH-JDB F.172M Central Air Teuge



PH-JSB Corvette (26) (ex F-ODFO del.17-6)
PH-JSC Corvette (35) del. 17-6 Jetstar Holland
PH-MIP F.172M Schiphol AC
PH-MIR F.172N (F.1603) ASH BV, Schiphol AC
PH-MIT PA.28-181 (28-7790208) ex N7654F, OO-HBB del. June '77 NEAS, to Schiphol AC
PH-NZI S-61N (61762) end March to KLM-NZH
PH-PLY PA.32R-300 (32R-7780314) ex N3470Q, del 25-5 NEAS BV, to Mr.Droog
PH-RVS P.68B (98) del.22-6 to Aircraft Maint.
PH-TES RES PA.32-260 Tessel Air BV
PH-TWB F.172N (F.1572) ex D-EBJG to ASH BV during March to Vliegclub Twente
PH-WAS L.21B (18-3860) ex 54-2460, R-170 EAC
PH-WCU PA.28R-201T Turbo Arrow 3 (7703094) ex N3165Q, 3-5 NEAS, to Mr.Unger



During March 1976 Budel AC bought seven L.21Bs from the RNethAF, these were dismantled. It seems that three of them made their first flight on 24 June; these were: PH-DKA/B & C ex USAF 54-2454/17/02 & ex RNethAF R-164/127/112 c/ns 18-3854/17 & 3602. The four still dismantled ones will be completed next year (54-2335/2446/57/63 (on tail) & ex R-107/56/67/73 c/n 18-3535/3846/57/63 resp. They will become PH-DKE/F/G & H (c/ns, regs are 100%, dates not).
At Seppe airfield an S.11-1 (ex RNethAF E-9) is ready for being registered soon.

OTHER NEWS

PH-AFA Ralley 150ST (2685) Delftse Studenten AC
PH-BLY PA.28-140 (7725149) 3/4 to Qatar in TF-LH (a CL.44) will prob. stay PH-regd.
PH-CSL DH.82A to AAS, to H.G.C.S.Smeltink
PH-DER F.172M (F.1019) to Airborne Air Service
PH-DIK FR.172J (FR0578) to Bruil-Apeldoorn BV
PH-DMN PA.34-200-2 (7250219) 2/5 to Mondileder
PH-GAS PA.30 (30-1389) stored GLM/Teuge (C of A was expired), back to Galvanitas NV
PH-GIN PA.200-180 (225) tail heavily damaged
PH-GRE F.172M (F.1110) to Pro Air Group
PH-HOG S.11-1 (6275) flew with MLD markings, removed after heavy landing at 16Hoven, 18/5, now based at Seppe (?)
PH-HOI S.11-1 (6282) flying again
PH-JAR PA.28-140 (7725150) see PH-BLY
PH-JOS F.150L (F1016) to Airborne AS/Grootland
PH-KRB C.T.207 (00110) leased to Para Club Antwerpen from March on
PH-LNS C.A.188-300 (0258) crashed & stored at 16Hoven, probably going to the UK



PH-LUI F.172L (F.0849) in May to Business AS
PH-LUO F.150L (F.0749) June planned as D-EKOD
PH-LWD L.21B (18-3931) to Brabant Air, at the moment dismantled at Seppe
PH-MIG F.172M (F.1234) during March to ASH BV
PH-NZF S-61N (61742) from 26/3 leased to Irish Helicopters
PH-OTD C.U.206A (0653) operating for KLM-AC
PH-OTH PA.31-350 (7552075) from 16-10-76 till 20-6-77 to Riyadh (Saudi Arabia)
PH-PUT WA-40 (47) to King Cup
PH-PVG F.172M (F.1473) to Vind Air BV
PH-SAW C.500 (0225) to Heerema Engineering
PH-SEB C.P.260A (0173) still dismantled at Teuge (with GLM)
PH-SIX F.28-6000 (11092) stored & cocooned at Woensdrecht 'BG' with red cheatline
PH-SWM PA.28-181 (7690404) operating for CAT
PH-TOK L.21B owner Vliegclub Hoozeveer
PH-TRT PA.22-160 (5933) to F.G.T.M.Trompert
PH-TWN F.172M (F.1217) to ASH BV
PH-VCH PA.18-135 (18-3630) to Messrs Roozen & Snp, to Air Towing Air Service
PH-VIR C.421B (0506) to ASH BV operating for Instromet (Antwerpen)
PH-WAI F.172M (F.0961) March to ASH BV, 1/5 to Intersky
PH-WVB F.172F (F.0167) to A.Swaneveld
PH-ZBL F.28-6000 (11093) leased to Pars Air

CANCELLED

PH-ALS C.150F (62405) ASH, 31/3 to D-E...
PH-ANK S.11-1 (6274) now regd G-BEPV
PH-DMH F.28A (156) DIMCO back to UK (G-BBPM?)
PH-DNA DC-9-15 (45718) to I-TIGU of Itavia
PH-DTF DC-10-30EF (46555), 31/3 YV-133C Viasa
PH-GAD PA.39-160CR (39-067) 16/3 to D-G...
PH-JEB L.21B crashed 30/5 in Midden Zeeland
PH-MYR C.340 ASH BV 21/3 to D-IGSW
PH-OTF C.T.207 (00147) KLM/AC 13/6 to N7405
PH-SRL Robin HR.200/100 (20) 28/4 to G-BETD
PH-TVK B.707-329C (20198) back OO-SJM, Sabena
PH-TVM B.737-219 (21131) Reservation cancelled
PH-VMX C.421B (0951) March to F-GAPR
PH-ZBG F.28-1000 (11027) EP-PAS Air Iran

SKYWAYS CARGO AIRLINE



Compiled by Bart Wenstedt, who wishes to thank Skyways for their help in preparing the article.

During March 1967 Skyways Cargo Airline started operations under the name Air Freight as general sales agents to Skyways Coach Air, at Ashford Airport.

On 1 September 1970 Air Freight purchased the three Dakotas, which were used on cargo services by Skyways Coach Air, although the aircraft continued to operate as part as that fleet and for cargo transport.

Following the liquidation of Skyways Coach Air in 1971 passengers activities passed to Dan-Air while Air Freight got the cargo interest.

Air Freight changed its name into Skyways Cargo Airline (Skyways CA) on 15 May 1975 and moved to Lydd Airport, about 30 miles south of its first home-base, Ashford. At the same time they bought their fifth Dakotas.



ted on 2 May last year by the Headcorn (Kent) branch of the Royal Air Force Association during a special ceremony for this aircraft: the plane was shot crippled over Arnhem on 23rd September 1944 while she was in service with R.A.F.'s 233 squadron. She made her way back with the captain wounded, while the elevator was stripped of fabric and the starboard wing was shattered. By the way, on 22 November '77 this aircraft had 26,028 flying hrs (plus 56 minutes) on her name.

The engines and propellers are overhauled. Hants and Sussex Aviation Ltd of Portsmouth, Hampshire. The engines are overhauled after 1400 hours while the props go after 1600hrs.

Some rumours (also from Skyways themselves are saying that the Daks will remain in service for at least ten years more!

Explaining why Skyways CA is still using the Dakota they say: 'The Airline uses all Cargo DC-3 aircraft with a payload from 3600 kilo because they are suited for short charter operations in Europe, and because they are reliable and economically and in size for their operations'.

What they don't say is that the Dakotas they use have already flown from WW-II, so for more than thirty years!



The airline now operates 7 Daks and employs some 150 men, which makes Skyways CA the largest Dakota operator in Europe. The aircraft are flying in freight configuration but there are also some planes used on passenger charterwork in Northern U.K. Some have also flown for the television series 'The Brothers'.

One of the aircraft, G-AGYZ, has been adopted

FLEET-LIST

G-AGJV 12195	a C-47A-DK, USAF 42-92399, RAF (Mk.3) FZ638 ODZF, 28-5-44 to G-AGJV of BOAC, 1-10-'47 to BEAC, 10-61 to Berby Airways, 12-3-66 to BMA, 5-68 BMA Cargo, 13-3-69 to Air Envoy/Central Awa, leased (?) to Air Ulster, during 1971 stored at Coventry, 10-2-'72 to Air Anglia, to Skyways CA 11-75, current.
G-AGYZ 12278	a C-47A-5-DK, USAF 42-108843, RAF (Mk.3) FZ681 with 233Sq, 28-1-46 to G-AGYZ of BOAC, 10-61 to Railway Air Service, 1-2-47 to BEAC, 6-3-54 to Eagle Airways, 5-54 to Airwork, 4-65 to Skyways Coach Air, 1-9-70 to Skyways CA, current.
G-AMSM 27209/ 15764	a C-47B-20-DK, USAF 43-49943, RAF (Mk.4) KN274 with 271Sq, to G-AMSM of Eagle Airways, British Int.Als, Kuwait Nat.Aws, Starways and Skyways Coach air respectively, 1-9-70 to Skyways CA, current.
G-AMSV 32820/ 16072	a C-47B-25-DK, USAF 44-76483, RAF (Mk.4) KN397, 7-52 to G-AMSV of Air Service Training (Airways training Hamble), 1-55 to Transair Ltd, 4-65 to BUA, 168 to Morton Airways, 5-6-75 to Skyways CA, during 1976 leased to Peters Aviation, current.
G-AOBN 11711	a C-53D-DO, USAF 42-68784, to SE-BAU 'UVEN', to F-OAIF of C.C.Ti, 4-6-55 to G-AOBN of Silver City Awa, 2-69 to British United Islands Awa and 6-71 to Morton AS (both for calibration), 2-11-71 to Air Anglia, 11-75 to Skyways CA, current.
G-AMWW 33010/ 16262	a C-47B-30-DK, USAF 44-76673, RAF (Mk.4) KN492 with 46Sq, to G-AMWW of Lanc.Aircraft Corp., to Skyways Coach Air, 5-67 leased as EI-ARP to Hibernian, back, 1-9-70 to Skyways CA, current.
G-APBC 27121/ 15676	a C-47B-20-DK, USAF 43-49860, RAF (Mk.4) KN250 with 238Sq, to G-APBC of Transair Lt to Derby Awa, 7-64 to British Midland, to South West Aviation, 27-3-72 to Skyways CA, crashed 12-9-75 Oise, France, repaired, current.

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- 10158 300M PH-PBW, f/f 06-10-60, 28-12-60 to C-8 of RNethAF c/s PECAH, 09-04-62 leased to Fokker as PH-FSC(06-04-62/20-07-62), for demonstrations to USAF, Swedish AF & Linjeflyg, 27-06-62 back. For two years used as NASARR trainer 'Flipper', nose hit by lightning on 7-5-68 and aircraft went back to its normal state, current.
- 10159 300M PH-FBX, f/f 19-10-60, 04-01-61 to C-9 of RNethAF c/s PECAI, 23-07-66 leased as PH-KFA (12-05-66/03-05-72) to NLM 'Jan Dallaert', 1972 back to RNethAF, current.
- 10160 300M PH-FBY, f/f 04-11-60, 17-01-61 to C-10 of RNethAF c/s PECAJ, current.
- 10161 300M PH-FBZ, f/f 22-11-60, 02-02-61 to C-11 of RNethAF c/s PECAK, 19-08-66 leased as PH-KFB (12-05-66/03-05-72) to NLM 'Willen Versteegh', 04-04-72 back to RNethAF, current.
- 10162 300M PH-FCA, f/f 07-03-61, 28-04-61 to C-12 of RNethAF c/s PECAI, 07-73 to Senegal for F.A.O., wing damaged by a DC-3, back to RNethAF, current.
- 10163 200 PH-FBB, f/f 09-12-63, 03-01-61 to AP-ALM of P.I.A., 06-08-70 crashed after t/o from Islamabad Apt. exploded.
- 10164 200 PH-FCC, f/f 12-12-61, 19-01-61 to AP-ALN of PIA, current.
- 10165 200 PH-FCD, f/f 10-01-61, 06-02-61 to AP-ALO of PIA, cr.25-06-64 after heavy landing at Dacca.
- 10166 100 PH-FCE, f/f 17-11-60, 26-11-60 to ZK-BXA of NZNAC 'Kuaka', current.
- 10167 100 PH-FCF, f/f 18-01-61, 09-02-61 to ZK-BXB of NZNAC 'Kotuku', current.
- 10168 100 PH-FCG, f/f 03-02-61, 24-02-61 to ZK-BXC of NZNAC 'Koweka', current.
- 10169 100 PH-FCH, f/f 14-02-61, 03-03-61 to ZK-BXD of NZNAC 'Korere', current.
- 10170 200 PH-FCI, f/f 28-02-61, 17-03-61 to VH-FNG of Ansett ANA, to Ansett AL of NSW, 02-71 to Ansett AL of Australia, 08-71 to Ansett AL of PNG, 31-10-73 leased to Air Niugini, 05-76 bought, 07-76 regd P2-ANK
- 10171 100 PH-FCK, 03-03-61, 05-04-61 to VT-DMA of Indian AC 'Ganga', 02-02-71 destroyed by hijackers at Lahore Airport.
- 10172 100 PH-FCL, f/f 15-03-61, 07-04-61 to VT-DMB of Indian AC 'Jamuna', current.
- 10173 100 PH-FCM, f/f 23-03-61, 27-04-61 to VT-DMC of Indian AC 'Sutlej', current.
- 10174 100 PH-FCN, f/f 06-04-61, 28-04-61 to VT-DMD of Indian AC 'Brahmaputra', current.
- 10175 100 PH-FCO, f/f 24-04-61, 04-05-61 to VT-DME of Indian AC 'Narbada', crashed 11-08-72 at 'Magsoodpur' (near New Dehli).
- 10176 100 PH-FCP, f/f 09-05-61, 18-05-61 to LN-SUG of Braathens SAFE, 05-69 to PH-FCP/Fokker, converted to Srs.700, f/f 23-12-69, 30-12-69 leased to TAA, 02-01-70 del. as VH-TFH 'George Bass', renamed 'Ernest Giles', last service 26-05-71, 02-06-61 back Fokker, 15-03-72 to D-BEKEU of IFG (ordered by LTU), to WDL, 05-74 to TF-FIP of Icelandair, current.
- 10177 200 PH-FCR, f/f 23-05-61, 30-05-61 to JA-8601 of All Nippon (bef,del.regd JA-8301), 11-72 to PK-PFW of Pelita/Pertamina 'Wonokromo', current.
- 10178 200 PH-FCS, f/f 01-06-61, 14-06-61 to JA-8602 of All Nippon, 12-72 to PK-PFX of Pelita/Pertamina 'Sangatta', current.
- 10179 200 PH-FCT, f/f 16-06-61, 20-06-61 to JA-8603 of All Nippon, 11-74 to P2-MNE of Air Niugini 11-75 rereg P2-ANE, current.
- 10180 200 PH-FCU, f/f 23-06-61, 11-07-61 to VH-FNH of Ansett ANA, crashed 17-03-65
- 10181 200 PH-FCV, f/f 06-07-61, 14-07-61 to VH-FNI of Ansett ANA l/s 15-04-68, to Ansett AL, 15-04-69 to Ansett AL of SA 'City of Whyalla', back to Ansett AL, current.
- 10182 100 PH-FCW, f/f 11-07-61, 30-08-61 to TC-TAY of THY, crashed 23-09-61 Ankara.



