

# FLY

March 1978



aviation

magazine





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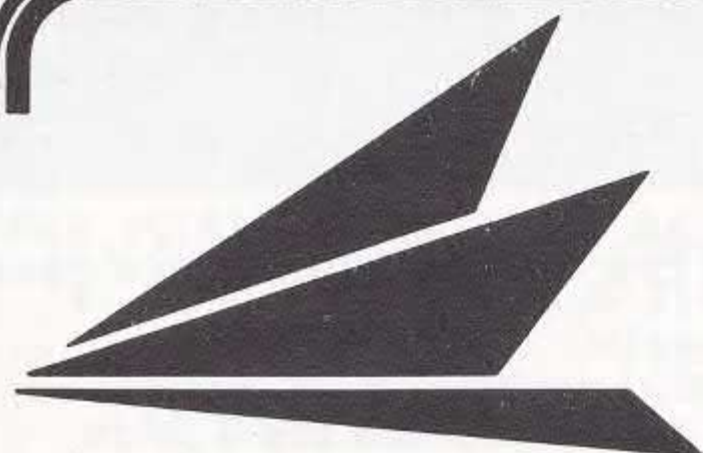
# FLASH

## AVIATION MAGAZINE

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HOLLAND



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MARCH 1978

VOLUME 8

Dear reader,

From the press-releases of the last months, it has become obvious that especially the US aviation companies are going through golden times e.g. Boeing has received an order for the 1,500th 727, Lockheed recently delivered the 1,500th Hercules to the Sudan Air Force and the 5000th F-4 Phantom is to roll out within a few months.

The order-books are filled to the top and delivery-periods have grown enormously. Howcome?

Certainly because more transport possibilities are needed. But because of the extremely cheap US dollar, American prices have diminished a great lot where European prices have become relatively high.

This 'price-gap' has increased so much that airline companies prefer long delivery periods and 'low' prices to instant delivery and more costs.

At this point the European aviation industries can't do a thing without international co-operation and therefore the governments must take steps now in order to protect their industries from a total collapse.

P.v/d.Krommenacker

COVER PAGE: This photo dates back to somewhere in 1966 when the Europe-based F-102A Delta Daggers were being camouflaged. This photo has been made from the right-seat of a TF-102A. These a/c belong to 526th FIS/86 Air Division which was based at Ramstein AB. (photo USAFE)

BACK-PAGE: On occasion of 20 years of flying Phantoms (27 May 1958) the backpage of this and some following issue will be devoted to this magnificent plane:

I - 63-654 is an Edwards-based F-4C of the USAF. It was seen at China Lake, November 1976. (A.Wilderdijk)<sup>x</sup>

II - One of the Luftwaffe's fighter bomber units operating the F-4F version is JABOG-36 based at Rheine Hopsten. 38-53 is shown here taxiing of Rheine's runway during the Open Day in May 1977. (F.Swinkels)<sup>x</sup>

III - This F-4E, 68-245 is here shown in 36TFW service during TWM 1976 at Twenthe AB. Actually the 'Bit-burger' wing is operating the F-15A/Bs. (F.Swinkels)<sup>x</sup>

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

F.Bellilli

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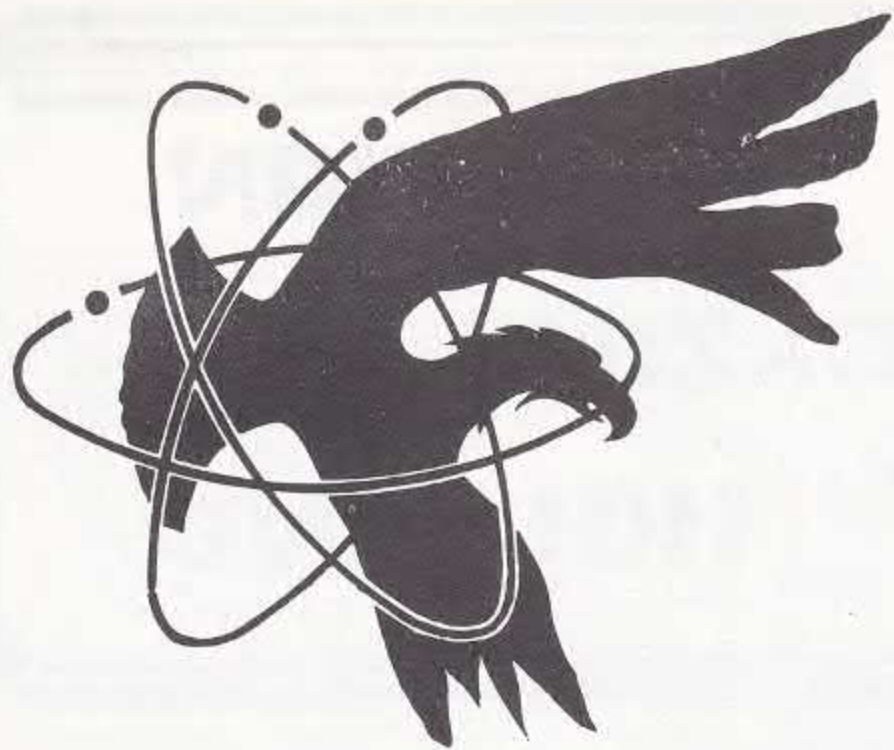
A.Laghi

A.Wilderdijk

2nd TASW

Credits: SEAR Flight and Av.Week & Space Technology

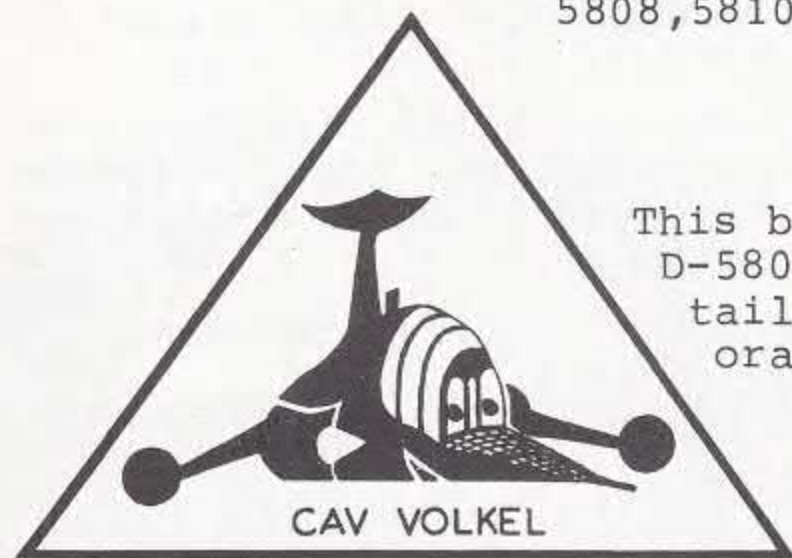




# MILITARY NEWS

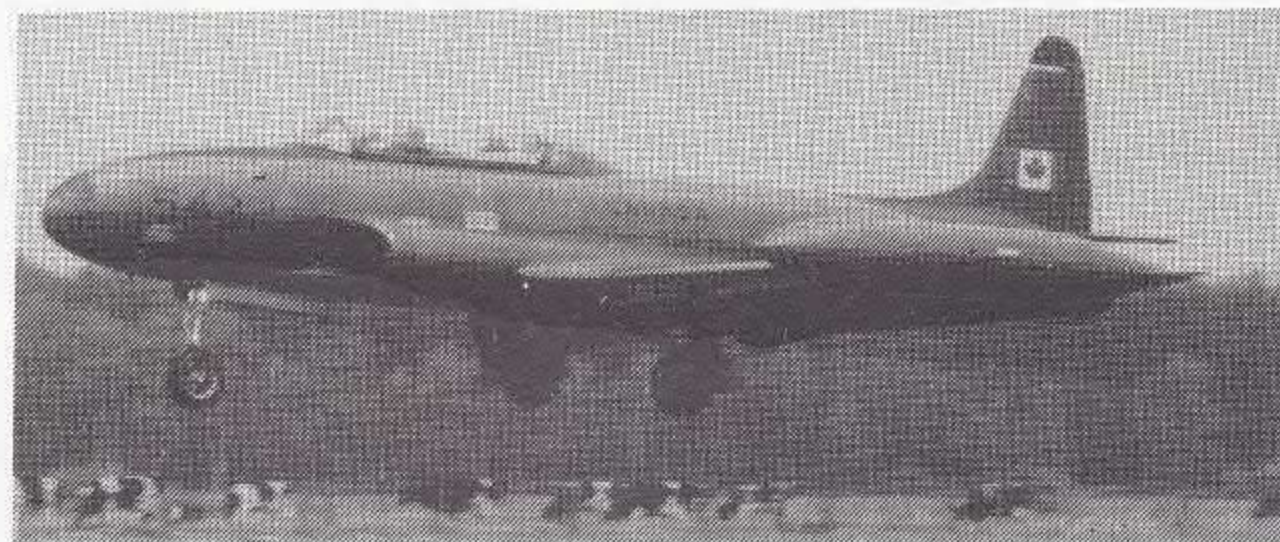
## Holland

- The negotiations between Holland and W.Germany about placing two Klu sqns in W.Germany are in a final stage. The air base involved is Jever. Many people seem to be against this move because of the extra costs it is bringing along. On the other hand many other reasons both national and international can be mentioned to justify these extra costs.
- The first concrete steps regarding the arrival of the first Klu F-16, were made late March. The Training en Conversie Afdeling at Leeuwarden was disbanded ending a nine-years career of training pilots of 322 & 323Sqn on the TF-104G. The 'trainer-stafs' of the TCA will be divided over 322, 323 and CAV. Just before disbandment the TF-104Gs were divided as follows:  
TCA at Leeuwarden: D-5702, 5809, 5812, 5813, 5814, 5816, 5817  
CAV at Volkel: D-5801, 5803, 5804, 5805, 5806, 5807, 5808, 5810



This badge is carried by D-5804 on one side of its tail (a grey F-104 on a orange shield).

- The two Wasps that collided over the Atlantic Ocean on 27 January are now known to have been 235/K and 239/K. The accident took place somewhere between the Azores and Curacao.



Seen at Twenthe AB on 25 August 1977: 133542 CT-33A from CFB Bad-Söilingen. (H.Berger)

- Half-a-year Twenthe movements included:  
Jun. 7: XZ138/H Harrier Gr.3 RAFG 3Sqn  
35-88 RF-4E WGAFF AKG-51  
25-18 TF-104G WGNavy MFG-1  
9: 31-41 and 30-79 G-91R WGAFF LEKG-43  
HR68-406 F-4E USAFE 50TFW  
FC-11 TF-104G BAF 10Wing  
13: FX-99 and FX-85 F-104G BAF 10Wing (the latter stayed till 17.6 suffering engine problems)  
17/37909 SH.37 of F.13 & 34/37101 AJ.37 of F15. Both Viggens returned from Paris  
71 C-130E R.Sw.AF  
26-03 and 24-99 F-104G WGAFF JABOG-33  
Jun. 14: CH-03 C-130H BAF 15Wing (CH-11 on 15.6)  
15: 28-16 and 27-09 TF-104G WGAFF WS-10  
16: 27-03 and 27-16 TF-104G WGAFF WS-10  
17: FC-02 TF-104G BAF 10Wing  
21: 28-28 TF-104G WGAFF JABOG-33  
FX-18, 23, 33, 48, 74, 99 F-104G BAF 10Wing  
28: 76/79006 and 77/79007 C-47 R.Sw.AF F.13  
30: FC-12 TF-104G BAF 10Wing  
Jul. 5: 32-71 and 31-39 G-91R WGAFF LEKG-43  
BT75-070 and 75-060 F-15A USAFE 36TFW  
12: WR66-763 F-4D USAFE 81TFW  
20: BA-02 and BA-56 Mirage 5BA BAF  
28-32 TF-104G WGAFF WS-10  
21753 UH-1H USArmy  
26: XW764, XV808/W Harrier Gr.3 RAFG 3Sqn  
Aug. 2: RS74-653 F-4E USAFE 86TFW  
3-20 and 3-24 F-104S ItAF 3Aerobrigata  
4: CR74-654 and 74-657 F-4E USAFE 32TFS  
27-95 and 28-27 TF-104G WGAFF WS-10  
5: 28-02 and 27-14 TF-104G WGAFF WS-10

One of the F-104Gs presently at Ypenburg and due for a transfer from Leeuwarden to Volkel is D-8293. Here seen with AMI 9th Stormo badge. Leeuwarden 27.7.76 (G.v/d.Veen)







Two F-5Es of the eight at Soesterberg during December 1977 were 01554 and 01544. Both photographed on 5.12. (R.Damstra)



15: LN70-387 F-111F USAFE 48TFW  
 16: 33-13 and 33-23 G-91R WGAF LEKG-41  
 Arrival of 5 Mirages for an exchange  
 with 313Sqn: BA-08,09,19 and BD-06,14  
 all Mirage 5BA/BD of 3Wing  
 24: 35-55 RF-4E WGAF AKG-52  
 flypast of 2 F-104Gs of JABOG-31 in  
 formation with 2 F-105s  
 26: XX970/DD,XX979/DN Jaguar Gr.1 RAF 31Sqn  
 XX820/CE,XZ374/CA Jaguar Gr.1 RAF 20Sqn  
 30: RS68-393 and 74-653 F-4E USAFE 86TFW  
 WH740/K Canberra T.17 RAF 360Sqn (emer-  
 gency landing having one engine on fire)  
 31: WH646/G Canberra T.17 RAF 360Sqn  
 Sept.1: 25-18 and 21-96 F-104G WGAF JABOG-33  
 2: Visitors in connection of 315's 25th  
 anniversary were: 58-61 DO-28D JB-34  
 HR69-249 and 68-533 F-4E USAFE 50TFW  
 33-15 G-91R WGAF LEKG-43  
 XX827/CL Jaguar Gr.1 RAFG 20Sqn  
 XW526/Y Buccaneer S.2 RAFG 16Sqn  
 BA-21 Mirage 5BA BAF  
 FT-11 T-33A BAF  
 5: 27-16, 27-40 & 28-16 TF-104G WGAF WS-10  
 7: 27-03, 27-16 & 28-33 TF-104G WGAF WS-10  
 21: XX965/AM Jaguar Gr.1 RAFG 14Sqn  
 23: 22-04 and 22-05 F-104G WGAF JABOG-33  
 Oct. 6: 27-14 and 27-96 TF-104G WGAF WS-10  
 7: 28-01 and 28-35 TF-104G WGAF WS-10  
 11: 28-02 and 27-29 TF-104G WGAF WS-10  
 25-47 F-104G WGAF WS-10  
 38-15 F-4F JG-71(dayglow rudder & tanks)  
 Nov. 4: WR66-519 F-4D USAFE 81TFW  
 7: XZ361/E Jaguar Gr.1 RAFG 2Sqn  
 10: FX-47 and FX-61 F-104G BAF 10Wing  
 104868 CF-104G CAF (till 16.11)  
 14: 27-80, 27-97 & 27-03 TF-104G WGAF WS-10  
 15: 100, 106 RF-5A RNoAF 717Skv  
 16: 133542 CT-33A CAF  
 XX150/CY Jaguar T.2 RAFG 20Sqn

- Recently the Anthony Fokker School in the Hague was open to the public. It is a secondary technical school completely specialized in aviation. To keep its pupils busy all day, the school houses several ex military a/c. Noted on 18.2 were:

S-6	(55-4582)	Beaver	ex Klu
M-50	(51-4384)	T-33A	ex Klu
P-254	(53-6600)	F-84F (315Sqn)	ex Klu
L-11	(c/n 7356)	S-14 Machtrainer	ex Klu
E-14	(c/n 6205)	Fokker S-11	ex Klu
184/H	(CAF1506)	CS-2A Tracker	ex MLD
134/V	(c/b 58-1597)	UH-34J	ex MLD
B-165	(c/n 14A-764)	AT-16 Harvard	ex Klu
B-181	(c/n 42-122196)	AT-16 Harvard	ex Klu
B-179	(43-12508)	AT-16 Harvard	ex Klu
??	(c/n 63.504719)	Spitfire Mk.9	

- Movements at Soesterberg included:

Nov. 2: 10943 C-130E USAF  
 7: TJ63-569 F-4C 401TFW 40555 C-130E-II  
 8: K-3039, 3004 and 4007 NF-5A/B 313Sqn  
 10: 50279 C-141A 437MAW USAF  
 11: HR69-255 F-4E USAFE 50TFW  
 14: UH68-035 F-111E USAFE 20TFW  
 15: XX508 Dominie CC.2 RAF 32Sqn  
 16: UH68-056 F-111E USAFE 20TFW  
 17: 38-12 and 38-48 F-4F WGAF JG-74

18: SP66-825 F-4D USAFE 52TFW  
 UH67-122 F-111E USAFE 20TFW  
 22: 106 RF-5A R.Norwegian Air Force 717Skv  
 23: 263 UH-14A Lynx MLD 7Sqn  
 Dec. 1: 73-48 UH-1D WGAF HTG-64  
 10879 C-9A USAFE 55th AAS  
 5: ZR68-595 RF-4C USAFE 26TRW  
 01554,01544,01559,01535 F-5E USAFE(till  
 9.12 for a DATC course for 32TFS)  
 9: 24471 T-39A, 60166 C-12A both 7086Op.Sq  
 12: 01547,01548,01549,01535 F-5E USAFE(till  
 15.12 for a DATC course for 32TFS)  
 21: 264, 265 UH-14A Lynx MLD 7Sqn  
 Jan. 9: XV498/J, XV439/A Phantom FGR.2 RAF 19Sqn  
 10: WR66-539, 66-620 F-4D USAFE 81TFW  
 A-90 Alouette II Belgian Army  
 11: 67950(438MAW) and 70012(437MAW)C-141As  
 12: D-5806 TF-104G CAV  
 13: 70-15030 CH-47C Chinook USArmy 205AvCom  
 16: BT76-018 and 76-035 F-15A USAFE 36TFW  
 37-52, 37-28 F-4F WGAF JG-74  
 17: RS74-642 F-4E USAFE 86TFW  
 19: 37-37 and 37-33 F-4F WGAF JG-71  
 23: ZR69-372 RF-4C USAFE 26TRW  
 24: K/222 UH-1B MLD 7Sqn

- Movements at Ypenburg included:

Sep.13: 7T-WAK F.27-400 Alg.AF(7T-WAO on 20.10)  
 28: 561/AE F.27-400MPA Peru Navy  
 Oct.19: PH-EXA/6W-STA F.27-400M Senegal AF  
 PH-EXB/6W-STB F.27-400M Senegal AF  
 Nov. 4: PH-EXP/G-530 F.28-3000 Ghana AF  
 8: 31-12/MM62012 -13/MM62013 DC.9-32 ItAF  
 Dec.12: 10328 F.27-200 Phillipine AF  
 Jan. 3: 22462 UH-1H USArmy  
 10: 10677 T-39A USAFE 7005ABS  
 12: XX977/DL Jaguar Gr.1 RAFG (emergency  
 landing; departed on 13.1)  
 16: XW228/DP, XW229/DB Puma HC.1 RAF 230Sqn  
 XW205/CB, XW231/CO Puma RAF 33Sqn (both  
 in the white artic colourscheme)  
 18: 7T-VRN F.27-600 Algerian AF  
 24: XW207/CD Puma HC.1 RAF Para.Tr.School  
 31: O-10679 T-39A USAFE 7086Op.Sqn

- The Dutch Navy sold HMS Zeven Provinciën to the Peruvian Navy. Before delivery the ship underwent some modifications e.g a hangar & helideck. a helicopter for this frigate was delivered on 20.2. This AB.212, 470/HE of the Peruvian Navy was delivered via Paris. Due to strong head winds a stop at Schiphol was necessary. From Schiphol it flew to De Kooy.





Moroccan AF Turbommentor CN-ATC '06' at Shannon Ireland. See Flash Nr.89. (D.O'Mahony)<sup>x</sup>

## France

### - Movements at Lann-Bihoué included:

- Jan. 2: No.60 Nord 262 2S (temporarily used by 55S for crew training at Lann-Bihoué)  
 4: 148/K & 149/L SA.321G Super Frelon 32F  
 5: 338-HR/35147 T-33A CEVSV.338  
 No.26 and 30 CM-175 59S (arrived for storage)  
 9: 92-AF/610 Vautour IIB EB.1/92  
 12: 12-ZG/21, 12-ZB/80, 12-ZF/84, 12-ZI/87 and 12-ZJ/90 Mirage F.1C (diversions from Landivisiau)  
 14: 2-EN/433, 2-EK/434 Mirage IIIE EC.1/2  
 2-HH/113 MH.1521M Broussard ELVSV EC.2  
 18: No.103 and 120 Etendard IVP 16F  
 19: 92-AS/632 Vautour IIB EB.1/92  
 11-RF/E31, 11-RG/E35 Jaguar E EC.3/11  
 20: 35-15 and 35-78 RF-4E WGAFAF AKG-51  
 21: 201/FH Se.210 Caravelle GLAM  
 27/LF MS.760 Paris GAEL  
 24: 119/J, 123/F, 124/G, 126/S, 134/B, 136/L and 141/R all HSS.1s of 31F on detachment till 28.1  
 26: No.997 Alouette IIITRME 22S  
 Feb. 1: 82-PV/43819 DC-6B GAM.82  
 No.15 and 60 Etendard IVM 11F  
 8: 10880 C-9A USAF 55AAS/435TAW  
 9: 144/I & 149/L SA.321G Super Frelon 32F  
 10: No.1, 30, 42 Etendard IVM 11F  
 13: C-2 F.27M RNethAF 334Sqn (C-7 on 14.2)  
 15: 141/FA Se.210 Caravelle GLAM

- Well reported by other aviation magazines was the first flight of the first production Super Etendard on 24 November of last year. By now the Super Etendard is entering service by two a month replacing the Etendard IVMs of 11F & 17F. For 1978 30 a/c are earmarked while a total of 71 a/c will be required. From the amount of aircraft on order can be derived that also the IVPs of 16F are to be replaced. Preceding the first production a/c No.1 were the prototypes which had been converted from standard IVMs. No.01 was ex Etendard IVM No.18 and

made its first flight as a Super Etendard on 28 October 1974. It tested the Snecma Atar 8K50 engine. The second prototype No.02 (ex No.68) tested the new weapon system and No.03 had the Super Etendard wing. The Super Etendard is expected to remain in service till 1992.

- The French Air Force budget for 1978 included funds for 33 Mirage F.1s to equip EC.10 at Creil, 20 Jaguars to replace the Vautours of EB.92 at Bordeaux, 4 C-160Fs to replace some Noratlas, 1 SA.330 Puma for electronic warfare and two Alpha Jets.

The Mirage F.1C are of an additional order but the Jaguars are of the 200 on order. By the time EB.92 fully operates the Jaguar some 160 examples of this type will have been delivered. This leaves 40 a/c with an unknown destination. The case would be solved if the 'good-rumour' mentioned in SEAR turned out to be correct about the reforming of EC.1 with Jaguars at Mont-de Marsan and Istres.

The four Transalls are part of an order for 25 new aircraft. Mainly due to this order, the production line will be re-opened again.

Together with this budget it was revealed that the first Mirage 2000 will not be ordered until 1979. The FAF intends to order an initial batch of 130 a/c for air-defence and training.

## Italy

### - Movements at Rimini included:

- Dec.10: 14-47 C-47 14Stormo/8Gruppo  
 RM-22/MM53846 T-6H.4M 300Gruppo/1RVR  
 17: 88, 50, 64, 81 MB.326 SVBIA  
 SA-79 G-91T SVBAA 8-27 G-91Y 8Stormo  
 22: SP-62/MM61926 P.166/M 207Gruppo  
 Jan.31: 14-56 PD.808RM 8-11 G-91Y 8Stormo  
 Feb. 1: 2-41 G-91R 2Stormo  
 6: 52/MM61825 C-47ECM 71Gruppo/14Stormo  
 8: 46-35/MM53-8146 EC-119 (till 10.2)  
 9: 46-14 C-130H 46A/B 8-52 G-91Y 8Stormo  
 15: RM-91 AB.47J 1RVR 8-12 G-91Y 8Stormo  
 16: 53-04 F-104S 53St. 36-37 F-104S 36St.  
 3-13 and 3-35 F-104G 3Stormo

Still stored here are three F-86K Sabres: 5-52/MM53-8301 c/n 29; 5-53/MM55-4820 c/n 60 and 5-7/MM53-8300 c/n 28. Also stored at Rimini are two Aermacchi 416s one being I-AENM/MM53231. From 9 till 22 February three F-104S of 23Gruppo went to Sigonella (Sicily) to the regular exercises for interceptor training.

Four new codes were noted with 102 Gruppo: 5-21 5-22, 5-23, 5-24. All F-104S.

- Based at Vercelli is the 46th Gruppo Squadroni ERI 'Sagittario'. Seen in December were: EI-552 555, 563, 590, 597, 598, 600, 609, 629, 639, 644, 648

See Rimini news. (R.Tamburini)<sup>x</sup>





- Movements at La Malpensa/Milano included:  
Dec.23: 46-09 C-130H ItAF (cannibalized to repair other Hercules!!)  
24: I-PAMF MB.326 (camouflaged, for training of Ghanian pilots)  
003-10 AB.212 Spanish Navy  
27: RS-34 (c/n 4004)G.222 ItAF 311Gruppo  
Jan. 4: 4733 C-130H Morocco AF (unloading a damaged AB.205 coded '06' c/n 4059)  
12: CN-AOK C-130H Morocco AF (unloading a damaged AB.205 coded '43'/CN-AKQ)  
19: 9T-TCB C-130H Zaire AF  
21: Y81024/AX MB.326 Tunesian AF (delivery)  
23: 4742 C-130H Morocco AF  
3-01 AB.204 It.Navy  
27: 5-4085 Chinook Iran AF (delivery)

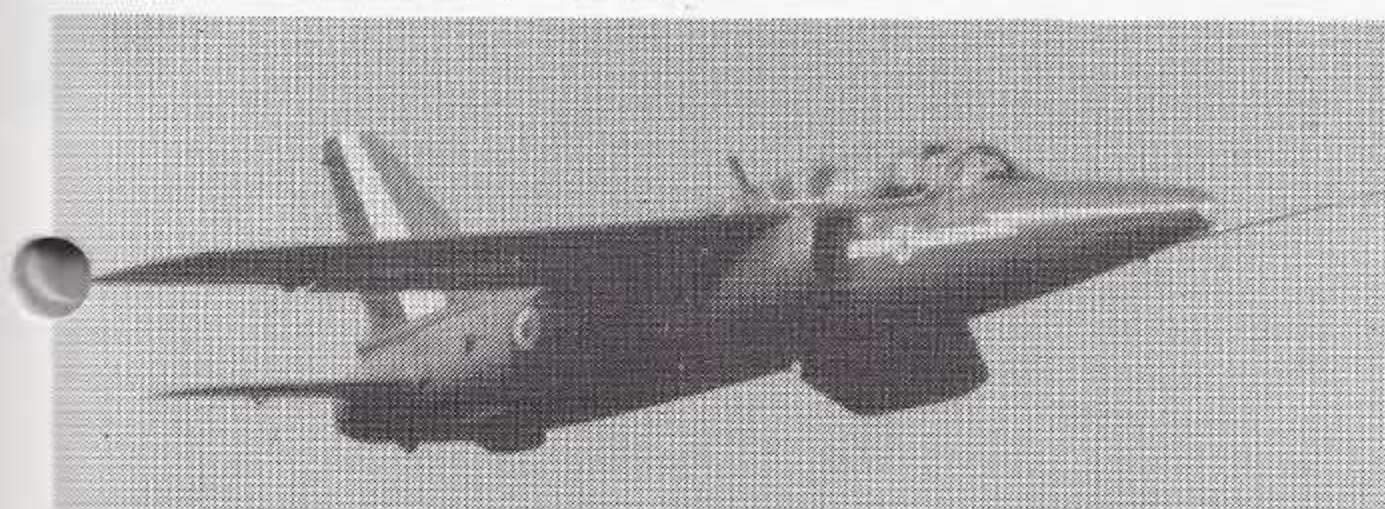


Sales-promotion:XZ362 at Farnborough 76.(B.Hickman)<sup>x</sup>

## United Kingdom

- The display programme 1978 of RAF's aerobatic team 'The Red Arrows' contains 103 demonstrations. Except for the ones in Britain itself, some displays will be given abroad:

May 4	Hannover (Germany)	Jun.18	Spangdahlem
Jun. 2	Francorchamps (Belg)	Jun.25	Lille(France)
Jun. 2	Wildenrath(Germany)	Jul. 7	Salon(France)
Jun.11	Moorsele (Belgium)	Jul.29	Constance(BRD)
Jun.11	Lyon (France)	Jul.30	Ramstein(BRD)
Jun.18	Dortmund (BRD)		



XS111 during a display in Belgium 1974.(F.Swinkels)<sup>x</sup>

- The RAF intends to enlarge its tanker fleet. This desire results from the fear for the strong upgrading Soviet bomber force. Prove of this upgrading was found in a Tu-16 Badger which carried a new type AS-6 air-to-air missile. This Badger was intercepted by a Japanese F-86F Sabre in December.

To meet this new treath the RAF wants to enlarge the operational era of its air defence fighters. Therefore all civil nine BAC VC-10s presently in storage in the UK will be bought and converted to tanker aircraft. They are to supplement the Victor K.2 fleet at Marham.

- Recent a/c and code-changes within RAFG were:  
2Sqn : Jaguar XZ367/H was replaced by XZ366/H  
15Sqn: Buccaneers XT284/A, XX885/B, XW528/C, XX888/D, XW542/I  
16Sqn: Buccaneers XW545/O, XT271/-, XX893/V, XW533/Z  
92Sqn: Phantoms XV462/Y, XV480/Z, XV470/V, XV496/W

New decoy noted at Brüggen: XM705/10 Gnat T.1

- Jaguar news-flashes:  
All Jaguars in service are to be re-engined with Adour Mk.804 during this year. This new engine

is to give 1,200lbs extra thrust and improves the take-off and air-combat capabilities.

In March the last Jaguar International was to be delivered to Oman. So far 24 Jaguars for export have been built and it seems this is to remain for still some time to come. At the moment no country is really interested in the Jaguar. To be able to cope with this stagnancy Sepecat is working on quite some improvements. Of the Jaguar Internationals, 12 were ordered by Oman (10 single-seats and 2 trainers) and 12 by Ecuador (10 single-seats and 2 trainers).

Ecuador AF:

FAE-283	PSEB.1	G-27-266(?)	B	del.	1.77
FAE-289	PSES.1	G-27-268(?)	S	del.	1.77
FAE-302	PSES.2	G-27-269	S	del.	18.4.77
FAE-305	PSEB.2	G-27-267	B	del.	18.4.77
FAE-309	PSES.3	G-27-270	S	del.	31.5.77
FAE-318	PSES.4	G-27-271	S	del.	31.5.77
FAE-327	PSES.5	G-27-272	S	del.	16.8.77
FAE-329	PSES.6	G-27-273	S	del.	16.8.77
FAE-339	PSES.7	G-27-274	S	del.	5.9.77
FAE-340	PSES.8	G-27-275	S	del.	5.9.77
FAE-348	PSES.9	G-27-276	S	del.	24.10.77
FAE-349	PSES.10	G-27-277	S	del.	24.10.77

Oman AF:

201	PSOB.1	G-27-280(?)	B	del.	7.3.77
202	PSOS.1	G-27-281	S	del.	7.3.77
203	PSOB.2	G-27-279	B		
204	PSOS.2	G-27-282(?)	S		
205	PSOS.3	G-27-283(?)	S	del.	26.9.77
206	PSOS.4	G-27-284(?)	S	del.	26.9.77
207	PSOS.5	G-27-285(?)	S	del.	7.11.77
208	PSOS.6	G-27-286(?)	S	del.	7.11.77

The International career of the Jaguar started in March 1975 when XX846 (a T.2 of the RAF) commenced a sales demonstration tour round the Middle East. The export Jaguar differs only in the engine from the standard Jags used by the RAF & FAF.

Several new advanced technologies for the new generation of military aircraft is presently being worked on by British Aerospace. These new techniques will be fitted in and tested by the Jaguar. Dates will be used for RAF's AST403 requirement for a Jaguar/Harrier replacement. RAF's Training unit is 226OCU at Lossiemouth and presently operates the following Jags:

XX114/02, XX115/03, XX116/04, XX753/05, XX752/06  
XX756/07, XX755/08, XX737/09, XX751/10, XX761/11  
XX757/12, XX764/13, XX766/14, XX745/15, XX747/17  
XX758/18, XX759/19, XX749/21, XX750/22, XX754/23  
XX763/24, XX762/26 all Jaguar Gr.1s

2nd Oman AF Jaguar Int. at last year's Paris Air Show. (J.P.v.Kempen)<sup>x</sup>





XX846/A, XX138/B, XX139/C, XX140/D, XX141/E  
 XX143/F, XX142/G, XX145/H, XX146/J, XX841/K  
 XX148/M, XX149/N, XX828/P, XX830/R, XX832/S  
 XX834/U, XX835/V, XX838/X, XX839/Y, XX837/Z  
 all Jaguar T.2s

- Despite earlier reports it now seems Gütersloh won't be closed for some time to come yet. Although there will be some runway repairs flying activities will continue as normal and in April one of the Harrier squadrons is to have an exchange with Danish Drakens. Early October of last year an exchange took place with Norwegian F-5s. A/c involved were 369, 374, 207, 0580 F-5As and 241 F-5B all of Skv.336.



Gütersloh 11.10.77. Note the unusual serial presentation on this RNoAF F-5A. (H.Berger)

- Movements at Northolt included:  
 Dec. 4: XS789, XS790 Andover CC.2 Queens Flight  
 906 PA.31 Navajo French Navy 2S  
 7: 58-55 DO-28D WGAF JABOG-32  
 9: 332-DA/58 Paris II FAF CEV  
 11: 109160 CC.109 Cosmopolitan CAF  
 12: 131585 C-118B USNavy Hq.FMFLANT  
 XW750 HS.748 Andover RAE Bedford  
 13: XT668/AS Wessex HC.2 72Sqn  
 16: 041 Mystere 20 RNoAF Skv.335  
 20: 62-KD/122 N.2501 Noratlas FAF ET.62  
 Jan. 8: 159322/LP-7 P-3C Orion USNavy VP-49Sqn  
 10: XR137 Argosy E1(ex 115Sqn;to fire dump)  
 13: 158568/LP-9 P-3C Orion USNavy VP-49Sqn  
 16: 31-54/MM61954 PD.808 ItAF 31Stormo  
 17: 50-59, 50-80, 50-37,50-44 C-160D LTG-61  
 62-WB/31 N-2501 Noratlas FAF ET.62  
 20: 18050, 18033 U-21A USArmy Hq.USAREUR  
 23: 31-56/MM61956 PD.808 ItAF 31Stormo  
 25: No.70 Nord 262 French Navy 55S  
 26: VP967 Devon C.2 Royal Navy  
 30: 154588/LK-12 P-3B Orion VP-26 (ex PC-4)  
 Feb. 7: 58-66 DO-28D WGAF WS-10
- The first Tornado delivered to the RAF arrived at Boscombe Down early February. This first pre-production aircraft, P.12/XZ630, went to the Aeroplane & Armament Experimental Establishment. The second pre-production for the RAF, P.15/XZ631 will be delivered later this year.

- The annual UK Defence White Papers contained only one new(?) item. For the third time Boeing has been approached by the Ministry of Defence for the purchase of the Chinook. In the Defence White Papers of 1978, it was announced the contract was definitely signed this time. This means the RAF is to receive 30 updated CH-47Cs in 1980. One or two examples are expected to be delivered earlier to the A&AEE. All 30 Chinooks will be built by Boeing Vertol as neither Westland nor Agusta were able to build the helicopters in license. Westland is too much involved with the production of helicopters as Lynx, Sea King and Gazelle. The large Chinook would take up too much space. Agusta was not allowed to produce the improvements on the CH-47C model as required by the RAF. The first steps towards this order date back to the mid-sixties, when the RAF needed a medium helicopter. In March 1967, 15 CH-47Bs were ordered at a cost of £1.05 million each. Eight months later the order was cancelled. The 30 now on order are £6.6 million each.

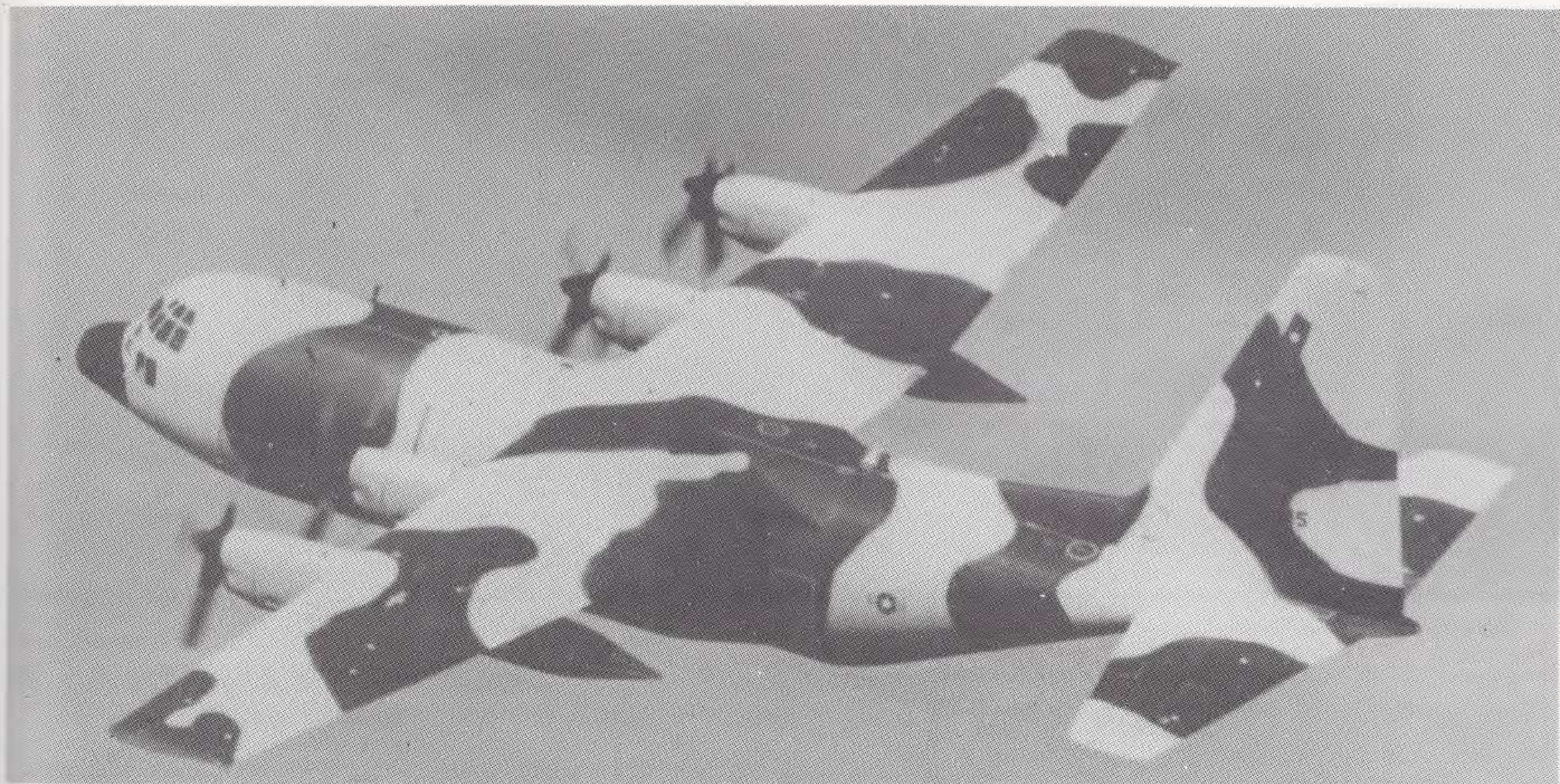
## United States of America

- Initial details of the new Lockheed TR-1 high altitude reconnaissance aircraft have been announced. It is based on the aging U-2, having the same dimensions and powerplant, but does not need to fly over the territory under observation. The TR-1 will use long-range sideways looking radar (SLR) to observe activities, from safe airspace. Plans call for 20 aircraft, with cash available to open the production line in fiscal year 1980. Production is expected to last up to 3 years, with \$.97 million allocated from FY'80 funds to finance the first 6 aircraft. Later this year the USAF is to decide which a/c will be used to carry the PLSS (Precision Location Strike System). As it looks the U-2R is the best candidate and should it be selected Lockheed will re-open the production-line for some 100 aircraft.
- On 21 January, eight F-15s of 94TFS/1TFW from Langley AFB set out for Osan Air Base in South Korea. Only one stop was made: at Hawaii. Before returning on 14 February, the Eagles completed two day air superiority exercises called 'Cope Jade'. Ten missions were flown daily, six in the morning and another four 'quick turn-around' flights thereafter. The main purpose of the deployment was to test F-15's ability to operate with sub-freezing temperatures. A statement of the Deployment Maintenance Officer: 'The aircraft are holding up extremely well and a common sight on the Osan flight ramp is maintenance people who have finished their work and are looking for someone else to help'.



Within some time the 57th FIS at Keflavik is to receive its first F-4Es. Their present equipment, F-4Cs, are now in the process of being de-camouflaged and will be passed on to the ANG. One of 57's F-4Cs is 63-618. (A.Wilderdijk)





The 1500th C-130 Hercules has recently been delivered to the Sudan AF. 78-0745 is here shown still equipped with USAF markings. (photo Lockheed)

- Taking rumours and official releases together, the USAFE is presently working up five new air bases: Greenham Common, Sculthorpe, Jever, Ahlhorn and Gilze-Rijen.

Greenham Common: Official sources report the plans to move the permanent detachment of 12-15 KC-135s from Mildenhall to this base. This would solve the lack of parking place at Mildenhall at times of many deployments. Against these plans are the locals of Greenham and the extra cost of £.25 million.

Sculthorpe: Over the past two years this air base was effected by great improvements. However the reason for all this work is still unknown. No official statements have been made about the future of Sculthorpe. First it was expected a detachment of 48TFW would move in from Lakenheath but this seems to be off.

Due to runway repairs at Marham, all Victors of this base are to start operations from Sculthorpe by April 1st. This situation is to last for some months so the six expected USAF B-52s for the annual Strike Command Bombing Competition will operate from this base after arriving in late April.

By the way, on January 25th, five French Air Force T-33As were delivered here to be broken up.

Jever & Ahlhorn: All rumours concerning these two German Air bases are rather hazy. If we are to believe those rumours, the USAF is creating own facilities at this bases and permanent detachments of A-10s are expected.

Jever, however, has also been mentioned as possible home-base for two Dutch squadrons. This offer from the German defence ministry must have been made starting from an empty Jever. This could mean WS-10 is to be disbanded in the near future but the rumour about WS-10 moving to Geilenkirchen is still going strong.

Gilze-Rijen: A complete new-runway, a new control tower and new concrete shelters were the conditions of the USAF for a detachment of A-10s at Gilze-Rijen. Since 81TFW at Bentwaters/Woodbridge is understood to have A-10 detachments this air base is to see the first WR A-10s arriving in 1979.

- WR A-10s in September!! In six months the first A-10s will be delivered to 81TFW at Bentwaters. This first batch is to train ground crews and maintenance technicians. Operational A-10s are expected in January 1979 and later next year the wing should have 108 aircraft equipping six squadrons. Almost the half of this number is for detachments on the continent.

81TFW's present equipment, the F-4D Phantom will start leaving in October and should be gone by April 1979.

Two additional A-10 wings are expected to be based in Europe. One of these at Sembach but this surely will take still a long time as not a single shelter facility is available here at the moment.

Two other squadrons to receive the A-10 are 118TFS (Connecticut) ANG & 131TFS (Massachusetts ANG). Both units presently operate the F-100 Super Sabre.

- Movements at Frankfurt included:

- Feb. 1: 50243 (62MAW) & 60138 (63MAW) both C-141A
- 2: 150494/25 EP-3E Orion US Navy VQ-2Sqn 90016 C-5A 60MAW
- 6: 70169 and 90010 C-5A 60MAW K-687 C-47A R DanAF Esk. 721
- 9: 58-49 DO-28D WGAF WS-50
- 17: No. 32/F-BPNS Nord 262 FAF
- 19: 40640 (60MAW) & 60142 (62MAW) both C-141As
- 20: 152737/LC-87 P-3B USN (emergency landing)
- 21: 152734/LC-84 P-3B Orion US Navy VP-8Sqn
- 22: 146049/JM C-1A Tracker US Navy VR-24Sqn 039 C-160D Turkish AF
- 25: 50-59 C-160D WGAF LTG-61 50231 (60MAW), 40650 (-) both C-141As
- 26: KAF-318 L.100-20 Hercules Kuwait AF 60148 & 40632 C-141As 60MAW
- 27: 149677/20 P-3A Orion US Navy VQ-2Sqn
- 28: 14-54/MM62015 PD-808 ItAF 51-01 C-160D WGAF LTG-61

- Orion news-flashes:

- Three versions are now known of the P-3C Orion: The upgraded I with a sevenfold expansion of its computer memory capacity. Delivery of this version took place between 1975 and July 1977. The upgraded II with the ability to carry Harpoon missiles and improvements of several instruments. Delivery of P-3Cs upgraded II started in August 1977. By 1980 the upgraded III is to enter service. This newest version is to introduce a more effective acoustic processing system.

- Presently twenty-four USN sqdns operate some 400 Orions of which 13 operate the computer integrated P-3C. Later this year, the last Neptunes in the reserve squadrons are to be replaced.

- This month the training started of RAAF personnel for operation on the P-3C Orion. The first Australian Orion (160751) was therefore delivered to NAS Moffet Field where the Australians together with American instructors will



get through a training programme. The 10 P-3Cs on order are to replace the P-2V Neptunes and supplement the 10 P-3Bs currently operated by No.11Sqn at Edinburgh.



One of the 12 RAAF Neptune SP-2Hs to be withdrawn is A89-310 here seen at Wagga NSW. (F.Swinkels)

In July the first P-3Cs will be flown to Edinburgh and the last one is to be delivered in January 1979.

- One year later the delivery to the Canadian Forces is to commence. On order are 18 CP-140 Auroras. This version has the airframe and engines of the Orion but the acoustic and avionics of the S-3A Viking.
- Movements at Ramstein included:  
Feb. 3: ZR68-562,599,561, 69-360 RF-4C 26TRW  
SP66-7738(r), 66-8756(b) F-4D 52TFW  
01545, 01556, 01563 F-5E 527TFTAS  
27-29(WS-10) & 27-76(JB-34) TF-104G WGAF  
104830 CF-104G CAF CF-04 Merlin BAF  
68-10957 C-130H RNoAF  
238 F-104G RNoAF (dismantled)  
160208, 160212 A-4KU Skyhawk and 160213  
TA-4KU Skyhawk on delivery for Kuwait  
Air Force
- The biggest bi-annual event for German Aviation Industry is the 'Internationale Luftfahrt Ausstellung' at Hannover. ILA 78 will be held from 26 April to 4 May. The programme is as follows:  
April 25 : press day (journalists only)  
April 26 : opening day  
April 27:: French Aerospace Day  
April 28 : British Aerospace Day  
April 29, 30 & May 1: International Aviator's Weekend  
May 2 : US Aerospace Day  
May 3 : International Aerospace Day  
May 4 : Flying Display
- By the time of reading this, the first German Alpha Jet is on the evening before its initial flight from Oberpfaffenhofen. This one example out of 200 on order, will enter service with ES-61 at Manching in October.

#### ■ F-16 UPDATE ■

With the F-16 production in Europe taking shape, FLASH will try to keep you update with all developments concerning this aircraft.

On firm order now: Belgian 116, Denmark 58, Iran 160 (300 required), Israel 75 (150 required). Netherlands 102, Norway 72 and USA 1,388. By June, three prototypes and eight pre-production aircraft

have been delivered, and by the end of the year. four production a/c are to serve with 388TFW at Fort Worth and equip the 30-aircraft training squadron and three 24-aircraft operational sqdns of 388TFW..

The first European F-16 will fly at Gosselies in November and delivered to 350Sqn/1Wing at Beauvechain in January 1979.

Six months behind the Belgium schedule is the Dutch production. The first Fokker-assembled F-16 will be delivered to 322/323Sqn at Leeuwarden in June 1979. Together with receiving the F-16, the two Leeuwarden units will change rôles from air defence to strike.



- Many F-4Fs of JG-71 and now also a/c of JABOG-35 have been noted with coloured tail rudders, tanks and back fuselages. The colours are either yellow or red. This is possibly done for formation flying, whereas the USAF uses the well-known luminous strips.

## WORLD WIDE-WORLD WIDE

GREECE: Commencing in April '80 will be the delivery of 6 two-seat TA-7H Corsairs to the Ellinko Aeroperia. The air force ordered these a/c for training of Corsair pilots at Larissa (345Sqn) and Soudha Bay (338 & 340Sqn). These sqns operate the 60 A-7Hs presently on strength.

Of the six TA-7Hs five will be newly built and the sixth one will be converted from a standard A-7H.

ISRAEL. The IDF/AF is to receive 15 additional Eagles and 75 F-16s (it had required 25 F-15s and 150 F-16s). Politically, the sale of F-16s could pose problems with Belgium, Denmark, Holland & Norway, each being involved in the a/cs production. They are unlikely to wish to be involved directly in the sales, being sensitive for consequences of an Arab oil embargo. As in the case of the AV-8s which were sold to Spain, the U.S. may take aircraft directly from USAF stocks.

JAPAN. Following a very long period of political struggles and evaluations, the Japanese government finally settled the problem of acquiring some expensive aircraft. It ordered 100 F-15 Eagles and 45 P-3C Orions. For Fiscal Year 1978 23 F-15s and 8 P-3C Orions have been planned.

SOUTH KOREA. The first A-10 to operate outside the USAF might be of the ROKAF. South Korea seems to have required approx. 50 a/c.



Thai T-33As a.o. 1111, 1114 & 1127 at Bangkok in 1976. (P.Leyfeldt)

## Open Days -- Open Days

- April 23: "Open Day" at RAF Leeming (UK)
- April 26 - May 4: "ILA 78" at Hannover (Germany)
- May '6: "Tag der Offene Tür" at Erding (Germany)
- May 27/28: "Anglo American Air Festival" at Basingbourne (UK)
- May '28: "Open Day" at Skrydstrup (Denmark)
- June 2: "Open Day" at RAF Brawdy (UK)
- June '4: "Portes Ouvertes" at St. Dizier (France)
- June 10: "Open Day" at RNAS Fleetlands (UK)
- June 14-17: "Klu 65" at Deelen (big air show only on 17 June)
- June 17: "Open Day" at RAF Waddington (UK)
- June 18: "Air Display" at RAF Duxford (UK)
- June 18: "Armed Forces Day" at Spangdahlem (BRD)
- June 23: "Open Deuren Dag" at Kleine Brogel
- July 1: "Open Day" HSAviation at Hatfield (UK)
- July 2: "Armed Forces Day" at Aviano (Italy)
- July 22: "Air Display" at RNAS Lee-on-Solent (UK)
- July 22-23: "Air Days" at RNAS Portland (UK)
- July 26: "Open Day" at RNAS Culdrose (UK)
- July 27: "Families Day" at RAF Odiham (UK)
- July 30: "Flugtag 78" at Ramstein (Germany)
- August 5: "Air Day" at RNAS Yeovilton (UK)
- August 16: "International Air Day" at St. Mawgan (UK)
- August 26: "Open Day" at RAF Binbrook (UK)
- August 26: "Navy Days" in the harbour of Portsmouth
- August 26-27: "Open Days" at Mildenhall (UK) and not on 5-6 August as previously published.
- Sept 2: "Battle of Britain Day" at RAF Finningly
- Sept 2: "Battle of Britain Day" at RAF Leuchars
- Sept 3-10: "Int. Air Display" at Farnborough (UK)
- Sept 15: "Families Day" at RAF Northolt (UK)
- Sept 16: "Battle of Britain Day" at RAF Abingdon
- Sept 16: "Battle of Britain Day" at St. Athan (UK)
- Note 1: All events marked ' are not officially confirmed.





## BRITISH MILITARY AIRCRAFT SERIALS 2

by R.Thornley

- XT448-487 Westland Wessex HU.5  
 755-774 W/offers:  
 454 on 28.08.72 457 on 18.10.66  
 462 on ??? 477 on 18.02.74  
 758 on 16.01.76 774 on 17.05.69  
 Disposals from active service:  
 452 and 478 to Bangladesh AF  
 Current use: Royal Navy 707,772,781,845  
 846Sqdns, NASU and Lee-on-Solent SAR  
 Flight plus one example with A&AEE at  
 Boscombe Down. A small number are also  
 held in store at Wroughton.
- XT492-493 Westland SRN.5 Hovercraft  
 657 In service with the Hovercraft Trials  
 Unit.
- XT575 Vickers Viscount 837  
 C/no: 438  
 In service at RAE Bedford
- XT581-585 Beech Peeping Tom  
 Drones
- XT595-596 McDonnell/Douglas YF-4K Phantom  
 C/nos: 1449, 1527  
 595 currently at Holme-on-Spalding Moor  
 596 written off in 1971
- XT597-598 McDonnell/Douglas Phantom FG.1  
 857-876 Conversions to FGR.2:  
 891-903, 905-912, 914  
 W/offers:  
 862 on 19.05.71 869 on 15.10.73  
 871 on 25.07.73 876 on 10.01.72  
 904 on 15.10.71 913 on 14.02.72

ABOVE: Buccaneer of 16Sqn coming in at Laarbruch.  
 Note the crown above the sqn markings on the  
 nose. (RAFG)  
 BELOW: Wessex HU5 XT468/VL-B of 846Sqn. (C.J.v.Gent)



- Current use: RAF 19,23,29,43,92,111Sqns  
 228OCU and POCU. Navy 892Sqn  
 Examples also serve with the A&AEE at  
 Boscombe Down and 858 is a static air-  
 frame at British Aerospace Brough fac-  
 tory.  
 N.B.serials 877-890 & 915-919 allocated  
 also but not used.
- XT601-607 Westland Wessex HC.2  
 667-681 Conversion to HAR.2: 602,603,604,680  
 W/offers:  
 678 in 1974 679 on 12.11.70  
 Disposals from active service:  
 677 to 8016M  
 Current use: RAF 18,22 (HAR.2), 28 and  
 72Sqdns with one example presently held  
 in store at Wroughton.
- XT610 Scottish Aviation Twin Pioneer  
 C/no: 561  
 Disposed of to civil
- XT614-649 Westland Scout AH.1  
 W/offers:  
 615 on 02.02.68 619 on 10.03.66  
 622 on 23.04.68 625 on 30.01.68  
 635 on 05.05.67 641 on 07.09.67  
 Disposal from active service: 636  
 Current use: Army Air Corps 651,655,660  
 661,664 and 666 Sqns plus Marines 3CBAS  
 A number of airframes are also in store  
 at Wroughton.
- XT653 Slingsby T.45 Swallow  
 Current with the Central Gliding School
- XT661 Vickers Viscount 838  
 C/no: 371  
 Current at RAE Bedford
- XT685-703 KD2R-5 Shelduck D.1  
 931-985 Drones
- XT752 Fairey Gannet T.5  
 C/no. 9137  
 Current with Royal Navy 849Sqn
- XT852-853 McDonnell/Douglas Phantom FGR.2  
 C/no: 1950, 2020  
 Current with A&AEE at Boscombe Down
- XV100 - XV199 ■■■■
- XV101-109 BAC VC.10  
 C/nos:  
 831-839  
 All in service with 10 Sqn





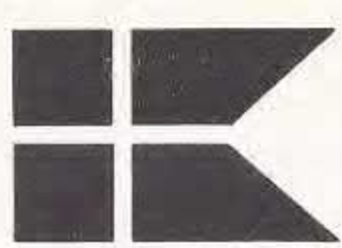
FLYVE



This month we have elected the  
page 2 and on the center page  
PAGE 2: - Draken AR-115 during  
- 5 years earlier: Royal F-4  
derflash was the a/c the  
seen is C-054. (F.Swinkels)  
CENTER PAGES:-F-421/18421 is  
with Esk.723, 726 & 728 will  
ced by Starfighters while F-  
- H-201 is one of Army's 1  
- The Hawker Hunter used to  
Mk.7 ET-273 is here photog  
after withdrawal from servi  
- F-100D G-261 before it  
only 24 F-100Ds and 14 T/F-  
34 examples have been lost  
- The Danish version of the  
The a/c seen here is O-619.  
- Another shot from the  
common sight yet: F-104G R-  
- A nice picture (which is







Denish Air Force to feature on  
Here we go:  
475's Royal Flush. (J.v.Tuyn)<sup>x</sup>  
at Deelen. The RF-84F Thun -  
ish team operated then. Here

-86D Sabre. The Sabre operated  
86. In that year it was repla-  
728 was disbanded.

ges 500Ms.  
wide air defence over Denmark  
ed during storage at Aalborg  
with Esk.734. (.Holmelm)<sup>x</sup>

ieved a cammy coat. Presently  
s are still in service while  
accidents. (J.v.Tuyn)<sup>x</sup>

per Cub is the KZ.VII Lärke.  
(Holmelm)<sup>x</sup>

me camouflage hadn't become a  
17754.

T-33A DT-847/16847.







LEFT: VC.10 XV108 at Brize Norton on 10.8.73. (API/Hans Bossenbroek)  
BELOW: Gannet T.5 XT752/BY772 (J.P.v.Kempen)\*



XV118-141 Westland Scout AH.1  
W/offers:  
120 on 06.06.67 125 on 16.12.69  
133 on 07.01.76  
Current use: Army 651,652,654, 655, 660  
661, 665 and 666 Sqdns

XV144 DH.106 Comet 2E  
C/no:  
06033  
Withdrawn from use at Farnborough

XV147-148 HS.801 Nimrod Prototypes  
C/nos:  
6476, 6477  
Both currently in use at Woodford and  
RAE Bedford respectively.

XV152-168 HS.Buccaneer S.2  
332-361 Conversions to S.2A:  
863-869 152,156,161,163,165,166,168,338,339,341  
354 and 357  
Conversions to S.2B:  
155,157,160,162,334,340,342,347,348,349  
350,351 and 352  
Conversions to S.2C:  
337,344,358,359 and 361  
Conversions to S.2D:  
332,333,353,863-869  
W/offers:  
153 on 06.10.66 158 on 20.05.68  
159 on 03.03.69 162 on 13.06.72  
164 on 16.09.69 166 on 03.03.76  
167 on 29.01.70 335 on 01.07.68  
339 on 06.10.72 343 on 12.04.73  
346 on 13.02.69 347 on 09.12.71  
351 on 11.11.74 360 on 29.07.75  
Current use: RAF - 12,208 Sqdns and  
2370CU. Navy - 809Sqn. British Aero-  
space and A&EE Boscombe also have  
examples in use.

XV176-223 Lockheed Hercules C.1  
290-307 C/nos:  
4169,4182,4188,4195,4196,4198-4201,4203-  
4207,4210-4214,4216-4220,4223,4224,4226-  
4228,4230-4233,4235-4238,4240-4247,4251-  
4254,4256-4259,4261-4264,4266-4268,4270-  
4275  
W/offers:  
180 on 24.03.69 181 on 04.06.75  
194 in 09.72 198 on 12.09.73  
Conversion to WC-130K: 208

Current use: All in service with the  
Lyneham Transport Wing with the excep-  
tions of the write offs and 178 at A&EE  
Boscombe plus 208 with RAE Farnborough.  
N.B. A Canadair Cl.44 of Transmeridian  
Air Cargo was also registered as XV196  
at Stanstead for film purposes the air-  
craft reverting to civil.

XV226-263 HS.801 Nimrod Mr.1  
C/nos:  
8001-8038

All in service with the Kinloss and St.  
Mawgan wings and also, until recently,  
the now disbanded 203Sqn. An updating  
programme to Mr.2 standard is commencing  
with 229,236 & 237 at present involved  
with further to follow plus conversions  
to AEW standard of eleven in service  
aircraft details of which are not yet  
finalised. (It is thought that four a/c  
from this batch are involved)

XV268-273 DHC.2 Beaver AL.1  
C/nos:  
1648,1620,1621,1624,1651,1654  
269 to maintenance airframe 8011M  
270 and 271 currently with Army 6 Flt  
the remainder in storage at 19MU.

XV276-281 HS.Harrier Gr.1  
738-762 Conversions to 1A:  
276,780,785,791,794,797,798,800,802,805  
Conversions to 3:  
277,278,280,738,740-742,744-748,751-762  
776,778,779,781-784,786-790,792,793,795  
801,804,806-810  
W/offers:  
276 on 10.04.73 739 on 24.09.73  
743 on 27.01.69 745 on 19.01.76  
746 on 12.03.76 749 on 27.04.72  
750 on 06.09.73 754 on 19.01.76  
776 on 09.04.75 777 on 03.05.72  
780 on 27.06.72 785 on 26.03.74  
788 on 01.12.75 791 on 09.07.73  
794 on 04.05.72 796 on 06.10.70  
797 on 23.01.74 798 on 23.04.71  
799 on 12.09.72 802 on 21.03.72  
803 on 03.08.71 805 on 30.07.73  
Disposals from active service: 279 to  
SAH at Culdrose, 281 dismantled at  
Boscombe.  
Current use: 1, 3 & 4 Sqdns plus 2300CU



XV282 KD2R-5 Shelduck D.1  
Drone

XV310-324 Westland-Bell Sioux HT.2  
C/nos:  
564-578  
W/offss:  
310 on 22.04.70 316 on 22.04.70  
322 on 06.05.71  
317 to Wroughton for ground instruction  
The remainder to civil.



XV328-329 BAC Lightning T.5  
C/no:  
95021, 95022  
328 currently with 5Sqn  
329 to 60MU dump 02.05.74

XV370 Sikorsky SH.3D  
C/no: 61-393  
Pattern aircraft for Westlands

XV371-374 Westland Sea King HAS.1  
642-677 Conversions to HAS.2:  
695-714 647,659,664,668,671,673,696-699,703  
W/offss:  
662 on 10.04.72 669 on 31.03.76  
695 on 17.11.75 702 on 21.03.74  
Disposals from active service:  
372,374(ntu),644,645  
Current use: Royal Navy 706,814,819,820  
824Sqdns and NASU plus RAE Bedford and  
Farnborough and A&AEE Boscombe

XV393-442 McDonnell-Douglas Phantom FGR.2  
460-501 C/nos: 9223-9314  
W/offss:  
395 on 09.07.69 397 on 01.06.73  
405 on 24.11.75 416 on 03.03.75  
417 on 23.07.76 431 on 11.10.74  
440 on 25.06.73 441 on 21.11.74  
463 on 17.12.75 477 on 22.08.73  
479 on 12.10.71 493 on 09.08.74  
Current use: 19,23,29,56,92,111Sqdns  
plus 228OCU.

XV565-592 McDonnell-Douglas Phantom FG.1  
W/offss:  
565 on 29.06.71 566 on 03.05.70  
580 on 18.09.75 588 on 18.05.77  
Current use: RAF 43Sqn and POCU also  
Navy 892Sqn.



XV614-617 Westland SRN-6 Hovercraft  
859 Current use is by Hovercraft Trails Unit

XV622-639 Westland Wasp HAS.1  
W/offss:  
628 in 01.72 630 on 14.09.71  
635 on 05.04.77 637 in 12.69  
Disposals from active service: 625(Ma-  
nadon College), 633(Brazil)  
Current use: Navy 703 & 829 Sqdns with  
some examples held at Wroughton

XV719-734 Westland Wessex HC.2  
Conversion to HAR.2: 720,729,730  
Conversion to HCC.4: 732,733  
Current use: 18, 22 and 72 Sqdns plus  
the Queens Flight for the HCC.4s  
734 serial not taken up

XV814 DH.106 Comet 4  
C/no: 6407  
Currently with RAE Farnborough

XV841-855 Boeing-Vertol Chinook HC.1  
All cancelled

XV884-887 General Dynamics TF-111K  
All cancelled

XV902-947 General Dynamics F-111K  
All cancelled

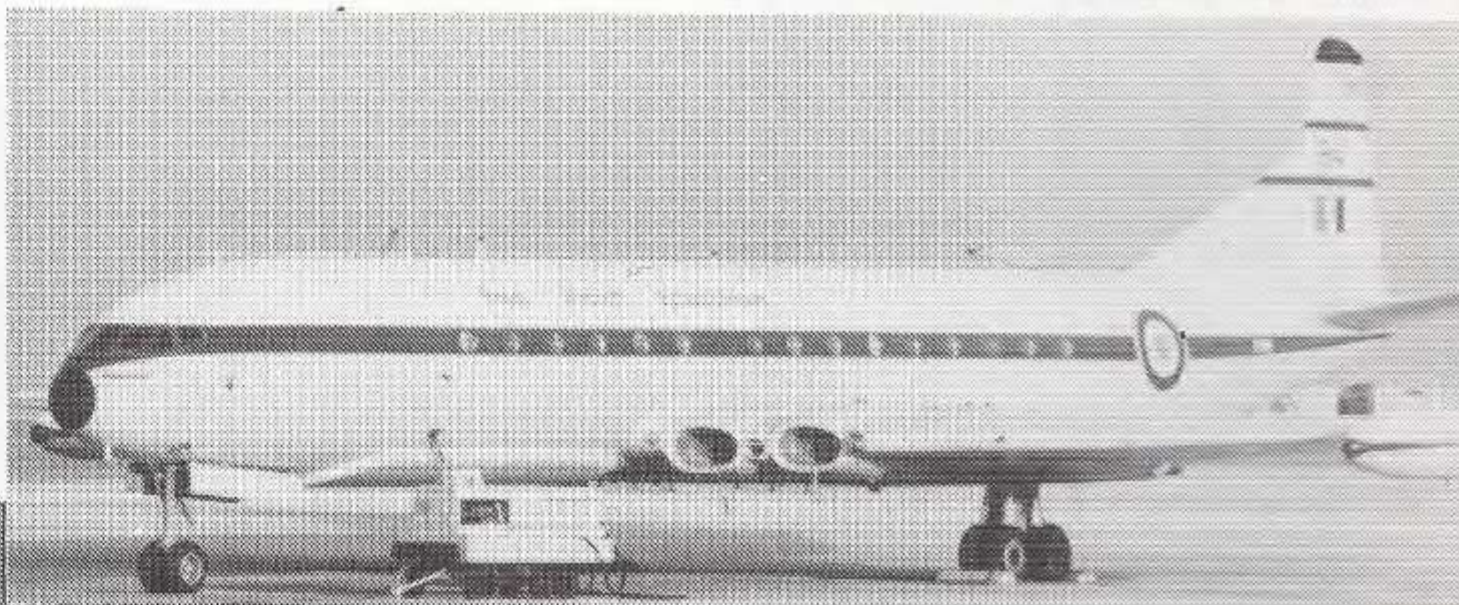
XV951-990 Slingsby T.53B  
Only 951 (c/no 1574) completed the re-  
mainder cancelled

■■■■ XW100 - XW999 ■■■■

XW102 KD2R-5 Shelduck D.1  
146-150 drones  
450-476  
494-515  
670-707  
724-745  
804-831  
941-980

XW105-145 MQM36A Shelduck D.1  
drones

to be continued



ABOVE LEFT: Sioux XV313/E at  
Valley on 11.8.74. (API/Ben  
Ullings)  
ABOVE RIGHT: Royal Navy  
Phantom XV569 with Leuchar's  
base code LU on its tail(API)  
LEFT: Harrier GR1 XV740/A  
of 4Sqn. (API)  
ABOVE: Comet XV814 of the RAE  
at Luqa. (API/J.Visanich)



# THE BELGIAN AIR FORCE

Compiled by Frank Klaassen, with thanks to Major Hoeben and Adjudant Moerman (Belgian AF) and Leo Spiessens.

## Part 18



TF-104G FG-106 shortly after delivery. Note c/n 5106 on the tail. (BAF)

Since I couldn't get more than two pages this month, this 18th episode will deal with numbers only: the remainder of the current BAF aircraft and an update of older lists.

### AIRCRAFT OF THE BELGIAN AIR FORCE

#### Lockheed T/F-104G Starfighter

Belgium ordered 100 Starfighters, which were to replace the Canucks of the 1st and the Thunderstreaks of the 10th Wing. All aircraft were built by SABCA and the first examples were delivered on 14 February 1963. The FX-27 crashed prior to delivery and was replaced by another aircraft. FX-01 was delivered as OO-FSA (instructional airframe).

The Starfighters are serialised FX-01 to FX-100 and the construction-numbers are 9016-9024, 9027-9029, 9032-9034, 9038-9040, 9044-9046, 9050-9052, 9056-9058 (9058 was the FX-27 that crashed; it was replaced by an FX-27 with c/n 9082). FX-28 to FX-30 are 9062-9064, FX-31 to FX-36 are 9068-9073, FX-37 to FX-66 are c/n 9077 to 9109, FX-67/69 9113-9115, FX-70/72 9119-9121, FX-73/75 9125-9127, FX-76/78 9131-9133, FX-79/84 are 9137-9142, FX-85/87 9146-9148, FX-88/90 9152-9154, FX-91/93 are 9158-9160, FX-94/96 9164-9166, FX-97/99 9170-9172 and the FX-100 has construction-number 9176.

The following have been written-off:

FX-08	F-104G	16.07.63	Taviers
FX-27	F-104G	21.11.63	(replaced by a new one)
FX-66	F-104G	18.08.64	Gosselies
FX-77	F-104G	27.01.65	Deurne
FX-92	F-104G	09.09.65	Kaulille
FX-63	F-104G	11.10.66	Geel
FX-16	F-104G	14.12.66	L'Ecluse
FX-88	20-04-67	20.04.67	Rienne
FX-75	F-104G	04.04.68	Peer
FX-36	F-104G	20.06.68	Nordhorn (W.Germ.)
FX-05	F-104G	20.06.68	Samree Dochamps
FX-87	F-104G	02.09.68	Beauvechain
FX-55	F-104G	06.06.69	Romeree
FX-71	F-104G	24.09.69	Peer
FX-49	F-104G	24.11.69	Vlieland (Holland)

FX-14	F-104G	20.07.70	Dion-Le-Mont
FX-42	F-104G	30.09.70	Vlieland (Holland)
FX-01	F-104G	26.01.71	Chapois/Leignon
FX-50	F-104G	10.07.72	Biel (collision)
FX-73	F-104G	10.07.72	Biel (collision)
FX-43	F-104G	26.01.73	Corbais
FX-97	F-104G	25.07.73	Sudern (W.Germany)
FX-37	F-104G	13.11.73	Moersen (W.Germany)
FX-46	F-104G	15.01.76	Nordhorn (W.Germ.)
FX-04	F-104G	.06.76	Kleine-Brogel
			(burned out on the ground)
FX-09	F-104G	03.08.76	Solre-Sur-Sambre
FX-25	F-104G	13.01.77	Saint Jean Geest
FX-56	F-104G	14.02.77	Beauvechain
			(emergency-landing)
FX-06	F-104G	06.04.77	Vlieland (Holland)
FX-98	F-104G	02.08.77	Nederweert (Holland)

#### TF-104G

For training purposes Belgium ordered twelve two-seaters, these being:

FC-01	c/n 5786	ex 64-15104
FC-02	c/n 5787	ex 64-15105
FC-03	c/n 5788	ex 64-15106
FC-04	c/n 5101	
FC-05	c/n 5102	
FC-06	c/n 5103	
FC-07	c/n 5104	
FC-08	c/n 5105	
FC-09	c/n 5106	crashed 19.06.69 near Mont Guibert
FC-10	c/n 5107	
FC-12	c/n 5108	

FC-01, 02 and 03 are Lockheed built TF-104Gs model 583D; they were delivered as FG-104, 105 and 106 respectively. The other nine TF-104Gs are the 583G model, also built by Lockheed.







Andover CS-03 at Brustum on 24.6.77. (F.Swinkels)\*

Three aircraft were ordered in 1974 to replace the Dakotas of the 21st squadron at Melsbroek: CS-01 c/n 1741 first flight 26.5.76 d/d 28.6.76 CS-02 1742 06.7.76 31.7.76 CS-03 1743 11.8.76 30.9.76 The CS-03 is ex G-BEEM, although this registration was never painted on the aircraft; it was only used as radio call-sign on the occasion of Farnborough 1976.

#### Lockheed C-130H Hercules

To replace the C-119s of the 15th Wing twelve C-130Hs were ordered in March 1971; the delivery was completed in May 1973.

Serials are CH-01 to CH-12, USAF serials were 71-797 to 1808, construction-numbers 4455, 4460, 4461, 4467, 4470, 4473, 4474, 4478, 4479, 4481, 4482 and 4483.

#### CORRECTIONS & ADDITIONS

FLASH 74: Tiger Moth T-11 (page 15) crashed at Nivelles. T-20 had a cat.4 crash on 17.7.48 and was subsequently written-off; it was in the Technical School at Saffraanberg till August '52. T-24 crashed 11.12.54.

Spitfire SG-81 (page 14) crashed 06.02.50 in the Veurnse Vaart.

FLASH 77: Spitfire SG-24 (page 15) crashed near Wulpen.

The Thunderjets PS-1 to 3 (page 16) were delivered 3.4.51 and PS-15, 16 and 19 in June 1951. Hunter IF-12 was coded IS-D, IF-32/OV-F, IF-34/JE-E, IF-59/JE-X, IF-70/OV-V, IF-89/OV-Z.

FLASH 76: Meteor Mk.4 EF-23 (page 14) became the ED-25 as a Mk.7, not ED-26; EF-25 became ED-26. Some crashes: on 31.03.50 a Mark 4 of No. 4 squadron crashed near Bad-Bodendorf and on 09.05.53 three mark 8s of the 7th Wing crashed while landing at Chievres.

FLASH 78: Meteor NF.11 EN-1 (page 14) crashed on 26.8.55. EN-4 was coded KT-N, EN-6 was withdrawn from use in May 1958, EN-12 was coded KT-R, EN-13 was w.f.u. in May 58. Delivery-date of the EN-15 was 5.3.56; EN-16 was ex RAF WD594; EN-18 was w.f.u. in May 1958 and EN-24 was coded ND-M.

FLASH 80: About the Thunderstreaks on page 13: FU-05 was also coded YL-I, FU-11/YL-M, FU-21/YL-L, FU-33/3R-P, FU-66/26-T, FU-86/RA-T and RA-O. Furthermore FU-77 was serialised 53-6564 (not -6538) and FU-80 53-6578 (not -6573).

FLASH 82/83: Again the Thunderstreak list (p.22): FU-99 was also coded RA-U, FU-100/RA-N, FU-135/UR-E and 8S-L, FU-144/8S-P, FU-149/RA-O, FU-161/UR-J, FU-167/3R-N, FU-174/UR-Q, FU-180/UR-U, FU-185/26-U and FU-186/8S-F.

FLASH 84: Thunderstreak FU-194 (page 13) had code 8S-P. Thunderjet FZ-15 (on page 14) was coded EB-G.

FLASH 86: Dakota K-8 is now SU-AZO (page 14). The SV-4b list, also on page 14 may be updated as follows:

V-1 crashed 26.4.53 at Koksijde; V-3 was withdrawn in 1963; V-7 crashed 04.08.53 Raversijde; V-8 crashed 06.09.67; V-9 26.09.64 Goetsenhoven; V-10 January 1954; V-11 04.08.66; V-12 09.07.56; V-13 05.11.59 Taviars; V-15 16.05.50; V-19 11.07.70 Koksijde; V-23 23.09.57; V-24 26.08.64; V-25 20.07.51; V-26 29.05.69; V-33 23.06.60; V-34 18.04.59; V-35 16.02.59; V-39 14.10.68 Overhespe; V-40 11.07.63 Oostmalle; V-44 07.07.59 Zwartberg V-45 20.04.68 Zoersel; V-50 10.04.58 Goetsenhoven V-51 15.05.65 Chievres; V-53 24.04.60 Cambrai; V-54 withdrawn 23.09.57; V-56 withdrawn 23.05.57 V-57 withdrawn 04.10.57; V-58 withdrawn 17.09.57 V-59 crashed 24.05.65 near Hakendover; V-63 20.03.59.

FLASH 87: More information about the Avro Anson (page 14) has come to light:

The NA-3 was delivered in May 1947; NA-4 ex EG-268 of the RAF also delivered May '47; NA-5 was coded OT-ZCB; NA-6 OT-ZCC d/d in May 1947; NA-11 was ex RAF R9605; NA-12 ex RAF N5028 delivered in May 1947. The NB-1 was coded ZC-A and the NB-2 ZC-B; the latter was ex RAF PH767 and delivered red in September 1946. PH-697 (NB-12) was delivered in September 1946 and DG773, LT126, LT605 in May 1947.

Then more news on the Thunderflashes: FR-4 had serial 52-7240, not -7640, FR-19 was 52-7439, no 53-, FR-20 was 52-7436, not 53-, FR-32 was 53-7646, not -764.; the FR-30 is also in the Technical School at Saffraanberg.

Hawker Hunter Mk.4: construction-numbers are amongst others 8718 to 8721, not 8718, 8721.

FLASH 88: You will no doubt have noticed the disturbing lay-out error in the text on page 14, dealing with the spectacular mission of major Pauwels; our apologies for this. The Thunderflash in question was in fact the FR-13.

In addition to the history of the 42nd squadron published on page 14: the RF-84Gs at Wahn were PZ 187, 188, 189, 191, 203, 204 and 205. Coded H8-A to H8-H these aircraft were at Wahn from March till December 1955.

About the Pembroke list on page 16: serials were OT-2AA to OT-ZAL (not ZAI); RM-7 was taken to Genk via Kleine Brogel, for use in a school for handicapt. During the conversion from aircraft to coffee-bar it burned out. An aircraft is no coffee-bar!







## TRAVIS AFB

11 AUGUST 1977

by Ben J. Ullings/Aviation Photos International

Established in 1942, the single short airstrip and a few temporary buildings at the Fairfield-Suisun Army Airfield became the basis for what is today one of world's largest airports.

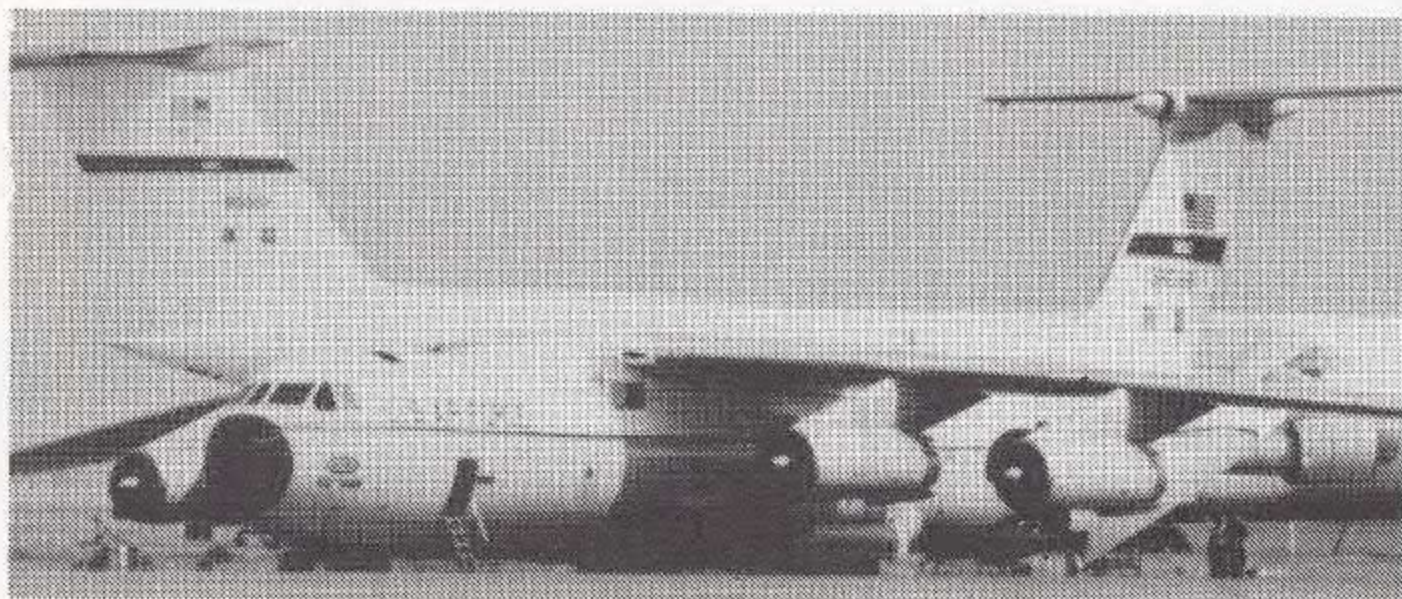
The location in the prairie north of San Francisco was selected by the Navy, which was the first occupant of the field, because of the prevailing winds similar to those found at a carrier-deck.

In 1943 the Navy made place for the Army Air Transport Command and later during that year the field was designated home-base for the Pacific Wing Air Transport Command.

The B-24s which operated out of the field all over the Pacific theatre, accomplished numerous unique missions during the remainder of WW II. During that period Fairfield grew and grew, buildings arose all over the place almost overnight. Major construction projects were the David Grant Medical Centre and a fuel pipeline-connection between Suisun and the base which was later extended to the refineries at Concord.

Fairfield-Suisun was renamed Travis AFB in 1951 in honour of Brigadier General Robert E. Travis who had been commanding the base since 1948 and who died when his B-29 crashed at Travis on August 5, 1950.

Military Air Transport Service (MATS) and the Strategic Air Command have been exchanging tenant status several times in the post WW II period.



Today the base houses the headquarters of the 22nd Air Force which conducts airlift-operations in the geographic area West of the Mississippi up to the African East Coast (which is equivalent to half the world).

22nd AF comprises of 8 Wings located at various bases operating over 300 transport aircraft and employing a workforce of over 35,000 people. Additionally, the 22nd AF has the backing of Reserve Wings providing some 200 aircraft and 20,000 people when required.

The 60th Military Airlift Wing is one of the units part of 22nd AF and operates the Galaxies and Starlifters which are based at Travis.

Alongside 60th MAW the 439th MAW(Reserve) shares on first line tasks.

Both Wings contain two squadrons each of C-5A and C-141A aircraft.

Also based at Travis is the 916th Air Refuelling Squadron which renders services to the Military Airlift Command as well as Strategic-, Tactical & Air Defence Commands, with the familiar KC-135A. A number of the 916th ARS aircraft are on 24 hours alert which unfortunately makes their flightline inaccessible for photography.

The squadron's aircraft regularly deploy to Eielson AFB in Alaska and to Torrejon AFB in Spain.

C-9A Nightingale aircraft, as well as specially modified Starlifters, regularly stage through Travis to deliver and collect patients to and from the David Grant Medical Centre which hospital supports 20 Air Force installations in the Western States.

Having visited NAS Alameda in the morning (see Flash Nr.89), it took only an hour's drive to arrive in a totally different world.

In no way having the intention to degrade the interesting aircraft-scene at Alameda the arrival at Travis was an uncomparable experience.

After spending some time alongside the runway waiting in vain for Galaxies to arrive but fortunately kept occupied by a KC-135A performing 'circuits and bumps', Base Operations advised serial numbers for the C-5A and C-141A which were available for close inspection.

Originated as a civil enthusiast, I had at several occasions before managed to have a close look at some 747's and DC-10's, but the Galaxies' spaceousness can in no way be compared with these civil wide bodies.

Above the 213 square metres freight deck, the forward section of the aircraft houses a remarkably large crew area which can accommodate up to 15 people.

A standard Galaxy crew consists of 5: Pilot, Co-pilot, Flight Engineer, Navigator and Loadmaster. In the rear of the aircraft one finds an upper-deck which can accommodate up to 75 passengers. The aircraft's mid-wing section however prevents direct contact with the flight deck which results in various safety problems.



These were stipulated by the fatal crash at Saigon which eventually resulted in severe limitations on passenger carriage by the aircraft thereby depriving a lot of Air Force personnel from the opportunity to travel cheaply on the long-distance flights to Hawaii and the Far East.

The empty space behind the passenger area under the tail is of a size comparable to the cargo-hold of a DC-9 which I found one of the best examples of the enormous size of the Galaxy. In view of gravity reasons this space can not be utilised.

Base excursions at Travis are usually first passing through a C-141A before entering the Galaxy. Moving the other way around is simply not fair to the Starlifter as it makes the aircraft seem a toy compared with it's big brother.



Nevertheless the aircraft still is quite a machine but one could easily imagine a pilot's preference for the C-5A comparing crew facilities

Some 15 aircraft of each type were parked on Travis' apron providing a striking similarity to a large civil airport.

With scheduled flights arriving and departing daily, passenger terminals and impressive ground-handling facilities, the activities at Travis are indeed similar to the most sophisticated civil operations.

The wide-bodyness found at the base however was an impression which I felt hard to beat by any other military field in the world.

+ Many thanks are due to the Travis Public Affairs Staff for all the assistance given in compiling this article



FRESNO

15 AUGUST 1977

## 144th Fighter Interc Wing

by Ben J. Ullings/Aviation Photos International

A first 'face to face' with the F-106 Delta Darts at Fresno immediately revived the unforgettable times at Soesterberg when the Delta Daggers were still around.

The California Air National Guard aircraft at Fresno belong to the 194th Fighter Interceptor Squadron which is part of the 144th Fighter Interceptor Wing.

Both units are headquartered at Fresno's Municipal Airport, where they share the field with a small US Army detachment and - of course - a large number of civil aircraft.

The squadron employs only three full-time pilots and the reserve pilots have to fly a minimum of 6 sorties (12 hours) a month. My escort - Continental Airlines' B.727 captain - described the Delta Dart as "a very fine plane to fly. You can do many things with it. It's just as manoeuvrable as the Delta Dagger but much faster".

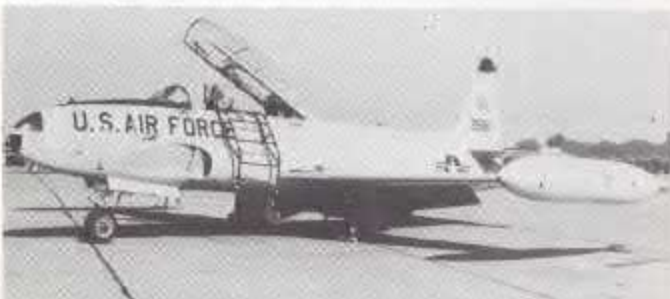
The California State Bear painted on the tail dominates the striking red & white scheme of the 'Darts' and can also be found on the T-33As, of which a few operate with the squadron mainly as targets for interceptor mission. Judging on basis of the outward appearance, the T-Birds must be some of the best maintained examples still flying around.

The 194th FIS is at 24 hours alert and two aircraft at the apron were fully 'dressed up' for immediate action.



As a result of this combat-readiness, security at Fresno was rather strict, but fortunately I was still allowed to take a lot of shots of the aircraft.

It is sad to have to realise that in the near future we will be without living examples of fantastic Convair fighters. The opportunity still to catch a few, made the short visit to the 194th FIS a very happy one.







Special thanks to: D.O'Mahony, RLD, GLM, ABN  
AN, AI, Fokker/VFW and Airnieuws R'dam.

Temporary registrated F.152 PH-AZH (F.1394)  
seen with ASH at Teuge.

## MOVEMENTS

### SCHIPHOL

Movements of February (including military):

- 2: A40-PA DC-8 CargOman CS-AFI Piper PA.28  
N5772T B.707 Tradewinds SE-DDL B.747 SAS
- 3: F-GBBS F.28-1000 (11050) TAT/Air France!  
N77NR Jet CMMmander N60CC G.1159
- 4: LZ-BTL Tu.154 Balkan YR-TPA T154 Tarom  
G-BDIW WZ868'51' Chipmunk ex RAF still at  
Schiphol 4-3-78 (Transavia hangar)
- 5: D-IBVW Beech King Air 200 F-BVRA Beech 99  
I-DIRB B.727 Alitalia
- 6: G-ARBY Viscount Alidair OE-FMW Beech KA200  
G-MDRB PA.31 Air Anglia VR-BJD Learjet 36  
60166 C-12A USAFEurope
- 7: HL7431 B.707 Korean Al OO-JPI Merlin Sab.  
F-YEFV 232 PA.31 Fr.Navv OE-GMA Learjet 35
- 8: D2-TAC B.707 Angola Al (at night)  
XC-MEX G.1159 Gulfstream II (till 10/2)
- 9: HL7425 B.707 Korean Al D-CBMB Falcon 10  
G-ARGR Viscount AlidairAC OO-AOL PA.23-160  
N2755A Aero Commander 690
- 10: PH-EXB F.27 (10571) and PH-EXM (10563) F27  
PH-JPV F.28-4000 (11130) HZ-MFA BAC.1/11  
OY-PRT TS-601P Aerostar N80MD Beech K.A.  
G-BEZX B.707 Dan Air/IAS
- 11: F-BJTH Se.210 Air Charter OH-CHR Cessna 414  
SE-EWO and SE-EWX Beech Barons  
N300CP Beech King Air
- 12: HB-IGA B.747 Swissair(for overhaul)
- 13: HB-IEN CL.44 Transvalair D-CORA Learjet
- 14: N17ST L.382 Hercules TIA D-ICAP Learjet  
F-BHRQ Se.210 Air Inter
- 15: OY-APV B.720 Maersk G-BDAL AC-500
- 16: TR-KKA L.100 Hercules Force.Aerienne Gabonais  
N214GP Grumman G.1159 Gulfstream II
- 17: HB-GFL Beech Baron OE-FSV Piper PA23  
LX-HBR Piper PA.23
- 18: N8593R Beech Baron YR-TPE Tu.154  
G-AXAA CL.44 TAC HB-VEM Learjet 35
- 19: 7T-WAU F.27M AlgerianAF
- 20: 470/HE AB.212 Peruvian Navy (see mili.news)  
G-SHIP Piper PA.27 G-TAMY Cessna 421
- 21: 340-VA 208 N2501 FrenchAF 24200 VC-140B USAF
- 22: 64/BI 131 N2501 FrenchAF N98757 Cessna 310  
I-CKET G.159 Gulfstream I D-COLL Mystere 20  
D-AFKG G.1159 Gulfstream II
- 23: HB-IEN CL.44 Transvalair N227G G.1159

- G-AWYF G.159 Gulfstream I
- 24: PH-EXM F.27 Air Niger D-CORA Learjet  
D-GINI P.68 Victor
- 25: PH-LEN PH-VLS & PH-DPA three new F.172Ns  
D-CAVW Sabreliner VW D-IKKI Cessna 421  
N5772T B.707 Tradewinds G-BEEU Piper PA.28  
OY-SAU B.727 Sterling OY-KGD DC-9-21 SAS
- 27: PH-EXT F.28 in NLM c/s OE-GMA Learjet 35  
PH-DCO DC-8 KLM (back from Garuda)on
- 28: D-AIAE A.300B Lufthansa OK-HFM Tu.134

### March:

- 1: 62-WD 205 N2501 FrenchAF F-BYCV Falcon 10
- 2: 340-VX 208 N2501 FrenchAF F-GAPR Cessna 421  
PH-BBV F.28 NLM(ex PH-EXT) D-AIAE A.300B LH
- 3: D-CITA Learjet CF-02 Merlin BAF

### SHANNON

January 1978 (deliveries only; most of the air-  
craft came from Gander):

- 4: N6678C C.421C St.Johns-SNN, 6/1 to Brussels  
OY-RPO Piper PA.23 5/1 to Kobenhavn
- 5: N6135H Piper PA.28 5/1 to Geneva  
N2268M Piper PA.28 5/1. to Geneva  
N746J, F.27 Saudia Airlines, delivery via  
Nice,named 'Flight of the Phoenix'
- 6: N2126M Piper PA.34 7/1 to Gatwick
- 7: N4982W AC.114 8/1 to Lisbon  
LN-FAX Cessna 206 8/1 to Oslo
- 9: N749L F.27 Saudia Airlines, to US for check  
training  
8P-ASF Trislander (1035) Hurn-SNN-Reykjavik  
on 14/1, for Aeroservice Barbados
- 12: N2582M Piper PA.28 12/1 to Gatwick  
N1038F My.20 (370) Bordeaux-SNN-Reykjavik
- 17: N47926 Piper PA.28 17/1 to Rakeian
- 18: G-BFJA AA-5B (0639) 19/1 to Luton  
N2233M PA.28R-201 (7837072) 19/1 to Wien  
N2127M PA.34-20QT (7870066) 19/1 to Kassel
- 19: N64739 B.707 Air Sales/Intercon (stored??)
- 20: N5769N Aero CMMmander AC.114 23/1 to Köln
- 25: N27441 PA.31 (7812019) 26/1 to Raklun
- 30: N65BA BN.2-8 (529) from Gander with titles:  
'Northrop-Wilcoy'
- 31: G-BFII Piper PA.23 from Gander



# DUTCH REGISTER

New aircraft during February '78:

PH-BBV F.28-4000 (11127) ex PH-EXT Fokker-VFW  
 PH-DCO DC-8-55 (45632) ex PK-GEC, PH-DCO. Registered 2/78 to KLM  
 PH-DLA F.172K Hawk XP (F.0608) ex PH-AXR not officially registered yet  
 PH-DPA F.172N (F.1622) ex PH-A.. 2/78 ASH BV  
 PH-FOX F.27-6157 (10423) ex PH-EXT, PK-GFK, PH-FOX 2/78 Fokker-VFW, to become D2-TAE  
 PH-JPV F.28-4000 (11130) ex PH-EXU/SE-DGN 2/78 Fokker-VFW for demonstration trip  
 PH-NZK S.61N (61773) delivery 17/1, 2/78 registered to KLM Helicopters BV  
 PH-NZL S.61N (61775) idem  
 PH-SBM F.172N (F.1637) ex F-GAQA, 2/78 ASH BV  
 PH-SKB F.172N (F.1549) ex PH-AXM, 2/78 ASH BV  
 PH-VLS F.172N (F.1631) ex PH-AXZ, 2/78 ASH BV  
 PH-VWM Cessna 310R (1250) ex N96997, ASH BV



Additions to new registrations

PH-ALM PA.18-135 (18-3179) left Zestienhoven on 29 December on a truck  
 PH-ASH FRA.150L (F.0239) 2/78 to FAST Eelde  
 PH-EDH PA.24-250 (24-3361) transported to GLM  
 PH-GRE F.172M (F.1110) 2/78 to ASH BV  
 PH-HAK C.F.182P (F.0027/63986) ex N9926E. According to the Dutch Register 2/78 to Rooswinkel T & V, Airnieuws R'dam to N96094 and Aviation News to G-BFIW  
 PH-ILE B.95-A55 (TC-22) still in register (would be sold in England)  
 PH-KDI FRA.150M (F.0323) 2/78 to Vliegdiens Holland-Noord (delivered 5-1-78)  
 PH-MIP F.172M (F.1382) 2/78 to ASH BV  
 PH-NAS PA.31P (7400216) 19-1-78 engine failure while taking off from Norwich  
 PH-RES F.172N (F.1597) 2/78 of ASH BV  
 PH-RVS P.68B (98) to KLM Aerocar to  
 PH-RYK S.205-20/R (221) 2/78 to C.J.Dekkers  
 PH-SEA PA.31 (31-337) 11-11-77 to Teuge; since then stored (still 25-2-78) here.  
 PH-SRP PA.28-151 (7715209) 2/78 to St.Vlieg.R'dam  
 PH-TGW F.172M (F.1294) 2/78 to J.Boers  
 PH-VDW F.172H (F.0626) 2/78 to N.P.Teulings

Seen at Teuge on 25 February were illustrated Cessna 404 N36998 and a Cessna 340 ~~N-1222~~ (ex D-IGLP). Also seen were: PH-AXF/G/I, PH-AYC/D/F/H all Reims Cessna's; D-ENGO/EEDI/EECX; D-IHSP a Cessna 310; D-EKDM Aerobat ex N96069 and the fuselage of D-EBYP a Cessna 182 just arrived from Hamburg.

## CANCELLED

PH-ACS PA.31-310C (7712046) now regd 5N-ASS  
 PH-ASM PA.28-180 (28-2885) 2/78 to UK  
 PH-BOI PA.34-200T (7570147) now regd D-IAOD  
 PH-BUS PA.34-250 (24-3551) 2/78 to NEAS and during February to UK as G-BEKR



PH-DMF F.172M (F.1137) 2/78 to G-BFLO  
 PH-NAZ PA.34-200 (7350318) 26/1 delivered to UK; 2/78 NEAS BV and 2/78 registered G-BFKY  
 PH-SKI F.172H (F.0505) 10/1 delivered to UK; 1/78 out register; now G-BFJV  
 PH-TVC B.737-2K2C (20836) to LV-MDB (sorry)

## INTERIM REGISTRATIONS

PH-AXF F.172N (F.1641)  
 PH-AXO F.172N (F.1601) to G-BFKN  
 PH-AXR FR.172K-XP (F.0608) to PH-DLA (unofficial)  
 PH-AXS F.177RG (F.0163) to OO-DFV  
 PH-AXT F.337G to G-FAST  
 PH-AXZ F.172N (F.1631) to PH-VLS  
 PH-AYC F.152 (F.1359)  
 PH-AYH F.152 (F.1394)

PH-EXF to PH-FTF/5-4041  
 PH-EXM to PH-FTH  
 PH-EXU to PH-JPV

PH-EXG to 5-4042  
 PH-EXT to PH-BBV

The four B.747-206Bs on order for KLM are:

PH-BUK (21549) 'Charles Lindberg' PH-BUM (21659)  
 PH-BUL (21550) 'Louis Bleriot' PH-BUN (21660)

On the list of aircraft in stock with ASH BV the following aircraft appeared:  
 PH-AXF/G/R/Y (scrapped)/Z, PH-AYC/D/H/and I,  
 D-ENGO, D-IAOD (PH-BOI), D-EECX, D-EEDI, PH-MIP  
 and D-EGJO (ex PH-AXY??).





# FOKKER-VFW

## F.27 FRIENDSHIP

10113 102 del. 16-12-77 as F-BYAP to Uni Air  
 10127 102A del. 16-12-77 as F-BYAO to Uni Air  
 10259 269D F-BUPO, painted all yellow Only 11/77  
 10409 600 3-3-78 Ypenburg TY-AAG for Air Benin  
 10421 600 27-1-78 del. as EC-DBM to Royal Iberia  
 10423 600 23-2-78 del. as PH-FOX/D2-TAE to TAAG  
 10424 600 20-1-78 del. as PH-FTG/D2-TAF to TAAG  
 10485 4196 seen 11/77 as 5-209 (not 5-8809!)  
 10563 600 r/c 16-2-78 as PH-EXM in Air Niger c/s  
 delivered early March as PH-FTH  
 10567 6244 IP, 6-1-78 del. as PH-FTF/5-4041 IAAF  
 10568 4245 PH-EXG, del. 9-1-78 to IAAF 5-4042

According to Mr. Knoop of Fokker-VFW, the ex Garuda F.27s for TAAG Angola and Iberia have now been delivered.

Two F.27-500s seems to have been delivered to MAS (ex NZNAC); replacing the Mk.100s.

Production sequence of the F.27: 10478/481/482/483/485/480/487/479/484/486.

10563 rolled out in Air Niger c/s. This corrects Flash Nr.89 where it was mentioned to become 7T-VRM of Air Algerie (ex Algerian AF).

As PH-MPA, c/n 10549/AE561, arrived at Paris for demonstrations, the traffic-controller noticed the marks 'HP-MPA' on the wing. For this mistake Fokker-VFW had to pay DFL.3,000.



## F.28 FELLOWSHIP

11003 1000 PH-MOL, lease Nigeria Airways cancelled. During August to Air Anglia (1sd)  
 11027 1000 PH-ZBG lease to Air Alsace (planned)  
 11050 1000 D-AGAG/Fokker after lease to Itavia, now owned by TAT as F-GBBS  
 11124 4000 still regd TU-VAZ 3-3-78 Woensdrecht  
 11127 4000 PH-EXT, rereg PH-BBV for NLM-lease  
 11130 4000 PH-EXU/SE-DGN, regd PH-JPV for demonstration tour (see last month)  
 11138 4000 and 11139, 11140, 11141 for NLM  
 11993 1000 5N-ANA/Nigeria crashed

As mentioned above, c/ns 11140 and 11141 are both destined for the NLM and delivery will take place on 1-4-79 and 1-5-79. At the moment PH-SIX (11092) and PH-BBV (11127) are flying around in the NLM's c/s. PH-BBV was to be handed over on 3 March. After some trials at Zestienhoven it made some charters and will commence scheduled flights in April.

On 2 March 5N-ANA (L.3, c/n 11993) had a mid-air collision with a Mig-trainer.

Air France is to lease (via Air Alsace) PH-ZBG (11027) in the near future. Already leased is F-GBBS which is a new TAT aircraft.

The Argentine Navy ordered three F.28s; two mk. 3000Cs c/n 11145 & 11148; one Mk.3000IP c/n 11147

Neither Schreiner (for Saudia) nor Rotterdam Airlines are at the moment interested in F.28s according to Fokker. RAL is said to start operations April 1979 (postponed for a year). So they might receive c/n 11133 & 11135 after all???

## NEWS

FRANCE. 30 Lamas and some 200 AS.350 Ecureuils are to be built under license in Brazil.

- Air France ordered 13 Advanced B.737s for delivery between April and December next year.

- Iran Air ordered six A.300B2Ks.

GERMANY. On 2 December D-ACCI, a B.727-230 of Condor, left on lease to Nigeria Airways.

- DLT's second SD.330 was delivered on 18 December; D-CODO (SH3013) ex G-BFDX.

LUXEMBOURG. Luxair's B.737-209 LX-LGH was

delivered 17/2 'Prince Guillaume' (21443).  
 NORWAY. B.737-205 LN-SUM (21445) was delivered on 19 December, named 'Mangus Lagaboter'.  
 SPAIN. Spantax ordered a DASH-7 for delivery in April, replacing the DHC-6 Twin Otter.  
 U.K. Three SD.330s were sold to the ALM. They will replace just one DC-9.  
 - Three BN.2As were ordered by Munz Northern Als making a total of eleven.  
 - D-ALLI a BAC.1/11 won't fly service with Air Anglia. As said before the F.28 will be leased from August but U.K.-registered. (c/n 11003).  
 - Latest SA.330 Pumas for Bristol are G-BFJX and G-BFJY. C/ns respectively 1481 and 1484.  
 - New HS.748 for Dan-Air is G-BFLL (1658).  
 - Concorde c/n 100-614 & -016 are now registered G-BFQW/X (owner BAAG).

## ACCIDENTS

BELGIUM. B.707 OO-SJE was written-off at Tenerife on 15 February after it crashed. The passengers of the Sabena-flight weren't seriously injured.  
 NORWAY. Cessna 150F LN-HAB (63502) crashed into a frozen lake near Tampere on 27 January.

- Bell 205A LN-ORO (30058) crashed on 30 January.  
 PORTUGAL. Tiger Moth CS-AAA (3650) crashed at Tires Apt (Lisbon) on 4 February; aircraft w/o.

SWEDEN. Cessna 172 SE-GOX crashed on a frozen lake south of Arvika on 11 February.

SWITZERLAND. Enström F.280 HB-XET crashed at Disentis on 27 January and was destroyed.

- Hughes 500 HB-XEW crashed also on this date, after experiencing engine trouble near Passwang

- PZL-104 HB-EHZ crashed a day later, on 28 January, while towing a glider.

U.K. Piper PA.23 G-ARGL (22-5898) crashed in Georges Lane, Horwich on 21 January.

- PA.30 G-ATSE (30-1002) crashed into River Tay (near Dundee) on 5 February.

## CORRECTIONS & ADDITIONS

Having published the F.27 production-list for a year, I checked every part on additional information:

- 10105 EI-AKA went back to Fokker on 13-6-66  
 - 10106 EI-AKB idem on 14-1-66 (and on 17/1 to PAL). On 21-4-67 to Alia  
 - 10107 EI-AKC back 18-3-66; 24-3-66 to Schreiner; 28-10-67 leased to Spantax; 3-9-67 back.  
 - 10110 EI-AKE back Fokker on 8-6-66  
 - 10116 LN-SUO back Fokker 1-7-68 (11/11 Spantax)  
 - 10118 EI-AKF back Fokker 10-1-66  
 - 10119 PH-PSB sold 14-1-66, del. 15-3-66 NZNAC  
 - 10121 15-6-75 back & wfu Melbourne, 30-11-75 in service with TAA  
 - 10122 8-3-77 wfu Melbourne, 15-6-77 i/s TAA  
 - 10124 10-11-75 to Int'l Air of Reno  
 - 10126 crashed 10-10 (October) 1962  
 - 10134 4/75 bought Air Niugini as P2-TPI  
 - 10138 31-10-73 leased to Air Niugini, 4/75 bought as P2-TFK, 1-11-75 rereg P2-AND  
 - 10142 1-4-74 to Bali Int'l Air Service  
 - 10143 28-5-77 to PK-MER of Mervati Nusantara  
 - 10159 PH-KFA back RNethAF on 29-2-72  
 - 10166 f/e 07-11-60 - 10173 f/e 24-4-63  
 - 10174 VT-DMD crashed 24-7-76 Bhuvaneshwar  
 - 10191 crashed 12-12-62 parts to c/n 10258!  
 - 10201 on 27-2-63 to JA-8615 of All Nippon  
 - 10202 f/e 28-05-62 - 10203 del. 28-06-62  
 - 10204 06-07-62 DETA - 10208 1-9-76 to 9Q-CEB  
 - 10218 f/e 28-1-63 delivery on 12-2-63  
 - 10264 25-02-71 to Ansett AL of New South Wales  
 - 10283 f/e 04-10-65 - 10287 is a srs.185  
 - 10291 PH-FII. Why Fokker never used PH-FIM is not known to us. Earlier additions were given in Flash 81 & 84 and under 'Fokker-VFW'.

JA8636 F.27 (10261) of All Nippon. (API)





Special thanks to F.Schaefer, ITASW, Aero Review, A.P.I.,  
W.Zwakhals and last but not least Fokker-VFW.



PHOTO ABOVE: AP-AUR (10307) by API/J.Visanich. BELOW: I-ATIF (10321) by Wim Zwakhals

10307	2104	PH-FKB, f/f 12-09-66, 24-09-66 to AP-AUR of PIA, 30-06-72 leased to Libyan Arab Al, 30-12-72 damaged Tripoli Airport, 01-05-76 back PIA, current.
10308	2100	PH-FKC, f/f 26-09-66, 10-10-66 to VT-DVF of Indian AC 'Beas', 28-09-66 leased as 9N-AAT to Royal Nepal Al, 23-10-69 back IAC, 06-03-72 to S2-ABG of Bangl. Biman, current
10309	2100	PH-FKD, f/f 11-10-66, 19-10-66 to VT-DVG of IAC 'Sarja', 07-06-70 crashed Argatala.
10310	1105	PH-FKE, f/f 17-10-66, 08-12-66 to PI-C531 of P.A.L., 25-09-68 crashed Bancelod Apt. (at Negros Island), 28-07-71 to '10310' of the Philippine Air Force, current.
10311	1105	PH-FKF, f/f 17-10-66, 12-01-67 to PI-C532 of P.A.L., 09-05-70 crashed Iligan Apt.
10312	4106	PH-FKG, f/f 08-11-66, 05-12-66 to XY-ADN of Union of Burma Aws, 01-05-72 transferred to Burma Air Corp, 12/76 Burma Air Lines, current.
10313	4106	PH-FKH, f/f 23-11-66, 15-12-66 to XY-ADO of Union of Burma Aws, 01-05-72 transferred to Burma Air Corp, 12/76 Burma Air Lines, current.
10314	6107	PH-FKI, f/f 02-12-66, 16-12-66 to AP-AUS of PIA, 08-12-72 crashed Himalaya.
10315	6108	PH-FKK, f/f 13-12-66, 16-12-66 to VH-FNQ of Ansett ANA, current.
10316	6109	PH-FKL, f/f 28-12-66, 06-01-67 to G-AVDN of Gulf Aviation, 01-01-74 to Gulf Air, 01-10-75 registered A40-FN, current.
10317	6108	PH-FKM, f/f 09-01-67, 17-01-67 to VH-FNR of Ansett ANA (delivery in Mandated Al c/s) current.
10318	6108	PH-FKN, f/f 19-01-67, 26-01-67 to VH-FNS of Ansett ANA (delivery in Mandated Al c/s) 29-07-77 to P2-ANS of Air Niugini, current.
10319	1110	PH-FKO, f/f 09-02-67, 17-02-67 to VH-EWK of EWA 'City of Armidale', current.
10320	2114	PH-FKP, f/f 26-01-67, 30-01-67 to I-ATID of ATI, 16-03-74 to 'F-SEBF' of Centre National d'Etudes des Telecommunication/FrenchAF, being used for calibrations, current.
10321	2114	PH-FKR, f/f 20-02-67, 22-02-67 to I-ATIF of ATI, 30-09-74 to R.A-I./Navais Flight Inspection of the Italian Air Force, current.
10322	6108	PH-FKS, f/f 03-03-67, 09-03-67 to VH-FNT of Ansett ANA, leased to Air Nauru for some time, current in service with Ansett Airlines.
10323	6115	PH-FKT, f/f 15-03-67, 23-03-67 to HB-AAW of Bâlair (Swissair), 01-10-71 to G-AZFD of Gulf Aviation, 01-04-74 to Gulf Air, 01-10-75 re-registered A40-FD, current.
10324	2114	PH-FKU, f/f 23-03-67, 28-03-67 to I-ATIL, of ATI, 24-01-77 to Compagnie Europiennede Recherches (CER), current.
10325	6117	PH-FKV, f/f 06-04-67, 18-04-67 to PH-SAR of Schreiner Aws, 01-12-67 to KLM, no service flown, 03-04-68 to G-AWFU of Gulf Aviation, 01-01-74 to Gulf Air, 01-10-75 reregistered A40-FU, current.
10326	289	PH-KFW, f/f 19-04-67, 25-04-67 to CR-LIJ of DTA, 01-01-74 transferred to TAAG, 11-11-75 reregistered D2-LIJ, current.
10327	1118	PH-FKX, f/f 27-04-67, 24-07-67 to PI-C533 of PAI, 06-09-71 to '10327' of the Philippine Air Force, on 03-12-75 seen as PI-C534/10327?!, current '10327'.





