



**September**



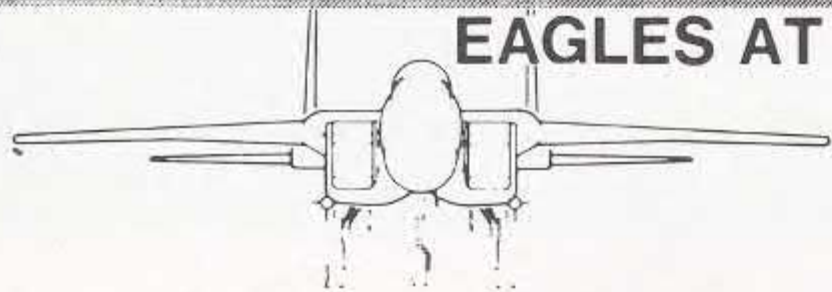
**aviation**

**magazine**





## EAGLES AT SOESTERBERG



From 15,00pm on, one by one, 18 Eagles arrived at Soesterberg after a seven-hours flight from Langley AFB, Va. Three rendezvous were made with KC-135s, two times with tankers from the States and the last one with Mildenhall detached ones. Included in these 18 F-15s were the first two examples for the 32TFS: CR77-074 & CR77-075. Two others had remained at Luke AFB: CR77-078 & CR77-081. In January, 32TFS will take delivery of the additional 14 F-15As and 2 F-15Bs. (photos P.v/d. Krommenacker).



Wednesday, 13 September 1978 will remain a memorable day to many Dutch aviation enthusiasts. On this day 18 F-15A Eagles arrived at Soesterberg including two for 32TFS. In a Galaxy the first F-16 arrived at Schiphol.

SEPTEMBER				
3	10	17	24	
4	11	18	25	
5	12	19	26	
6	13	20	27	
7	14	21	28	
1	8	15	22	29
2	9	16	23	30

## FIRST F-16 AT SCHIPHOL

As demonstration-model for Fokker-VFW, the first Dutch Air Force F-16 arrived at Schiphol. This F-16B was painted in yellow primer without any markings. It was delivered in a 'knock-down' state. This F-16B and the first two F-16s built by Fokker will be delivered to the air force in the summer of next year. (photo Fokker-VFW)



**WANTED:** slides and b&w photos of Belgian AF aircraft pre-1970. Cloth badges of BAF units. Aviation News Vol.1 & 2 complete. Military Aviation Review July 1976. Contact: Delabscule Marc, 6<sup>e</sup> Rue 25, 7300 Saint-Ghislain, Belgium.

**WANTED:** Details, squadron-lists, photos & everything else there is to know about the military versions of the Boeing 707. All material will be used for a future article in FLASH. Please contact: Jan Peter van Kempen, Bremlaan 8 5691 WJ Son, the Netherlands.

## ■ FLASH PHOTO SERVICE ■

All photos in this issue marked with an asterisk (\*) can be ordered. You can also order photos of the static-shows of the open days at Jagel and Ramstein.

The prints are all 13x18cm (5x7in) on PE paper fully glazed. They cost DFL.1,- each with a minimum order of 5 prints.

Orders and payments (in advance) should be sent to the editorial address before 20 October. We don't except payments and orders after this date!!!! Delivery takes 2-4 weeks.

(closing-date for the October issue is: 17 Nov.)



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Sample-copies are free obtainable on request.

Hurryingly cars dash past me left and right, almost making up a long string without destination. Having still a few days before returning to the old rut, I take my time after four weeks of enjoying my holidays. It is after all very difficult to enter upon the crowded French highways, after having done nothing in the sunny south.

Then, only a few hundreds kms before the Belgian border, it happened.....being an experienced spotter I perceive the noise of an aircraft five by five, despite all the other racket. There she was...no more than 1 km straight of me, glittering in the bright sunshine. It was an Antonov with red stars. A Russian?? Here?? Flabbergasted I barked my car hastily on the verge, clutched my binoculars, which I always have within reach of course and spotted with shaking hands a second Antonov. Yes, they were Russians indeed. What could this mean? Dumbfounded, I resumed the voyage not long after that three MIG-23 Floggers thundered over the sweet hilly French landscape and disappeared with an elegant turn over the horizon.

The discussion that followed after this was probably the most violent one, I ever had with my wife. She reproached me hot-headed for having never even touched a newspaper. I answered nervously that we were only for four weeks out of the usual life and furthermore that I could hardly believe the Russians were actually here all this time. Nowhere signs of any battle, nowhere any military trucks. In the next village we bought our first newspaper of the last four weeks, but it only read the usual crap. Only the frontpage of a French sensation-hungry magazine read: 'Les Russes sont arrivés'. Jumpy we leaped in the car and hurried home. At the Belgian border we asked the customs officer how long the war was already lasted. War? What war?? If you mean football, well Anderlecht was in a leading, but else nothing has happened.

At home we leafed through the heap of old newspapers. Nothing. Finally, at night when we watched television we found out it proved to be nothing more than a good-will visit of the Russian AF to Reims air base.

The Russian were here, but not for long, luckily.

Peter v/d Krommenacker

### COVER:

During the summer months, a special U-2R operated from Mildenhall. As can be seen from the cover-photo, 10339 arrived as a normal looking U-2R. Later, however, it appeared a new pylon-top had been installed. This new pylon top housed the Side Looking Radar (more details in this month's news section). (B.Hickman)

### BACK-PAGE:

Devoted to Flugtag 78 at Ramstein on 30 July. With the absence of the Air Tattoo at Greenham Common, this was the best open day in Europe of this year. Including: in the static display were:

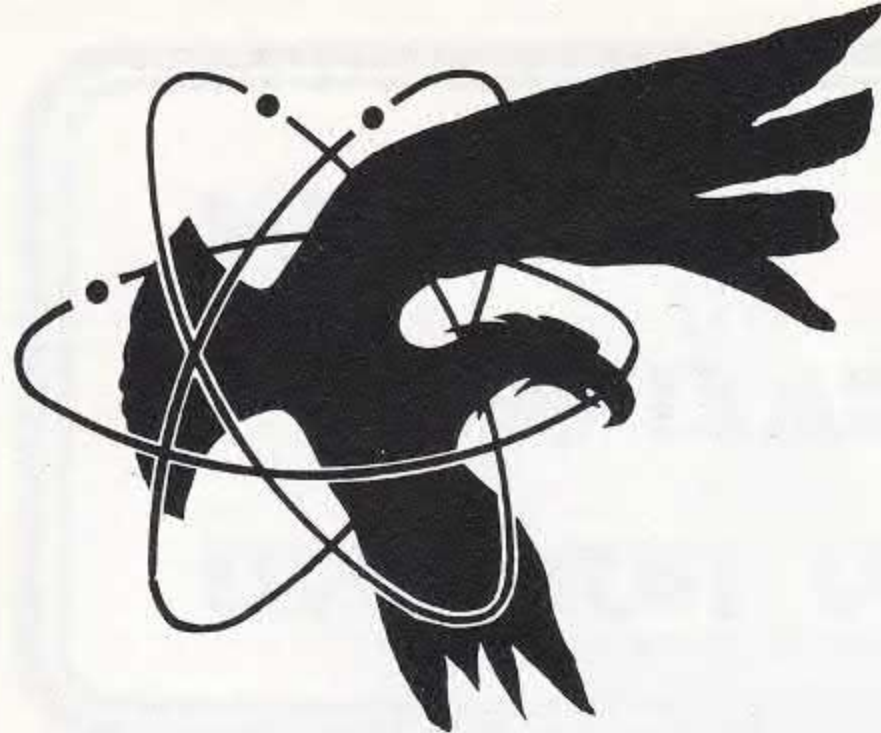
- TF-104G 3627 RNOAF of Skv.331 from Bodø (J.v.Tuyn)\*
- Buccaneer XW541 RAFG of 16 Sqn (J.P.Bergmans)\*
- OV-10 Mohawk 17024 USArmy (J.P.Bergmans)\*
- One of the Italian a/c, MB-326E 67/MM54388 (J.v.Tuyn)\*

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

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Credits: BAR and Aviation News.





# MILITARY

# NEWS

## Holland

- D-8293 is the first Starfighter to be transferred from Leeuwarden to Volkel (306Sqn). Several other 'Leeuwarden-stafs' are presently on over-haul at Ypenburg before delivery to Volkel. The TF-104Gs from TCA are still operating at Leeuwarden with unit-badges despite the disbandment of the unit.

### Movements at Beek included:

- Mar. 13: 130330 C-130H CAF (130322 on 03.04)
- 16: 17-02 and 17-03 VFW-614 WGAF FBSS
- 21: 109160 CC.109 CAF
- Apr. 12: 67-FF Alouette III FAF EH.2/67
- 13: 10881 C-9A USAF 435TAW

Although the buildings are nearly finished, the remove of AFCEE from Ramstein to Brunssum has become doubtful. A military committee which investigated the matter, will advise the NATO ministers to cancel the plan because of operational reasons. Dutch minister of defence Mr. W. Scholten has already announced he would accept this if compensation can be found for the loss of promised employment in the Brunssum area.

- Late July, Sea Hawk WV828/037 arrived at Valkenburg on a truck. Here it is to be repainted as one of the Sea Hawks once operating from Valkenburg for the MLD. After the painting-job, the a/c will go to the Aviodome museum at Schiphol.

### Movements at Eindhoven included:

- Jun. 1: 20-48 F-104G WGAF JABOG-31
- 5: K-3046 NF-5A 316Sqn
- 6: MT-27 CM-170R Magister BAF
- 13: XZ362 Jaguar GR.1 RAFG 2Sqn
- 15: CR74-660 F-4E 32TFS K-3017 NF-5A 316Sq
- Jul. 3: D-8098, 8083 F-104G 322/323Sqn
- 13: 37-17 and 38-33 F-4F WGAF JABOG-36
- 17: 35-50 and 35-51 RF-4E WGAF AKG-51
- 21: 30-QG/31 CM-170R FAF (to Schleswig)
- 25: D-6668, 8337, 8318 F-104G 312Sqn
- 26: BT76-031(r) F-15A USAF (First visit)
- K-3048 and 4024 NF-5A/B 316Sqn
- 27: 58-28 DO-28D WGAF JABOG-35

On 25 August Eindhoven air base closed due to runway repairs. The runway needed a new top surface. For one month 314Sqn operated from Volkel. 306Sqn, based at Volkel, moved for this reason to its war-time location De Peel.

On 22 August 6 NF-5As of 314Sqn went to Pferdsfeld for an exchange with JABOG-35. As soon as the runway at Eindhoven opens again, the F-4Fs of JB-35 are expected. This will be approx. mid October.

Pre-exchange visit of DO-28D 58+28 inscribed 'Chinder hannes Airlines'. (G. Haayer)



- Things are getting complicated concerning the Neptune replacement, to say the least. Money, national interests, economics, personal relations, compensation orders, defence systems, all matters that have been mixed up so things are getting misty around the new patrol aircraft for the Dutch navy.

Following the latest developments we pick up the line with the renewed offer of British Aerospace. Before it was officially announced the HS Nimrod had been dropped, BA reduced the price of the Nimrod from DFL.88 million to DFL.73 million and offered Fokker to be involved in the production for 50%. Advantages pointed out by BA to the Dutch Parliament were the standardization between RAF and MLD which both control much of the same areas, no vibrations in the a/c due to jet engines which makes it much more comfortable for the crew, 15 Nimrods have the same capabilities as 21 Atlantics and Orions, delivery in 1981.

Despite these advantages the Nimrod is now out of the game and by the time of writing the competition between the Orion & Atlantic was continued at Farnborough.

With help of the French Government, Breguet made the purchase of the Atlantic Mk.4 for the MLD enormously interesting. Reported in the June issue, the French Government hinted they would buy F.27s for the Armee de l'Air and F.27MPA Maritimes for the Aeronavale if the Atlantic would be purchased. But even a more interesting hint was given. The French Aerospace Industry would like to cooperate with Fokker in the Super Fellowship programme. Together with the Airbus A.300B10, the Super Fellowship would then make an ideal package as an alternative for the US airliners.

Lockheed on the other hand was always convinced she would get the order. But feeling the growing interest in the Atlantic, Lockheed started flirting with compensation orders as well. Their main interest being the F.28 Super. Responding to the Lockheed offence, Breguet dropped the prices too.

### Movements at Volkel included:

- Apr. 5: 133069 CT-33A CAF AR67-469 RF-4C USAF
- 6: HR69-255 F-4E USAF 50TFW
- 19: BD-07 & BD-12 Mirage 5BD BAF 80TU/3Wing
- 50271 C-141A USAF 438MAW FT-07 T-33A
- K-3005(-), 3039(313), 3041(313) all NF-5A
- A-267, 390, 453, 514, 489 Alouette III GPLV
- 20: K-3005(-), 3038(315), 3073(316), 3072(316)
- 3017(316), 3054(316) all NF-As
- 6-04 and 6-22 F-104S ItAF 6Stormo
- 25: K-3012(315), 3038(315), 3017(316) and 4030(-) all NF-5A/Bs
- 26: XV806/H Harrier GR.3 RAFG 4Sqn
- BA-41 & BA-48 Mirage 5BA BAF 1Sqn/3Wing
- May 9: 12-XB/35794 T-33A FAF EEVSV.12
- 84-12 CH-53G Heer
- 11: K-3019(-) and 3035(315) both NF-5A
- 35-45 RF-4E WGAF AKG-51 (35-42 on 18.05)
- 18: K-3005(-), 3011(315), 4002(-) all NF-5A/B
- BR-10 Mirage 5BR BAF 42Sqn/2Wing
- 19: D-8331 and 8304 F-104G 322/323Sqn
- K-4024(316) and 4017(314) both NF-5Bs
- XW272/Z Harrier T.4 RAFG 4Sqn
- XZ361/II Jaguar GR.1 RAFG 2Sqn
- 58-93 DO-28D WGAF LEKG-41
- 30: 31-61 and 32-60 G-91R WGAF LEKG-41 (with nine others - base attack)
- 31: WR65-772 and WR66-479 F-4D USAF 81TFW
- Jun. 2: FX-78, 84, 85, 94 & FC-12 T/F-104G 10W
- 5: 22681 CH-47C USArmy (having engine troubles and stayed till 14.06)
- 6: 3-04 and 3-12 F-104G ItAF 3Stormo
- XZ108/W Jaguar GR.1 RAFG 2Sqn
- Arrival of 4 Mirage F.1Cs from Cambrai for an squadron-exchange with 311Sqn:
- 12-ZI/87, 12-ZM/101, 12-ZL/100 & 12-ZN/102. Departing for Cambrai were: D-6680
- D-8280, D-8300 and D-8114





One of those photos that simply must be published. F-104Gs FX-30, 38 and 82 of 10Wing during the open day at Kleine-Brogel. Showing how beautiful it can be to take photos of aircraft. (P. Elzinga)

- Jun. 8: 35-66 RF-4E & 58-43 DO-28D WGAf AKG-52
- 9: FX-85 and FX-94 F-104G BAF 10Wing  
21665 UH-1H USArmy
- 14: BR-07 Mirage 5BR BAF 42Sqn/2Wing
- 15: 62-QU/91 and 62-KB/101 N.2501 FAF ET.62  
46-06/MM61992 C-130H IAF (transport F.T)  
1,2,3,4,5,6,9,10,12,14,- G-91R/PAN ItAF  
FRECCIE TRICOLORI (for Deelen air show)
- 16: BT76-019 (for Deelen air show) & BT76-  
-022 (passing by on its way to Deelen  
for static display) both F-15As USAF  
23-79 F-104G WGAf JABOG-32
- 18: 46-04/MM61990 C-130H ItAF
- 19: 58-74 DO-28D WGAf JB-32 (58-73 on 22.06)
- 20: 84-68 and 84-72 CH-53G Heer  
K-4010(-), 4015(313), 4026(-) all NF-5B
- 21: ZR68-560 RF-4C USAF 26TRW  
K-4001(313), 4013(313), 4026(-) all NF-5B
- 22: HR74-634 F-4E USAF 50TFW
- 28: 33-13, 32-20, 32-10, 31-58 G-91R LKG-41  
XL614 Hunter T.7 RAF 237OCU
- 30: 22-29, 22-80, 23-91 F-104G WGNavyMFG-11

## Belgium

- On Wednesday evening 2nd August, FX-91, a F-104G of the 10th Wing, exploded at 300ft over the Waddensee (Holland). The pilot was killed.
  - On 20 June, AT-01 c/n B1, Belgium's first Alpha Jet, made its maiden flight from Toulouse-Colomiers. The assembly of the first Belgian machines should be completed by November this year. For a detailed report on the Belgian Alpha Jet see the Sint Truiden report in Flash Nr.93 (page 11).
  - In July, both air force B.727s (CB-01 c/n 19402 and CB-02 c/n 19403) were leased to the Belgian civil operator Sobelair. So far only CB-02 has been noted with its ex Sabena registration OO-STB.
  - In January 1979 the first GD F-16 is to be delivered to the air force; this, of course calls for a lot of planning, not in the least place since some 120 pilots and 900 technicians have to be converted.
- As for the maintenance part, in view of the international character of the F-16 program Belgium has examined the possibilities to establish an international school. After a first contact the Danish and Norwegian declared to be not interested in such a project. Belgium and Holland then tried to erect a joint technical school, but after a tho-

rough study this possibility proved to be not cheaper than two separate schools. Eventually it was decided to establish a mobile school, which will be first based at Beauvechain, then at Kleine Brogel and finally, in 1983, at Saffraanberg. This school will be called the Maintenance Training Unit F-16 (MTU F-16).

By the end of 1979, eighteen F-16s will have been delivered, including 5 F-16Bs; another 12 will follow in 1980 (four F-16Bs), 19 in 1981 (two F-16Bs), 22 in 1982 (including the last F-16B) and 22 in 1983. The first unit to receive the aircraft is the 350th squadron, followed by 349 in 1981, 31 in 1982 and 23 in 1983.

In all, six pilots will receive their training in the United States at Edwards AFB; the first two (one of them being the commander of the OCU) will be ready in December of this year, the remaining four will return to Belgium in March 1979. After their return, these pilots are to prepare the first conversion course. This course is to start in July 1979 and will merely have an experimental character. Pupils are staff-members of the Air Staff, the Tactical Air Force and of Beauvechain AB; by that time Belgium will have three F-16Bs at her disposal.

The actual conversion of operational pilots is to start in September 1979; each course will consist of six pilots and will last 2½ - 3 months.

As known, the American firms have licenced the European partners to build certain parts and to assemble complete engines and aircraft. Due to the Belgian participation in this venture ((sub-contractors are Fabrique Nationale, Sabca & Fairey), the price for one F-16 is about 25% higher than it would have been if Belgium had bought the aircraft straight from the States. Yet, some 58% of the sum expended (30 milliard francs) is compensated by economic counter-orders. One F-16 costs Belgium 6,1 million dollars and for that money they get an aircraft that is to hold out 8000 flying-hours and 6555 take-offs/landings (including 800 'touch and go's').

## Canada

- MAPLE FLAG; another exercise à la Red Flag. This time it was Canada holding a close to real war-time exercise. Several times before CAF CF-5s participated in Red Flag at Nellis AFB to gain experiences. A CF-5B was even painted with the famous aggressor c/s during one of those. In April/May, the Canadian AF held a similar 'battle' at Cold Lake. The exercise saw loads





of American participants: A-7Ds of 355TFW/Davis Monthan AFB, F-15As of 1TFW/Langley AFB, A-4Ms of VMA-211/MCAS El Toro, CH-53Gs of 701TASS/Bergstrom AFB, HH-3E & HC-130P of 71ARRS/Elmendorf AFB. The Canadians themselves participated with CF-104s of 417Sqn/Cold Lake, CF-101Bs of 409Sqn/Comox, CF-5As of 419, 433 & 434Sqn all with four a/c forming one team. Operating from their home-base were B-52s and F-111s joining in air raids. Both blue and red forces were co-ordinated by just one Boeing E-3A Sentry. Contrary to the Tactical Air Meet in Europe, Maple Flag could use a 4,000 square mile range without any flying restrictions. This made it look very similar to the Red Flag operations. However, the Nellis range is a desert with always good weather conditions. The Cold Lake range is one of woods and lakes with sometimes far from ideal weather conditions. During the TAM, the West European restrictions proved to be a severe handicap. Add up the fact that the British are investigating the possibility of using ranges in Canada because of the German flying restrictions they feel unable to make proper low-level training flights, So Canada has now a superb range with European weather conditions while Europe has its low-level flying restrictions. The problem: 6,000mls

- On 25 July, an CF-104D of the Canadian Air Force crashed near Winzenhofen (W. Germany). Both pilots were killed.

## Eire

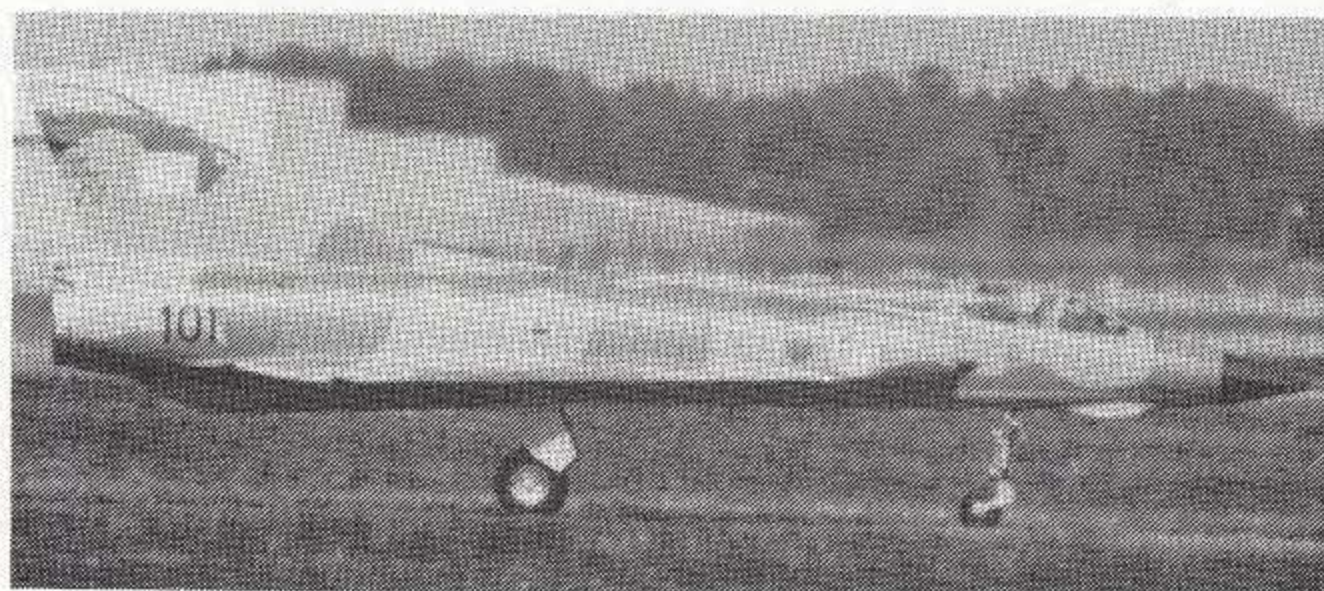
- Movements at Shannon included:
  - Apr. 3: 86970 VC-137B USAF 89MAW
  - 8: B-401/N4863M (c/n GM45) & B-402/N4868M (c/n GM46) Beech 34C Indon.AF (del.)
  - 21: B-403/N4872M (c/n GM47) & B-404/N4874M (c/n GM48) Beech 34C Indon.AF (del.)
  - 23: 752 C-130H GreekAF
  - May 1: 4X-FBB/106 C-130H IDF/AF
  - 5: B-405/N4875M (c/n GM53) & B-406/N4879M (c/n GM54) Beech 34C Turbomentors on delivery to Indonesia AF; coming from Reykjavik and going to Augsburg.
  - 22: YU-AKD/74302 B.727 Yugoslavian AF
  - 29: TP-01 'Quetzalcoatli-I & TP-02 'Quetzalcoatli-II both B.727s Mexican AF

## France

- Noted at Bordeaux-Merignac included:
  - 43-BN/55 & 43-BO/158 MH-1521M Broussard Ela.43
  - 319-CR/173, 319-CM/221, -/227 & 319-DW/299 MD-312 DG/201, DJ/215, DI/222, DN/242, DP/246 and DD/250 Mirage IIIB CIFAS.328
  - CC/56, CD/57, CI/62 Mirage IVA (all cam.)
  - 328-EB/104, 328-EK/200 & IJ/141 (cam) all N.2501
  - 43-BC/45, 43-BA/51 Paris II
  - JAE/2173 Cessna U-206F Gendarmerie
  - IT/66 and AI/83 Nord 262D
  - DK/444, LF/449, LI/452, LL/455 WA.43 Guepard
  - AX/301 and AY/302 CM-170R Magister CmaeroonAF
  - 101 Mir.5DE LibyanAF 507 Mir.F.1ED LibyanAF
  - 401 Mir.5G Gabon AF 133 Mir.F.1CH Morro.AF
  - 405 Mir.F.1
  - Noted on 18 April:
    - 11-RG/E32 Jaguar E 50-68 C-160D WGAf
    - 132, 133 and 137 Mirage F.1CH Morrocon AF

- On 29 May, Flight Commander of 17F, leading a patrol of four Etendard IVM, crashed near Sicily into the Mediterranean.
- Movements at Hyères included:
  - May 10: 149794/JM C-130F and 159363/JM CT-39G both USNavy VR-24Sqn
  - 6-11/MM6502 and 6-21/MM6553 F-104G ItAF
  - Nos.5,9,16,21,23,31,37, 38, 41, 56 all Etendard IVMs of 17F
  - Nos.115 and 120 Etendard IVPs of 16F
  - 11: Nos.3,4,14,17,23,42 Crusaders of 14F
  - 6-01 and 6-02 F-104G ItAF (overshoot)
  - Nos.15 and 29 Etendard IVMs of 11F
  - No.56 Br.1050 Alize 6F
  - No.18 Alouette III 23S
  - 340-VA/208, -VQ/65 N.2501 CIET-340
  - CK/312739 C-135F (overshoot)
  - WT530 Canberra PR.7 RAF 13Sqn
  - Noted based aircraft:
    - 59S: No.07 Etendard IVP; No.2 Etendard IVM; No.7,10,18,21,22,23,28,29 CM.175; No.12.16,31,31,41,60,80 Alize
    - 3S: Nos.51,59,75,79 N.262; Nos.912,913,914, 916 Navajo; 101 Falcon 10
- Movements at Lann-Bihoué included:
  - Jun. 1: 62-WB/31 N-2501 Noratlas ET.1/62
  - 2: C-1 & C-7 F.27M Troopship RNethAF 334Sq
  - 6: 338-HA/17412 T-33A CEVSV.338
  - 8: AV/0046 Cessna 310L CEV
  - 12: 315-IO/406 CM-170R Magister GE.315
  - 13: FC-01 and FC-03 TF-104G RAF 1Wing
  - 14: XV197 C-130K RAF (transport Gannets at open day, see Flash 94/95 page 19)
  - 338-HN/35120 (ex HV) & -HL/70683 (ex HT) both T-33As CEVSV.338
  - Nos.51, 53 and 79 Nord 262 3S

*On and on goes the delivery of new Mirages. Rolling over the taxi-track of Bordeaux, returning from a test-flight: Mirage F.1ED 507 (top page) & Mirage 5DE 101 (below). On over-haul with SOGERMA was this CM-170R of Cameroon AF - bottom. (A.Booy)*





Jun. 21: 33-TD/354 (ex 33-TC) and 33-TO/355 (ex 33-TB) Mirage IIIRD ER.3/33  
 22: 85(!) Br.1150 Atlantic 21F  
 23: FA/45820 & FC/45819 DC-8F GLAM  
 24: XV305 C-130K RAF (support Gannets dep.)  
 28: No.44 Br.1050 6F (del. flight to Nimes)  
 29: BK/0188 Cessna 310N CEV  
 No.33 Br.1050 Alize 4F (new, ex 6F)  
 Jul. 4: No.162 Al.III 22S and No.262 Al.III 34F  
 5: 3-KA/41579 T-33A EEVSV.3  
 7: FE/45570 DC-8F GLAM  
 9: 26-82 F-104G WGNavy MFG-2 (arrived in formation with No.11 Etendard IVM 11F)  
 34-21 G-91T WGAFF WS-50  
 12: 338-HH/16952 T-33A EEVSV.338

During the first two weeks of June, Lann-Bihoué was involved in the annual French naval exercise 'Suroit'. Operating from this base during Suroit 78: XV240 & XV255 Nimrod RAF Kinloss Wing 221-20 P-3A Orion SpAF Esc.221; XV258 Nimrod RAF St.Mawgan Wing; V253 & V254 Atlantic MLD; 61-20 & 61-11 Atlantic WGN; 152743/LC80 & 152732/LC82 P-3B Orion USN; V215 SP-2H Neptune MLD; 59-06 & 5917 DO-28D WGN; 3-IC/512 & 3-ID/538 Mir.3E.

- Our editor might have thought a war had broken out but as he found out later, it was a good-will exchange between a Russian MIG-23 unit and ECTT.30 at Reims.

The odd relation between these units dates back to World War I, when both units operated at the same front. Last year ECCT.30 went to Moscow for the second time. In 1973 it was with Vautours and last year with Mirage F.1Cs. Monday, 4 September at 2.00pm, six MIG-23 Floggers of the Russian Air Force arrived at Reims: Nos.21, 22, 23, 24, 25 and 26. Transport was provided by an AN-12 & Tu-124 both of Aeroflot.

The MIG-23s were to leave on 8 September having flown from Reims only for two days.

## Italy

- Movements at Napoli-Capodichino included:

Jan. 6: 146049/JM C-1A Trader USN NAF Sigonella  
 131605/JS C-118B USN VR-54  
 158923/LA-9 P-3B Orion USNavy VP-5Sqn  
 158568/LP-9 P-3C Orion USNavy VP-49Sqn  
 149794/JM C-130F USNavy VR-24Sqn  
 153965/HW-11 CH-46C 'USS MT.Baker'  
 RS-35/MM62103 G.222 311Gruppo/RSV  
 SA-23/MM6323, SA-43/MM6343 and SA-82/MM6432 all G-91T.1 SVBAA  
 -/MM6242, -/MM6243 G.91PAN (for overhaul)  
 14-42/MM61895 C-47 8Gruppo/14Stormo  
 RS-23/MM61971 S.208/M 311Gruppo/RSV  
 38079 C-141A Starlifter USAF 437MAW

May 2: 80220 C-5A Galaxy USAF 436MAW  
 158569/LN-41 P-3C Orion USNavy VP-45Sqn  
 160144/AA700 & 160156/AA711 S-3A VS-30  
 149731/HS-1 SH-3G 'USS Albany'  
 159118/JK C-9B USNavy VR-1  
 SA-26/MM6326 & SA-114/MM54415 G.91T SVBAA  
 4-333 T-33A 604SC/4Stormo  
 RS-12 G-91Y 311Gruppo/RSV  
 41-72 Br1150 Atlantic 88Gruppo/41Stormo  
 30-03 Br1150 Atlantic 86Gruppo/41Stormo  
 92630 C-47 GreekAF

- Four accident involving a/c of AMI:  
 - On 30 May an F-104S of 21Gruppo/53Stormo crashed near Cuneo. The pilot was killed.  
 - Another fatal accident took place near Taranto when an F-104S of 156Gruppo/36Stormo crashed into the sea on 3 August.  
 - Early July two G-91s of Frecce Tricolori crashed after a mid-air collision while practising at their home-base Rivolto. Both pilots ejected but only one survived the accident.  
 - On 10 June, T-33A 5-477/51-17477 crashed during take-off from Rimini. Both pilots were not injured but the a/c has been written off.

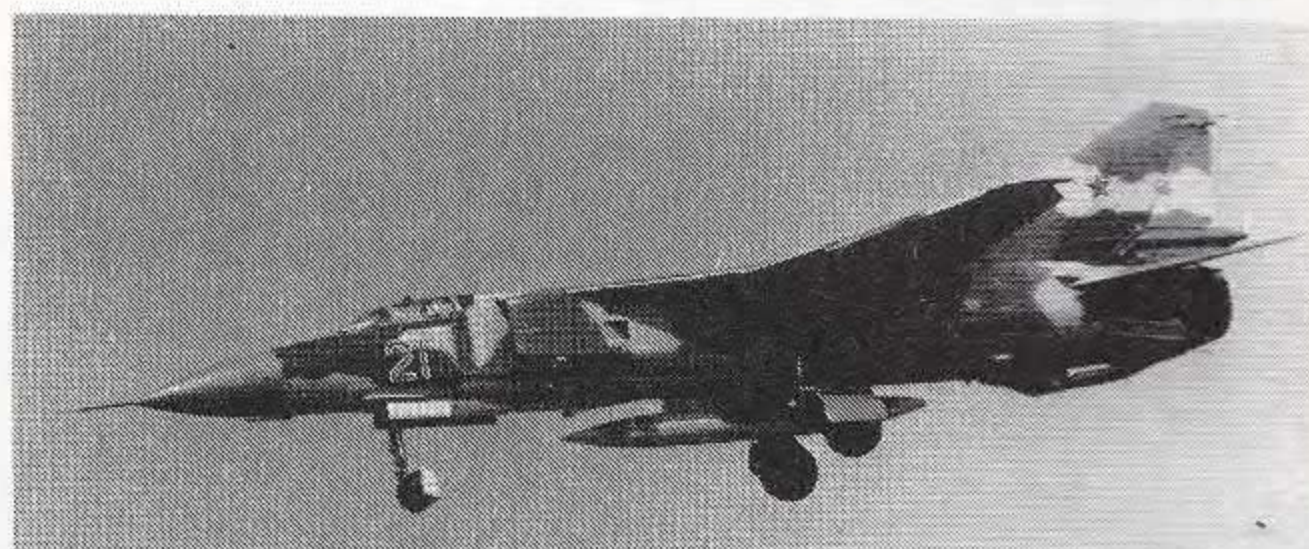
- Movements at Rivolto included:

Apr. 4: I-AFRI SM.1019 (prob. export a/c)  
 16: SA-23/MM6323 & SA-26/MM6326 G-91T SVBAA  
 22: XV207 C-130K Hercules RAF LTW  
 SA-36/MM6336 & SA-48/MM6348 G-91T SVBAA  
 18: RM-32/MM61968 S.208/M  
 RM-93/MM80224 AB.47J  
 26: SA-50/MM6350 G-91T SVBAA 46-05 C-130H  
 30: SA-49/MM6349, SA-57/MM6357, SA-61/MM6361  
 SA-78/MM6428 all G-91T.1 SVBAA  
 '16'/MM61775 C-47  
 46-80/MM51-17366 C-119G 98Gruppo/46AB  
 May 3: I-NOVE/MM588 and I-NINE/MM589 MB.339s  
 14-22/T-33A 8Gruppo/14Stormo  
 EI-332/MM80703 AB.205 Esercito  
 24: 14-54/MM62015 PD.808RM 8Gruppo/14Stormo  
 27: 31-13/MM62013 DC-9 31Stormo  
 SA-73/MM6373 G-91T.1 SVBAA  
 Jun.18: 31-8/MM61923 C-118A 31Stormo

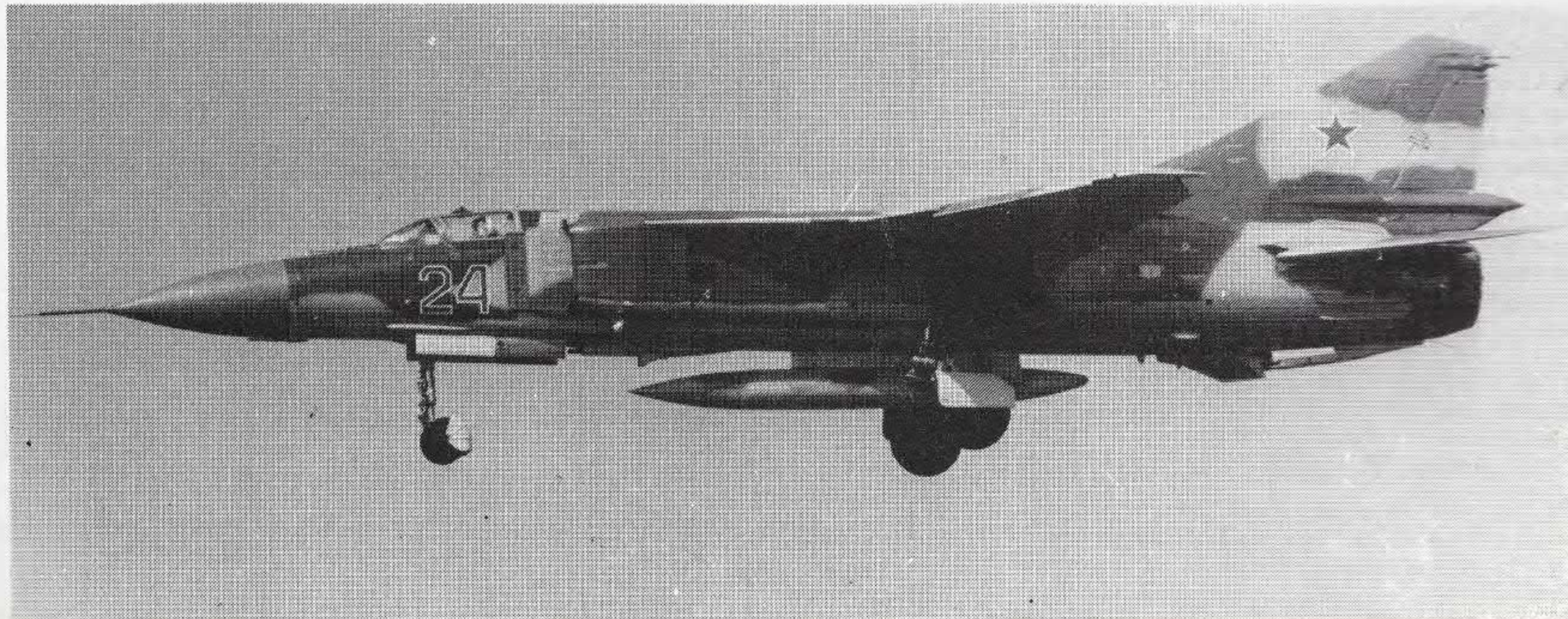
- Movements at Istrana included:

Feb.17: SA-69/MM6369 & SA-78/MM6428 G-91T SVBAA  
 14-46/MM61893 C-47 8Gruppo/14Stormo  
 4-4 F-104S 9Gruppo/4Stormo  
 Mar.17: 3-26/MM6651 RF-104G 28Gruppo/3Stormo  
 Apr.24: 20-21/MM54256 TF-104G 20Gruppo  
 BA-37 and BA-63 Mirage 5BA 3Sqn/1Wing  
 Jun.15: Arrival four F-4Ds of 52TFW/Spangdahlem for an squadron-exchange with 155Gruppo:  
 SP66-585, 66-595, 66-715, 66-767  
 20-15/MM54251 TF-104G 20Gruppo  
 2-01/MM6416 and 2-05 G-91R 14Gruppo/2St  
 3-02 and 3-12 F-104G 132Gruppo/3Stormo

Noted MM-serials of based F-104S on these days:  
 51-02/MM6800, 03/MM6769, 07/MM6849, 11/MM6714  
 51-16/MM6718, 21/MM6739, 32/MM6841, 33/MM6788  
 51-34/MM6792, 41/MM6741, 42/MM6847, 44/MM6761  
 51-46/MM6910, 52/MM6798



On this page two photos illustrating the exchange visit at Reims with 6 Russian MIG-23s. (I.Klomp)





- Two new versions of the Fiat G.222 are being developed at the moment. G.222VS (Versione Speciale) is an ECM version. With radomes under the nose and on the tail, the first prototype of the model, c/n 4012, made its first flight from Torino-Caselle. G.222RM (RadioMisura) is a radio calibration version which is presently under construction. All G.222s are equipped with General Electric engines and this prevents Aeritalia to sell 20 a/c to Libya. Therefore the company is negotiating with Rolls Royce to install their engines on the G.222. The first G.222 has been delivered to the 46 Aerobrigata and is subsequently coded 46-80.
- Noted during the air show at Vergiate on 25 June:
  - Static: RM-113/MM80326 AB.204B
  - 15-07/MM80980 c/n 6207 HH-3F Pelican 15Stormo
  - 7-05/MM80937 AB.212ASW Marina
  - EI-808/MM80830 CH-47C Chinook
  - 5-4098 c/n 057 CH-47C Chinook IIAA
  - W-41-503 SF.260W Tunisian AF
  - uncoded SF.260W of GuatemalanAF
  - EI-467/MM57260 SM.1019 EI-350/MM80721 AB.205
  - /MM62111 c/n 4016 G.222 I-NINE/MM589 MB.339
- Hangar:
  - 5-4091 & 5-4099 CH-47C Chinook I.Iran Air Army
  - 15-06/MM80979 c/n 6206 HH-3F Pelican 85Gruppo
  - 371 Siai Marchetti SF.260W GuatemalanAF
  - EI-401/MM57194 and EI-448/MM57241 SM.1019
- Visitors:
  - RM-71/MM61890 P.166/M
  - PS-18/MM80735 AB.206A! & PS-21/MM80738 Polizia

## Spain

- The 4 prototypes of the CASA 101 Aviojet have been serialised XE.25-01 - XE.25-04. This means that the first part of the serials for the production aircraft will be E.25. Two CASAs were to be present at Farnborough Air Show. Herewith CASA, in co-operation with Northrop, really started the export-campaign for its aircraft. The overall market for this kind of a/c (trainer/light attack jet) has been estimated at 3,000 examples. CASA especially applied herself to the easy maintenance. All essential parts are easily accessible and the engine can be replaced in one hour. In co-operation with Northrop, the Aviojet will probably also enter the competition for US Navy's VTX requirement. This programme calls for a trainer a/c for the US Navy. However, severe competition can be expected from the European contender, the Alpha Jet. Lockheed recently announced it had teamed up with Dornier to enter the VTX programme with the Alpha Jet.



- At Blackbushe (UK) an impressive collection of ex Spanish Air Force aircraft is presently awaiting resales. The collection contains:
  - G-BFHC ex T.3-66/911-12
  - G-BFPU ex T.3-49/792-1
  - G-BFPT ex T.3-65/745-65
  - G-BFPV ex T.3-45/744-45
  - G-BFPW ex T.3-40/792-2
  - G-BFXB ex T.3-42/911-07
  - G-BFXA ex T.3-58/911-09
  - all C-47 Dakotas
  - N9+AA in Luftwaffe markings
  - G-BFHG ex T.2B-262/721-5
  - G-BFHF ex T.2B-275/721-16
  - all Junker Ju-52Ms

RIGHT: A new type of transport a/c for the Ejercito del Aire is the DC-8. Here seen is 401-01/T.15-1 at Barajas earlier this year. (J.Struben)



## Sweden

- Sweden is a bit sore as the US recently precured Saab-Scania from selling 170 Viggens to India. Saab-Scania was to build 40 Viggens while an additional batch of 130 a/c would be assembled in India. The American government could hinder this sale as both the attack system and the afterburner are American products.

## Switzerland

- Movements at Emmen included:
  - Jan.25: J-4045,4077,4105,4118 Hunter Mk.58/A
  - J-1605,1640 Venom Mk.1
  - U-105, 108 Pilatus P.2
  - V-52 Alouette II
  - May 3: J-4113,4142,4145,4149 Hunter Mk.58/A
  - J-1130,1138,1156,1159,1195 Vampire Mk.6
  - J-1543,1561,1621 Venom Mk.1
  - J-2303 Mirage IIIS
  - U-135 and 138 Pilatus P.2
  - A-814, 837 and 844 Pilatus P.3
  - 10: J-4017,4036,4055,4086,4142 Hunter Mk.58
  - J-1130,1133,1156,1159,1187,1195 Vampire
  - J-1521,1523,1584 Venom Mk.1
  - J-1735 Venom Mk.4 U-114 Pilatus P.2
  - V-613 and 620 Pilatus PC-6 Porter
- Movements at Dübendorf included
  - Mar. 8: J-4016,4026,4030,4037,4048, 4053, 4060
  - 4066,4085,4097,4100, 4121,4148 all Hunter Mk.58/A
  - J-1602 and 1624 Venom Mk.1
  - J-1641, 1645, 1646, 1648 Venom Mk.1R
  - C-551 EKW C-3605
  - R-2106,2107,2109 and 2115 Mirage IIIRS
  - Apr.13: J-4009,4039,4051,4053, 4057, 4066, 4078
  - 4083,4085,4089,4090, 4093, 4097, 4100
  - 4104,4112 Hunter Mk.58/A
  - R-2104,2105,2112 and 2114 Mirage IIIRS
  - Aug. 3: R-2102,2103,2108, and 2118 Mirage IIIRS
  - J-4015,4018,4021,4027, 4032, 4060,4065
  - 4089,4103,4112,4117, 4123, 4130(11St)
  - 4132 all Hunter F.58/A
  - J-4206 Hunter T.69 A-701 Junker Ju-52M

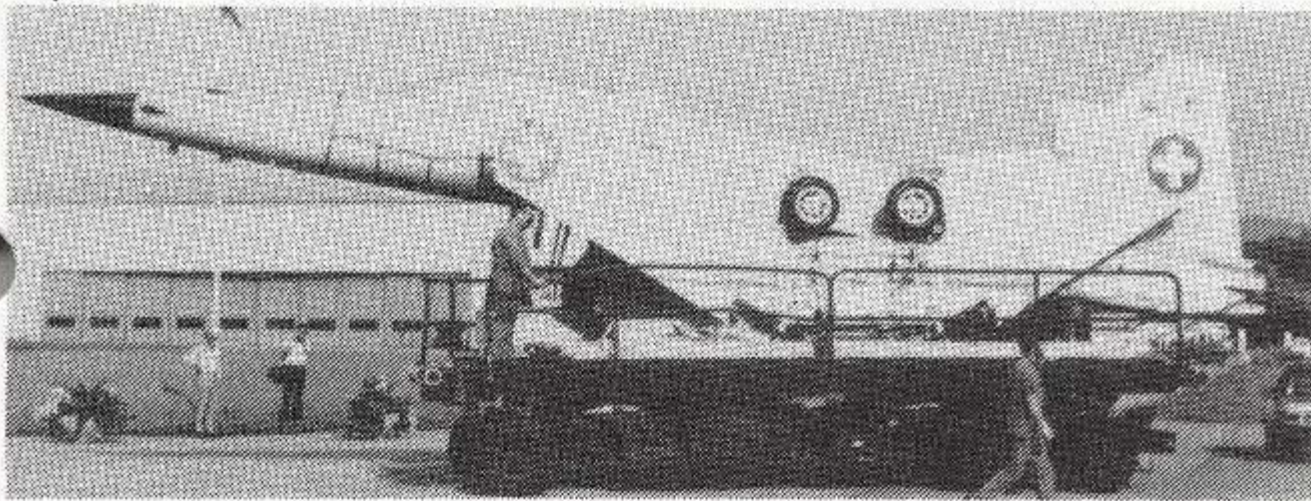


TOP: U-1228 Vampire T.55 at Emmen on 04.08. (P.v.Oers)<sup>x</sup>. ABOVE: An oldy in the Swiss AF U-Pilatus P.2 at Dübendorf on 03.08. (J.P.Bergmans)<sup>x</sup>





Tuesday 22 August 1978 was a historical day to the Schweizerische Flugwaffe. On this day C-5A 00450 delivered the first 6 F-5E Tiger IIs at Emmen and at the same day the roll-out of the first Swiss-built F-5E (J-3014) became a fact. (S.Kunz)



## United Kingdom

- This year's first sqn-exchange at RAF Bruggen fell to No.17Sqn.

From 11-20 April four F-104Gs of 132Gruppo/3St. operated from this air base: 3-01/MM6568, 3-03/MM6586, 3-07/MM6529 and 3-10/MM6588.

A second exchange was between No.14Sqn & EC.1/7 from St.Dizier(France). Arriving on 1 August were: 7-HB/A28, 7-HF/A20, 7-HM/A34, 7-HA/A35 and 7-HC/A42. Six Jaguars of 14Sqn went to St. Dizier: XX760/AA, XX842/AB, XX958/AH, XX960/AK, XX965/AM, XX847/AY.

A third exchange was between No.20Sqn and 102 Gruppo/5Stormo from Rimini(Italy) during the last weeks of July: 5-02/MM6845, 5-07/MM6796, 5-20/MM6916 and 5-21/MM6844. Seven Jaguars departing from Rimini on 1 August were: XZ378/CH, XX959/CJ, XX962/CK, XZ384/CM, XZ393/CP, XZ394/CQ & XX150/CY.

Remaining is No.14Sqn which was to have an exchange in September with 3 Wing (BAF) from Bierset with Mirage 5BAs.

On one of the many deployments to Decimomannu (Sardinia), a Jaguar GR.1 XX823/BG, crashed there on 25 July. Our colleagues from BAR report a Jaguar crash near Lahr: XX971/DE on 21.03.78.

Recent changes of codes included: XZ382/AE (ex BE), XZ376/BE (ex AE), XX744/BG (ex BU and S), XX827/BM (ex CL), XX966/CL (ex BM), XX746/DE (ex DU).

Movements at Bruggen included:

- Jul.14: K-4009 NF-5B RNethAF 314Sqn  
XV573/D and XT873/A Phantom FG.1 111Sqn
- Aug. 3: XV290 and XV223 C-130K Hercules RAF LTW  
7-PC/E9 Jaguar E FAF
- 8: AR66-413(b1) RF-4C USAF 1TRS/10TRW  
UH68-037(b1) F-111E USAF 20TFW  
WF890/M Canberra T.17 360Sqn
- 10: 61-MF/11 Transall C-160F FAF  
7-PR/E11 Jaguar E FAF

- Recent British military aircraft accidents:

- On 12 May Phantom FG.1 XT868 of 892Sqn crashed at Leuchars.

- While detached at A&AEE, Canberra PR.9 XH176 crashed on Salisbury Plain on 25 May.

- During engine runs at Lossiemouth Jaguar XX761 of 226OCU was destroyed by fire on 6 June.

- On 14 June, Buccaneer XN975 of RAE unsuccessfully tried to avoid a collision with a chopper

hovering around Bruggen. The chopper was avoided alright but the required manoeuvre proved to be too much for the Buccaneer and subsequently crashed.

- While landing at Marham, Canberra B.2 WJ753/L was heavily damaged. The accident took place on 19 June and the a/c will probably be written off.

- Buccaneer XT285 operated by British Aerospace on Tornado trials, crashed near West Freugh, Scotland on 5 July.

- On 4 August an RAF Phantom of 111Sqn crashed into the North Sea some 60 miles east of Aberdeen, Scotland.

- After the departure of all TAM aircraft, RAF Wildenrath soon caught up with its normal activities. Mid July, five Danish C/F-104Gs exchanged with 92Sqn. Noted on 14 July: R-340, 349, 707, 755 and 756 of Esk.723. On this Friday two German TF-104Gs (27-72, 27-07) landed in the late afternoon. For several weeks these were regular visits on Friday's afternoon as Nörvenich was closed due to runway repairs and JABOG-31 operated from Erding.

On 24 July, XV483/Y Phantom FGR.2 of 92Sqn crashed in the suburbs of the German town Beveringen. Both pilot & navigator were killed, while eight persons in a nearby building, which was hit by the aircraft, were lightly injured.

For its personnel Wildenrath organized a small open day on 5 August. Unfortunately nobody else was allowed to enter the air base on that Saturday:

BT76-014 F-15A Eagle USAF 22TFS/36TFW  
LN74-185 F-111E USAF 492TFS/48TFW  
XT899/T and XV488/U Phantom FGR.2 92Sqn  
27-07 and 27-72 TF-104G WGAJ JABOG-31  
BA-61 Mirage 5BA BAF 3Wing/1Sqn  
XX435 Gazelle AH.1 AAC 12 Flight  
K-4007 NF-5B RNethAF 313Sqn XV295 C-130K LTW  
XP753/S Lightning F.3 5Sqn XZ101/S Jaguar 2Sqn  
XR716/C Lightning F.3 LTF XW630/G Harrier 3Sqn  
35-59 RF-4E WGAJ AKG-51 XP541 Gnat T.1 4FTS  
24-02 F-104G WGAJ JB-31 XW368 J.Provost CFS  
XX967/DA Jaguar 31Sqn XK884 Pembroke 60Sqn

- 'You can't beat a winner and nobody did'. This was Vought corporation's comment on the results of 23TFW at an RAF competition. Again 23rd 'Tiger' TFW from England AFB had been invited to participate in this year's Tactical Bombing Competition at RAF Lossiemouth. Again the A-7Ds took home the Sir John Moggs Trophy, as they were the overall winners for the second time in succession. This time, the RAF proved the poor results of last year were a mistake. Especially the Jaguars did very well. Except for one Trophy all others were claimed by Jaguar units or pilots. On one sortie e.g. Flg.Offr. G.Rodgers of 31Sqn placed 8 of his 12 bombs within 4mtrs of the target.

The competition lasted from 1-10 July but the A-7D Corsairs had already arrived on 16 June to familiarize with the European weather and the Scottish landscape: EL71-309, 71-333, 71-350, EL72-184, 72-192, 72-193, 72-198, 74-1750, EL74-1751 and 74-1758. They left for England AFB on 14 July.

For a report on the Tactical Fighter Meet, another big RAF competition at Leuchars see page 16 of this issue.



# United States of America

- AUTUMN FORGE 78: 30 NATO exercises. The four most important ones are the annual exercises Crested Cap (W.Germany), Reforger (Belgium, Holland and W.Germany), Cold Fire (Belgium, Holland, W.Germany; a part of France and a small part of England) and Northern Wedding (North Sea area). Crested Cap started on 2 September when 32 F-4Es of 4TFW took off from Seymour Johnson, N.Carolina, setting course for Ramstein. Eight of them were reserve a/c (two for each cell). The 24 aircraft at Ramstein were: SJ71-247, 71-079, 72-122, 72-124, 72-128, 72-136, 72-141, 72-143, 72-159, 72-160, 72-162, 72-407, 72-476, 72-482, 72-483, 73-1163, 73-1171, 73-1173, 73-196, 74-038, 74-040, 74-625, 74-631, 74-645 all with green fin-tips.

On 11 September another wave of 24 was to supplement the first one. 4TFW took over the dual-based assignment of 49TFW. The latter converted to the F-15 Eagle and subsequently became an interceptor unit. As Crested Cap is intended to support the ground forces of Reforger, another ground-support unit had to be found to take over from 49TFW. A replacement was found in 4TFW. This is probably an interim solution till the F-16s is fully operational and able to participate in European exercises. Whether they will be F-16s of 4TFW in the longer run or an early F-16 unit still remains a question.

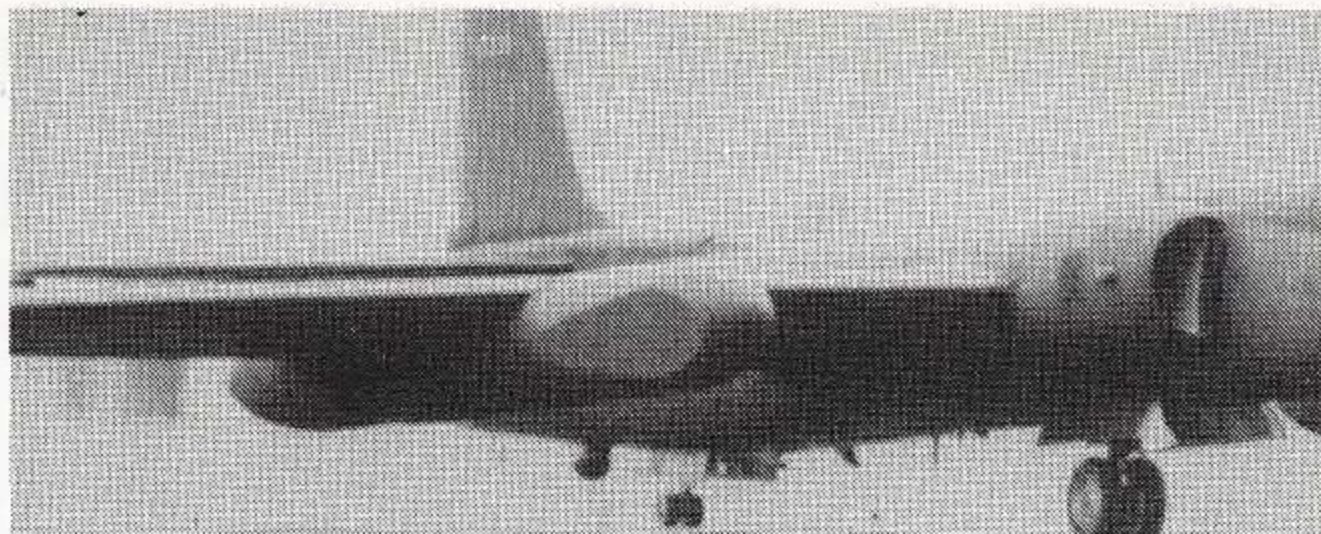
From 18-28 September the largest annual air force exercise Cold Fire was to take place. Cold Fire is bound to involve rare items of which we hope some will appear in next month's issue. One of them will be a deployment of 6 C-7 Caribous and 6 C-123 Providers of the ANG to an unknown German air base.

On 28 August Coronet Stork took 18 F-4E Phantoms of 347TFW/Moody AFB, GA, to Jever: MY69-(0)247, MY69-(0)258, 69-(0)306, 69-(7)218, 69-(7)220, MY69-(7)257, 69-(7)262, 69-(7)268, 69-(7)291, MY69-(7)298, 69-(7)561, 69-(7)572, 69-(7)587 (with 3 MIGS-kills), 69-269, 69-270, 69-286, MY69-293, 69-302 all red fin-tips (note: no complete serials were noted but are made up from previous MY visits and serialists).

Before Autumn Forge started Denmark held its annual Oskboel exercise. Involved in this imaginary invasion were, apart from the local a/c, just like last year, the F-105G Wild Weasels of 35TFW. As always when there's a great concentration of exercises, four EB-57Es of 17DSES turn up. This time mainly operating from Spangdahlem.

The American reinforcement involved in Reforger arrived between 2 and 13 September. Nearly all 13,000 soldiers of 5 Inf.Div. were directly flown into W.Germany. Some were flown into Belgium to assemble the helicopters that had arrived by ship in Gent. Over 100 US Army helicopters arrived there in one ship and were assembled on a small nearby airfield called Ursel. Other soldiers were flown into Schiphol/Amsterdam to take the 200 trucks to W.Germany, that had arrived in Rotterdam. Just like last year, the urgent needed communication materials were transported to Ypenburg and flown to W.Germany in Hercules.

The first F-4E of 4TFW to come in at Ramstein for Crested Cap was this SJ73-1173. Note the unit badge on the ferry-pod under the wing. (P.v.Oers)<sup>x</sup>



This close-up photo clearly shows the flattened pylon-pod under the wing of U-2R 10339. This equipment (Side Looking Radar) is presently being tested and will later on be installed on the new TR-1. 25 of these TR-1s are planned to be based in Europe. (B.Hickman)<sup>x</sup>

## - Movements at Rhein-Main included:

May 13: 46-07/MM61993 C-130H ItAF 46Aerobrigata  
14: 00296 C-130B 459TAW 109160 CC.109 CAF  
19: No.10320/F-SEBF F.27 Friendship FAF  
22557 and 22564 C-12A US Army Hq.USAREUR  
18048 and 18050 U-21A US Army Hq.USAREUR

A small USAF open day had been organized for USAF and ATC personnel on 20 and 21 May:

01542/42 F-5E 527TFTAS; RS68-0487 F-4E 86TFW & 83797 OV-10A 601TCW

May 22: 37782 C-130E 62MAW  
60147 (60MAW) and 70009 (63MAW) C-141As  
56-4375 (302TAW) & 54-580 (439TAW) C-123K

31: 13186 C-130E Turkish AF

Jun. 5: 1101 C-130H Sudan AF

12: 71505 (c/n 9630348) Yak-40 Yugoslav.AF

20: 160046 C-9B Nightingale US Marines

27: TC-91 B.707 Argentine AF

21826 C-130E California ANG

28: 50-60, 50-81 & 50-90 C-160D WGAFF LTG-63

Jul. 1: 146048/JM C-1A Trader US Navy VR-24Sqn

3: 6703 DC-6A Portuguese AF

4: 70167 and 90023 C-5A Galaxy both 60MAW

61-MG/F12 Transall C-160F FAF ET.61

26000 VC-137C 89MAW

9: 1105 (poss. c/n 4775) C-130H Sudan AF

- Late August the first three A-10A Thunderbolt IIs were delivered to 81TFW: WR77-192, 193 and 194. Arriving at Bentwaters they were immediately claimed by the maintenance units and disappeared straight into the hangar. In January 1979 the first 18 a/c for operational use are expected. In the meantime some A-10As of 333TFTS/355TFW from Davis Monthan AFB will deploy to Bentwaters. 333TFTS will be responsible for training of all Europe-based A-10 pilots. During their deployment the future instructors can get familiar to the European theatre, the place where their pupils will have to operate in. To test out the ability of RAF Bentwaters to receive the A-10, WA75-0296 A-10A of 57TTW stayed at Bentwaters during the second half of June.

With funds for the FX-C programme (a new forward control aircraft) Fairchild can develop a two-seat A-10. Plans call for a first flight in late 1979.







*Grey and dark grey/green are the colours of this C-130E 40504 of 317TAW. (J.v.Tuyn)<sup>x</sup>*

- Camouflage-schemes have always been subject to many changes but at the moment the USAF seems to be wondering whether they are using the right ones. In February two A-10s operated from Ramstein in a remarkable camouflage scheme. Painted light brown, green and dark brown spots had been applied.

Reported last month was the new serial presentation on the F-4Es of 86TFW at Ramstein. Additionally the underside of the aircraft have been painted black and even more F-4Es at Ramstein have been noted with black registrations.

Also the transport fleet is subject to experiments on the camouflage schemes. Earlier this year C-141A 70021 turned up at Mildenhall in a two tone grey a/c all over having the serial incredibly small in the tail.

With the arrival of a new detachment of C-130E Hercules at Mildenhall early May, 40504 turned out to have been painted in a green/grey camouflage scheme.

The new A-10 camouflage is okay but hopefully USAF doesn't go on with the black registration presentation or the small registrations on the C-141As & C-130s.

- Movements at Aviano included:

May 25: TJ63-569 F-4C 401TFW

ZR68-561 and 69-350 RF-4C 26TRW

26: 35-09 RF-4E WGAF AKG-52

40504 C-130E 317TAW (two tones grey c/s)

TJ63-419 and TJ64-888 F-4C 401TFW

0512 C-130E 62MAW 60209 C-141A 437MAW

27: TJ63-530 and TJ64-911 F-4C 401TFW

40610 and 60209 C-141A both 437MAW

01264 (435TAW), 40541 (317TAW) both C-130E

BT75-078(y) F-15A Eagle 36TFW

63-683, 63-490, 64-822, 64-691 all F-4C 170TFS/183TFG Illinois ANG

29: 160435/AA611, 160436/AA612 EA-6B Prowler

USNavy VAQ-130; 157525/AA410 A-7E

Corsair VA-81; 157561/AA306 A-7E USN

VA-83. All till 02.06

Jun. 1: 26-12 and 26-49 F-104G WGAF JABOG-32

70024 (438MAW), 60197 (437), 60154 and

60167 all C-141As

10943 (435TAW), 01260 (435TAW), 40570 (317),

0512 (62MAW) all C-130Es

17: SH62-242 F-105D & SH63-287 F-105F 465TFS

AR68-555 and AR66-430 RF-4C 10TRW

90003 C-5A Galaxy 436MAW

23: WR66-649, 66-714 and 66-560 F-4D 81TFW

SP66-727 F-4D 52TFW

28: 40555 MC-130E 7th SOS

35-54 and 35-09 RF-4E WGAF AKG-52

29: CR74-054 and CR74-657 F-4E 32TFS

104760 & 104796 (on tail inscribed "MIC 33") CF-104Gs CAF

30: 35-36, 35-37, 35-65, 35-72 RF-4E AKG-52

8-12/MM6453 G-91Y ItAF 101Gruppo/8Stormo

BD-14 Mirage 53D BAF 8OTU/3Wing

71747 & 71749 F-4E on delivery to GreekAF

- As it looks 36TFW lost its fourth F-15. On 6 July a F-15A Eagle crashed 35 miles north of Bitburg. The a/c made a normal mission with three other Eagles, when it suddenly left the formation. The pilot was killed. Around the same time a shelter burned out at Bitburg. The F-15 in the shelter is reportedly to be damaged to such an extent it had to be written off.

Late August F-5E Tiger 01552 of 527TFTAS crashed off the Danish coast. Was it a Tiger-kill???

The OV-10A Bronco that crashed on approach to Sembach on 3 January was 68-3818. Another OV-10A of 601TCW crashed on 15 June.

- 62 aircraft on static display..... must be Greenham Common. No, try again. Yes it was the annual Flugtag at Ramstein.

Everything was there again: the ice-cakes for DM.2,-, the 500,000 people, the traditional good weather (35°C), nearly all the famous aerobatic display teams. But extra effort had been put in this year's show, as Ramstein air base celebrated its 25th anniversary. Consequently Flugtag 78 had to be the biggest and best ever. Beyond any doubt they succeed very well. The static park contained highlights as an Italian G-222, G-91Y, G-91T, MB326, SM1019, a Portuguese CASA212 and an USNavy Phantom. For the air show it had been managed to get all famous aerobatic teams of Europe: Karo-As, Frecce Tricolori, Swallows, Patrouille de France, Asas de Portugal and the Red Arrows (for a complete report see page 18).

The second American air display in Europe this year was at RAF Mildenhall: Air Pete 78 - Salute to 75 years of powered flight. In contrast to Ramstein, Mildenhall turned up with a far less interesting static. Although a regular visitor here, the EC-121T of 79AEW&CS was star of the static. On the other hand the show was much more alternate. Ramstein with its six aerobatic teams and only seven other items must have been dull to many spotters. Mildenhall on the opposite had some thirty items with only 3 national aerobatic teams (complete report on page 19).

VC-140B 24201 on static display at Ramstein. Since 1 April all VC-140Bs, CT-39As and the sole VC-135B are operated by 58MAS/435TAW. (J.F.Bergmans)<sup>x</sup>







25 years of Spanish Naval Aviation, written, illustrated and compiled by J.P.van Kempen, with special thanks to TNs M.M.Oar and J.Rodriguez-Toubes who both showed me around.

Situated in the very south of Spain is Rota, not only the most important US Navy key-point of the European mainland, but also the home of the Spanish Naval Aviation. With more than 2500kms of coastline to defend, this air arm has to acquit itself of an enormous task; a task which it can only be fulfilled when in possession of a significant military strength. Until a few years ago the Spanish Navy, both 'wet' Navy and Naval Aviation, has not been considered a major power, but with the recent expansion and modernisation of the fleet kept in mind, the situation is undoubtedly rapidly changing.

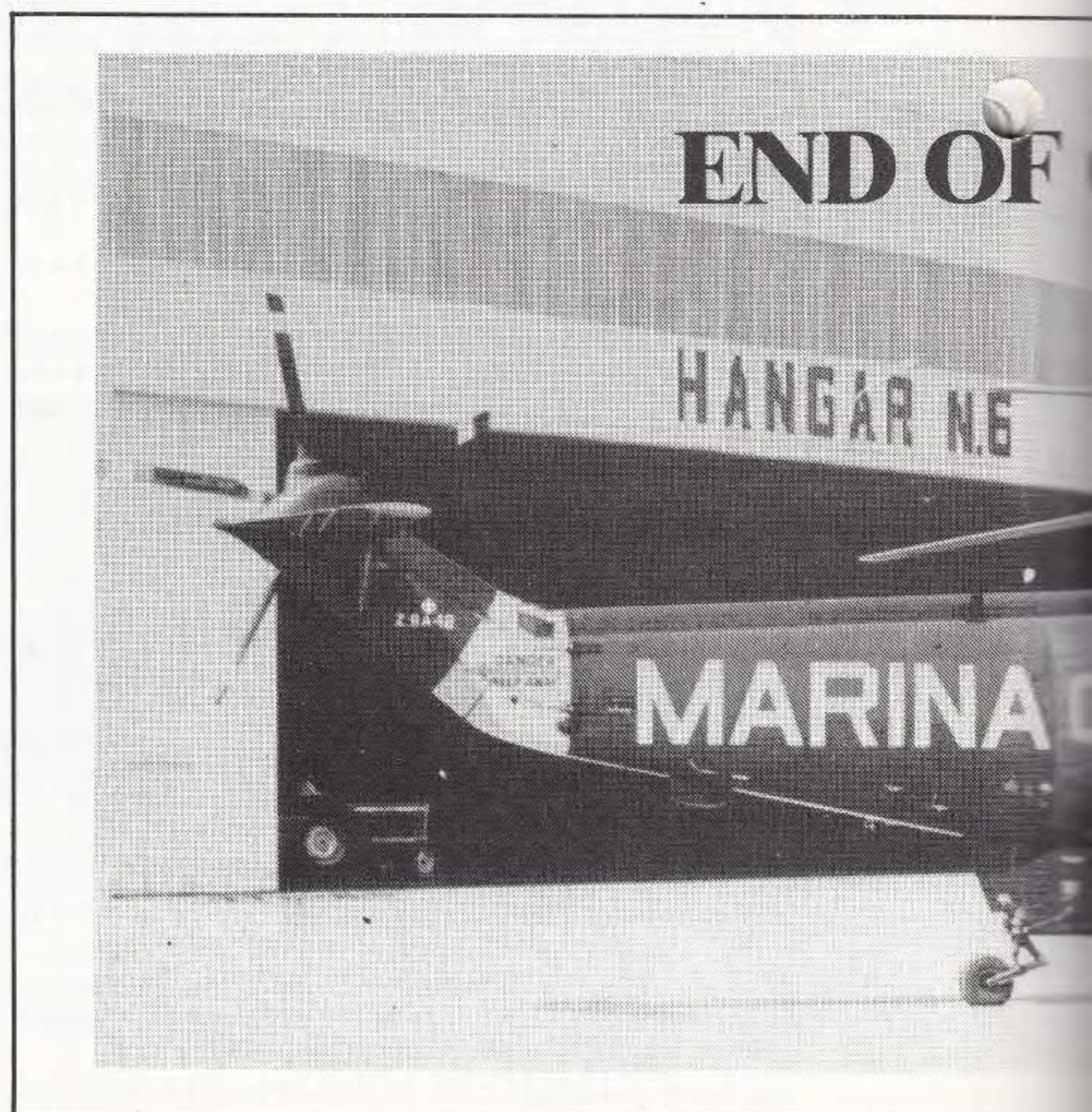
Exactly 25 years ago the rebirth after World War II of a Naval Air Arm was considered and this finally culminated in the acquisition in Feb.1954 of three Bell 47G-2s which were delivered by the US as a part of the MAP-program. In the months before three commissioned pilots and two petty officer mechanics had undergone training at Forth Worth, Tex. The three helicopters were based at the Naval School at Marin in the north-west of Spain near the town of Pontevedra. The Bell 47Gs were, apart from occasional photo survey, fishery observation, torpedo tracking missions and communications, primarily used in the pilot training rôle. This in fact was the first and only helicopter training establishment in Spain for six years until the creation of the Air Force Escuela de Helicópteros at Cuatro Vientos in 1960.

Although hardly to be considered a real air arm, the small helicopter fleet provided the Arma Aerea de la Armada, as it was officially called, with invaluable experience in flight procedures and operational tactics. Thus the need for a real helicopter force was created and in 1955 arrangements were made for acquisition of seven Sikorsky UH-19Bs, which were to be used for ASW, SAR-missions and transport duties, and furthermore of a few more (A)B.47Gs. Four Chickasaws carried SONAR equipment while the other three carried armament for attack.

Meanwhile the Naval Air Base at Rota near Cádiz neared completion and was officially opened in mid-1957. This base was situated in an area enjoying blue skies and warm weather virtually all year around and was strategically well chosen because of the fact that it can control the access to the Mediterranean. Together with the two Navy squadrons, Escuadrilla (Eslla) 001 with B.47Gs and Eslla 002 with UH-19Bs, another tenant moved in, being the US Navy with aircraft operating on a rotational basis.

During the next years until 1965 the inventory of the flying components remained much the same apart from the purchase of a few more AB.47Gs and two UH-19Es, although the Arma Aerea steadily accumulated more and more experiences in helicopter operations. The UH-19s, which had immediately been nick-named Pepos (the B.47G by the way had been dubbed Bombilla), proved of invaluable use for ASW and IFR (Instrument Flight Rules) training and became thus very popular with the flying personnel.

In order to gain experience in the shipboard use of helicopters, the minelayer Marte was equipped with a landing platform in 1958 and consequently became the first Spanish vessel to be used for deck-landings. After the successful trials this ship was officially designated helicopter-carrier around 1960, although it has not been very actively used in the years since. Meanwhile a new training school was established at Rota, officially called Centro de Instrucción y Adiestramiento Naval de Helicópteros or CIANHE, providing a more specialised training for future naval helicopter crews which had their initial instruction at the freshly created Escuela de Helicópteros at Cuatro Vientos. This conversion unit used aircraft







ARINA

from both the first and second sqns, the UH-19s being used for the already mentioned IFR training.

It would, however, take until May 1965 that the first fully operational unit of the Flotilla de Helicópteros, Eslla 003, was formed with four, then highly modern Agusta-Bell AB.204ASs, the ASW version of the versatile AB.204B Iroquois, being capable of fulfilling search and attack rôles as well. These helicopters featured electronic equipment for automatic stabilisation and approach to hovering, instrumentation for all-weather flying and provision for two Mk.44 or Mk.46 torpedoes or depth bombs.

At about the same time in 1966 a liaison and communications element was formed, being Eslla 004 with two Piper Comanches & two Twin Comanches. The four aircraft operated, however, for quite some time with their civil registrations still painted on but after a temporary storage the machines were given their proper code numbers and serials in the early seventies. The aircraft are now actively used, not only in the regular communications and search/observation rôle but also for training duties, mainly ILS and approach controls etc.

## CHILDHOOD



One of the most important events in the young life of the Arma Aerea was the arrival of the SH-3D Sea King. On 26 July 1966 the first of an initial batch of six Sikorsky SH-3Ds was delivered to Eslla 005, an occurrence not only noteworthy because of the fact that the Spanish Navy was now equipped with the world's most advanced ASW helicopter, but also because this unit was the first in the world to receive the SH-3D version of the Sea Kings even before deliveries had begun to the US Navy. The Arma Aerea's ASW capability was thus considerably improved while becoming a force which gradually had to be reckoned with.

The next year was earmarked by an even more important event: the acquisition of the first real helicopter-carrier, the Dédalo. This vessel had been laid down in New York in August 1942 as the USS Wilmington (CVL-28), but by the time it was delivered to the US Navy in April 1943 it had been rebaptised USS Cabot. After an active rôle in the Pacific Theatre and later as aircraft transport vessel AVT-3, it was transferred to the Armada Española on 30 Aug. 1967 at Philadelphia, christened Dédalo, named both after the mythical figure and the seaplane tender aboard which Juan de la Cierva flew an autogyro in 1934. The combination of the Sea King with the Portahelicópteros Dédalo proved to be highly effective which can be deduced from the frequent deployments of Eslla 005 aboard the carrier and participation in exercises with Spanish vessels and joint manoeuvres with the Portuguese, French and US Navies.

Although the SH-3Ds were devoted primarily to pilot training and ASW exercises, they are always available for SAR missions, especially in the summer time when a great number of pleasure-crafts infest the seas. The first rescue mission by the way was performed in July 1967 when the oil tanker Russell H Green caught fire after a collision and furthermore threatened the nearby coast with pollution. It is no wonder therefore that the SH-3Ds were soon each logging several hundred flying hours per annum and the Sea King fleet was soon increased to twelve with the delivery of a further six SH-3Gs during the course of 1972.

A new helicopter flight, Eslla 006, was formed in April 1972 with the delivery of the first five Hughes 500M-ASW light helicopters, being basically the same as the US Army OH-6A Cayuse but configured for the ASW rôle. Again the Arma Aerea was the first to get the ASW version of the 500M. A total of 14 machines have been received, each equipped to carry two Mk.44 or Mk.46 torpedoes suspended beneath the fuselage and installed with Spanish manufactured electronics, while some machines can be equipped with AN/ASQ-81 Magnetic Anomaly Detection (MAD) gear and others with flotation equipment.



Little less than a year later the following unit announced itself to the Arma Aerea, this time in the shape of a Bell AH-1G flight. In March 1973 Eslla 007 was formed with eight Huey Cobra gunships, augmenting the service's ASW capability with an active ground attack capability. The acquisition of the AH-1G gave more elbow-room to the range of missions that can now be undertaken by the Naval air component to include the close support of seaborne forces and the anti-shipping rôle. The helicopters also provide air cover for Marine landings and fly combined missions with e.g. Sea Kings that are 'listening' to subs. The eight Huey Cobras are armed with a 20mm cannon or a 7.62 mm mini-gun in addition to a 7.62 mm machine gun and have furthermore provisions for a pair of rocket launchers and a grenade launcher.

Meanwhile replacements were sought for the aging AB.204AS of Eslla 003 and in 1974 the first four AB.212AS advanced ASW helicopters were added to this unit, a few years later to be followed by a further four. Not very much later the veteran AB.204ASs had their ASW equipment removed and were converted to light transports, as the UH-19s, which were now solely used for transports, were close to falling apart. In addition to the transport duties for the Marine combat teams, the AB.204Bs have also a secondary close support capability, with mountings for machine-guns, missiles and rocket-pods.

In the meantime the Arma Aerea was eyeing the Harrier and when definite plans for introduction of this unique aeroplane in the Spanish forces were made this caused a great disturbance in the British political world. Hawker Siddeley was of course quite willing to sell the eight Harriers, and had as a matter of fact already given successful demonstrations aboard the wooden-decked Dédalo but was not granted to do so by the British Parliament. Spain still got its Harriers and that because the USA had no problems delivering these aircraft. Six AV-8A Harriers (christened Matadores in Spanish service) and two TAV-8As were obtained via the US Marine Corps, while McDonnell-Douglas converted them to Spanish requirements in avionics and other systems before delivery. Thus the curious situation was created of Harriers being produced in England, delivered to the USMC and in turn delivered to Spain. The eight Matadors were to equip Eslla 008, officially formed at Rota in December 1976, but on delivery to the Dédalo of the American coast one of them, the 008-2, crashed and only five single-seaters remain in service. Yet the Matadores have proved themselves in the recent two years of invaluable use, both when deployed aboard the Dédalo and when stationed at Rota, and more Harriers will follow in due course.

Although the Matador was the first operational fixed-wing aircraft with the Arma Aerea, naval personnel fly regularly missions aboard the Air Force's P-3A Orions and HU-16B (ASW) Albatrosses, both stationed at the nearby air base of Jerez as ASW & RADAR operators. Considerations are made for transferring these aircraft to the Armada in the near future, a quite logical step in fact, but a final decision has still to be made.

This brings us presently to a look at what the future will bring to the Arma Aerea. It is obvious that the Navy's Escuadrillas will have an increasingly more important rôle to play in the defence of Spain. We can be more concrete to say that the next two or three years will bring an augmentation of the Sea King and the Harrier fleets. The Sea Kings are at the moment being engaged on being converted to an SH-3H resembling standard. Main feature of this transfiguration incorporate a large under-fuselage radome to facilitate navigation at low altitude. At the moment all SH-3Gs are completed with this equipment while the earlier SH-3Ds (all converted to SH-3Gs recently) are to follow soon. It is, however, not yet known whether the six to eight new Sea Kings will be SH-3Gs or SH-3Hs.

There will also be ordered five or six AV-8As, while the newly developed Sea Harrier is a strong candidate for a further six machines as well. It remains nevertheless a question whether the British Parliament will grant the acquisition this time. The AV-8B seems to be struck off the shopping list of the Arma Aerea. For the more remote future, the Spanish Navy is very interested in the LAMPS (Light Airborne Multi-Purpose System) project but does not yet have to mean that we can expect a new sqn of Sikorsky UH-60s or whatever can be expected in coming few years.

All in all the Arma Aerea de la Armada is finally becoming an air arm which is to be taken fully account of, or as my guide at Rota said: "We are finally passing out of childhood".







===== AIRCRAFT OF THE SPANISH NAVY =====

No seriallist can be for 100% complete or correct and this goes also for these serials.

We will nevertheless try to give you a complete as possible picture of this subject. Much of this information has been publicated in the various publications through the years, while other information has recently been collected at Rota.

=== PRIMERA ESCUADRILLA ===

001-1	Z.7-1	B.47G-2	
001-2	Z.7-2	B.47G-2	
001-3	Z.7-3	B.47G-2	
001-4	Z.7-4	B.47G	
001-5	Z.7-5	B.47G	w/o 1965
001-6	Z.7-6	B.47G	
001-7	Z.7-7	B.47D	wfu
001-8	Z.7-8	B.47D	w/o 1962
001-9	Z.7-9	AB.47G-2	
001-10	Z.7-10	AB.47G-2	
001-11	Z.7-11	AB.47G-2A	
001-12	Z.7A-24	AB.47G-2A-1	
001-13			not allotted
001-14	Z.7B-31	AB.47G-3B	c/n 1613
001-15	Z.7C-32	AB.47G-3B-1	c/n 1611

=== SEGUNDA ESCUADRILLA ===

002-1	Z.1-8	UH-19B
002-2	Z.1-9	UH-19B
002-3	Z.1-10	UH-19B
002-4	Z.1-11	UH-19B
002-5	Z.1-12	UH-19B
002-6	Z.1-13	UH-19B
002-7	Z.1-14	UH-19B
002-8	Z.1A-25	UH-19E
002-9	Z.1A-26	UH-19E

=== TERCERA ESCUADRILLA ===

003-1	Z.8-1	AB.204B-AS	
003-2	Z.8-2	AB.204B-AS	
003-3	Z.8-3	AB.204B-AS	
003-4	Z.8-4	AB.204B-AS	
003-5	Z.18.1	AB.212AS	
003-6	Z.18-2	AB.212AS	w/o 1-1977
003-7	Z.18-3	AB.212AS	
003-8	Z.18-4	AB.212AS	
003-9	Z.18-5	AB.212AS	
003-10	Z.18-6	AB.212AS	
003-11	Z.18-7	AB.212AS	
003-12	Z.18-8	AB.212AS	

=== CUARTA ESCUADRILLA ===

004-1	E.30-1	PA24 Comanche 260 c/n 4701
004-2	E.30-2	PA24 Comanche 260 c/n 4075
004-3	E.31-1	PA30 Twin Comanche 160 c/n 30-599 (ex EC-AYB)
004-4	E.31-2	PA30 Twin Comanche 160 c/n 30-653 (ex EC-AYC)

=== QUINTA ESCUADRILLA ===

005-1	Z.9A-1	SH-3D	ex 153532	c/n 355
005-2	Z.9A-2	SH-3D	ex 153533	c/n 358
005-3	Z.9A-3	SH-3D	ex 153534	c/n 359
005-4	Z.9A-4	SH-3D	ex 153535	c/n 369
			wfu 1977	
005-5	Z.9A-5	SH-3D	ex 153536	
005-6	Z.9A-6	SH-3D	ex 153537	
005-7	Z.9A-7	SH-3G		
005-8	Z.9A-8	SH-3G		

005-9	Z.9A-9	SH-3G	
005-10	Z.9A-10	SH-3G	w/o 17-5-1975
005-11	Z.9A-11	SH-3G	
005-12	Z.9A-12	SH-3G	

=== SEXTA ESCUADRILLA ===

006-1	Z.13-1	Hughes 500M-ASW	wfu 7-77
006-1	Z.13-2	H.500M-ASW	
006-3	Z.13-3	H.500M-ASW	
006-4	Z.13-4	H.500M-ASW	w/o 22-2-1974
006-5	Z.13-5	H.500M-ASW	
006-6	Z.13-6	H.500M-ASW	
006-7	Z.13-7	H.500M-ASW	
006-8	Z.13-8	H.500M-ASW	
006-9	Z.13-9	H.500M-ASW	
006-10	Z.13-10	H.500M-ASW	
006-11	Z.13-11	H.500M-ASW	
006-12	Z.13-12	H.500M-ASW	
006-13			not allotted
006-14	Z.13-13	H.500M-ASW	
006-15	Z.13-14	H.500M-ASW	

=== SEPTIMA ESCUADRILLA ===

007-1	Z.14-1	AH-1G	
007-2	Z.14-2	AH-1G	
007-3	Z.14-3	AH-1G	w/o 23-7-1973
007-4	Z.14-4	AH-1G	
007-5	Z.14-5	AH-1G	w/o 22-2-1974
007-6	Z.14-6	AH-1G	
007-7	Z.14-7	AH-1G	
007-8	Z.14-8	AH-1G	

=== OCTAVA ESCUADRILLA ===

008-1	VA.1-1	AV-8A	ex 159557
008-2		AV-8A	ex 159558 w/o 11-6-1976
008-3	VA.1-2	AV-8A	ex 159559
008-4	VA.1-3	AV-8A	ex 159560
008-5	VA.1-4	AV-8A	ex 159561
008-6	VA.1-5	AV-8A	ex 159562
008-7	VAE.1-1	TAV-8A	ex 159563
008-8	VAE.1-2	TAV-8A	ex 159564

Note: the serialnumbers VA.1-1 etc. on the AV-8As are not worn on the aircraft. Instead they read VA-1, VA-2 etc. The TAV-8As wear only the codes 008-7 and 008-8.







## TACTICAL FIGHTER MEET at LEUCHARS

by Brian F. Fiddler

The ancient Kingdom of Fife provided the setting for the 1978 Royal Air Force TFM. Held bi-annual to provide exercises in fighter and low-level tactics for the cream of the RAF's combat crews. From May 12th-24th over 50 aircraft from the UK and RAF Germany, gathered at RRAF Leuchars. A welcome addition this year was a NATO squadron in the form of USAF F-4C Phantoms from 81TFS/52TFW at Spangdahlem, West Germany.

Leuchars was again chosen as host base for the TFM, principally because it is one of the few bases remaining that can accommodate a large influx of visiting aircraft, as well as being in close proximity to the Otterburn ranges, the low-level corridors of Northern Scotland and the established training zones over the North Sea. The majority of visiting aircraft were housed in tented accommodation opposite the control tower, with the Buccaneers to be found in the blast pens.

Intensive flying took place each day, though Air Traffic Control was assisted by the absence of two of Leuchars' resident squadrons: No.111Sqn on detachment to Malta and 892 squadron on final deployment aboard HMS Ark Royal in the West Indies. A combination of realistic exercises simulated the Phantoms and Lightnings in the 'air defence' rôles against the 'offensive' combinations of Jaguars, Harriers and Buccaneers. The USAF with Weasel Phantoms were employed in the 'defensive

suppression' rôle. Populated areas and farms were classified as SAM sites and scrupulously avoided! A modern 'sign of the times' resulted in no night flying or weekend operations in order to reduce the noise level over the local area.

The RAF were well pleased with the results of the meet and if funds permit, the TFM may become an annual event in the aviation calendar. Future TFMs will hopefully see more NATO participation for the all important 'dissimilar combat training' with perhaps Alconbury's F-5E Tiger Agressor squadron taking part. Notable this year by their absence were the Hunters from the TWU at Brawdy, possible due to their backlog of training resulting from bad weather.

Aircraft arriving en-masse on Friday May 12th were:

XX963/AL, XX965/AM, XX767/AN, XZ369/AP, XZ372/AQ  
XZ386/AJ all Jaguar GR.1s of 14Sqn  
XZ104/N, XZ101/S Jaguar GR.1s of 2Sqn  
XX119, XX122, XX719, XX723, XX727, XX731 Jaguars 54Sqn  
XV747/G, XV779/P, XW763/K, XW917/L Harrier GR.3 3Sqn  
XV761/B, XV809/J, XV747/G Harrier GR.3 4Sqn  
XR726/K, XR753/A, XS899/C, XS921/H Lightning F.6 5Sqn  
XR758/J, XR769/B, XR773/D, XS929/E Lightning F.6 11sq  
XW540/F and XZ432/K Buccaneer S.2B 15Sqn  
XW549/U and XX886/S Buccaneer S.2B 16Sqn  
XV336, XV356, XX901, XZ431 Buccaneer S.2B 208 Sqn  
XV406/A and XV422/C Phantom FGR.2 23Sqn  
XV436/E and XV495/X Phantom FGR.2 29Sqn  
XV464/B and XV482/C Phantom FGR.2 56Sqn  
XV411/S and XV488/U Phantom FGR.2 92Sqn  
SP63-7467, 7594, 7596 F-4C Wild Weasels USAF 81TFS  
Most participants departed en-masse to their home bases at 18.30 on 24th May.



# -- SHOW REPORTS --

## Portes Ouvertes at Orange (France) on 11 June (C.Russell)

### STATIC:

5-OM/218, 5-OC/222, 5-OQ/8,  
5-NJ/203, 5-NQ/19, 12-ZO/103  
all Mirage F.1C  
5-OL/121(silver) Super Mystere  
5-MC/100 CM-170R Magister  
-/19250 and 5-MF/29901 T-33A  
AC/4 Mirage IVA  
7-II/A26 and 7-HM/A34 Jaguar A  
2-LI/460 Mirage IIIE EC.3/2  
8-MQ/315 Mystere IVA EC.1/8

### HANGARS:

5-OF/12, 5-OE/220, 5-NE/213  
5-NF/24, 12-YE/46 Mirage F.1C  
5-MB/16834 T-33A

### NEAR SHELTERS:

5-OR/202, 5-ON/212, 5-OI/224  
all Mirage F.1C EC.1/5  
28832 F-84F (burnt out)

### FLIGHT-LINE:

5-OA/206, 5-NL/219, 5-NI/221

5-OJ/208, 5-OG/214, 5-OD/210  
5-OL/216, 5-NH/211, 5-NR/215  
5-NA/205, 5-NM/223, 5-ND/16  
5-NG/26, 5-NP/207 Mirage F.1Cs  
5-ME/17 CM-170R Magister  
5-MA/53092 T-33A EEVSV.5  
67-JG/2124 Alouette III EH.67  
5-ML/95 MH.1521M Broussard  
64-IT/92 N.2501 ET.1/64  
21 CAP.10B  
AT/21, BY/52 Mirage 4A EB.3/91

## Open Day at RAF Waddington (UK) on 17 June (West Midlands Aviation Group)

### STATIC:

XV760/F Harrier GR.3 2330CU  
XX201/116 Hawk T.1 TWU(hangar)  
XX723 Jaguar GR.1 54Sqn (hangar)  
XV214 Hercules C.1 LTW  
XV249 Nimrod MR.1 KinlossWing  
WL741 Shackleton AEW.2 8Sqn  
XT598/E Phantom FG.1 111Sqn  
XX517/42 Bulldog T.1 CFS  
XW362/17 Jet Provost T.5A RAFC  
XS736/S Dominie T.1 6FTS

XW208/CE Puma 33Sqn 'Creaker'

XL162 Victor K.2 57Sqn  
XM594 Vulcan B.2 44Sqn  
XR752/- Lightning F.6 11Sqn  
XX494/71 Jetstream T.1 3FTS/METS  
XW858/C Gazelle HT.3 CFS  
XV168 Buccaneer S.2B 12Sqn  
WJ682 Canberra TT.18 7Sqn

### SHOW:

XV307 Hercules C.1 LTW(old c/s)  
XP753/S Lightning F.3 5Sqn

PM631/AD-C Spitfire PR.19 BoBF  
XT273 Buccaneer S.2A 2370CU  
XV244 Nimrod MR.1 KinlossWing  
XV584/I Phantom FG.1 43Sqn  
XX758/18 Jaguar GR.1 2260CU  
XX185 Hawk T.1 4FTS  
XM654(50Sqn), XM605(101Sqn),  
XL427(9Sqn), XM573(44Sqn) and  
all Vulcan B.2  
XV197 Hercules C.1 'FALCONS'  
XW769/24 Harrier GR.3 1Sqn  
XR511/AL Wessex HC.2 72Sqn

## Portes Ouvertes at Rochefort (France) on 18 June Open day (C.Russell)



### FLIGHT-LINE:

319-DF/166 MD.312 Flamant  
A/112 SA321G Super Frelon FN  
721-EP/306 MH.1521M Broussard  
67-DG/1387 SA.330 Puma EH.67

### OUTSIDE:

53/90553, 62/44562, 25/66425 C-45  
709/134709 SNB-5 Expeditior FN  
640, 641, 688 HSS.1 Aeronavale  
3, 8(ex 3S), 15 BR.1050 Alize  
820 T-6G Harvard Aeronavale  
4/85104 JRB-4 Expeditior  
85/144685, 688/144688 P2V-7

294 MD.312 Flamant Aeronavale  
-- F-8E(FN) all white & without  
serials carried  
02 CM.175 Zephyr Aeronavale  
91(ex P), 90/H, 52/Q MD.315  
Flamant (instruc. airframes)  
29, 25, AV/36, 410 CM.170Rs  
63-BP/124, 340-VE/14 N.2501  
DK/V1 Transall C-160F  
12-Y./99, 12-ZD/54, 12-ZM/48  
12-YF/85, 12-YE/22, 12-YR/111  
12-YO/72, 12-YX/124, 12-YL/109  
21-HG/136(tiger c/s) all Super  
Mystere B.2s

### HANGARS:

01, 05, 06 Etendard Aeronavale  
512/N, 007 HSS.1 Aeronavale  
87 Ralley 100ST Aeronavale  
31 MS.760 Paris Aeronavale  
10 CM.175 Zephyr Aeronavale  
21 (ex 4F) Br.1050 Alize  
12-YS/74, 12-YW/77 12-YQ/113,  
12-YC/112 all S.Mystere B.2  
216 Mirage IIIB  
89 Alouette III  
107/N MD.315 Flamant  
563 Mirage IIIE  
01 Mirage IIIT

### DUMP:

142 HSS.1; 67-VC/152 S.58;  
65 MD.315; 302 MD.312 & AJ561  
AT-6 Harvard  
Also open on this day was the  
new Technical School about 8kms  
away at St.Agnat:  
12-YU/55 S.Mystere (on a pole)  
118 Mystere IVA (on a pole)  
340-VD/10 N.2501 Noratlas  
10-SA/1, 10-RC/5, -/41 Mirage 3C  
337(?) Mirage IIIR (nose only)

## NATO Day at Aviano (Italy) on 2 July (F.Smith, G.Weinmann)

### STATIC:

BT76-128(bl) F-15B USAF 36TFW  
SP66-7733 F-4D 52TFW  
UH68-041 F-111E 20TFW  
01534/34 F-5E Tiger 527TFTAS  
14674 OV-10A Bronco 601TCW  
60195 C-141A Starlifter 437MAW  
40540 C-130E 435TAW  
24461 CT-39A 58MAS/435TAW  
159302/AA401 A-7E USNavy VA-81  
159298/AA300 A-7E USNavy VA-83  
158797/AA502 A-6E USNavy VA-85  
17/146455 EA-3B USNavy VQ-2  
WJ815 Canberra PR.7 RAF 13Sqn  
BD-14 Mirage 5BD BAF 3Wing  
51-12/MM6931 F-104S ItAF 22Gr.  
8-12/MM6453 G-91Y ItAF 101Gr.  
I(red) Saab 105OE AustrianAF  
EI-804/MM80826 CH-47C 20Gr.Sqn  
EI-626/MM80894 AB.206A 25Gr.Sqn  
EI-330/MM80701 AB.205

### SHOW:

35-36, 35-37, 35-65, 35-72 RF-4E  
WGAf AKG-52  
G(yellow) Saab105OE AustrianAF



UH68-077(bl) F-111E 20TFW  
104815, 104843, 104880, 104749  
104776 CF-104G CAF 'RED INDIANS'  
40555 MC-130E 7th SOS  
EI-299/MM80851 AB.205 Esercito  
I-NINE/MM589 MB.339  
B, E, F, J (blue) Saab 105OE  
Austrian AF 'KARO-AS'  
BT76-014 F-15A 36TFW  
-/MM62109 (NC4014) G.222 ItAF

### OTHER A/C ON THE FIELD:

SA-27/MM6327 G-91T ItAF SVBAA  
RM-76/MM61886 P.166/M 300Gruppo  
31-13/MM62013 DC-9 306Gruppo  
RM-32/MM61968 S.208/M 300Gruppo  
2-40 G-91R 103Gruppo/2Stormo  
EI-601/MM80869 AB.204A.1  
104868 CF-104G CAF (res. a/c)  
RM-115/MM80332 AB.204 ItAF  
75 MB.326 ItAF



## 20 YEARS MFG-1 at Jagel-Schleswig (W. Germany) on 23 July (P.Glas & editorial)



### STATIC:

21-09 (MFG-2), 22-29 (MFG-1) and  
24-53 (WS-10) all F-104Gs  
31-57 Fiat G-91R LEKG-41  
35-09 RF-4E Phantom AKG-52  
38-17 F-4F Phantom JABOG-36  
50-84 Transall C-160D LTG-63  
56-64 Dornier DO.27B (c/n 358)  
59-22 Dornier DO-28D MFG-5

61-12 Br.1150 Atlantic MFG-3  
72-89 UH-1D Heer HFB-6  
84-90 CH-53G Heer mHFTR-15  
89-52 Sea King Mk.41 MFG-5  
99-28 OV-10B Bronco  
XW526/Y Buccaneer RAFG 16Sqn  
XX826/AD Jaguar GR.1 RAFG 14Sqn  
XZ135/P Harrier GR.3 RAFG 4Sqn  
AT-152 TF-35 RDanAF Esk.729  
GT-976 F-100F RDanAF Esk.727



R-896 CF-104G RDanAF Esk.723  
LN73-712 F-111F USAFE 48TFW  
BT76-048(y) F-15A USAFE 36TFW  
70-15197 OH-58A USArmy 56AvCo  
30-MG/73 Mirage F.1C ECTT.2/30  
30-QG/31 CM-170R FAF EEVSV.30  
17 Br.1050 Alize Aeronavale 4F  
36-35/MM6780 and 36-47/MM6923  
F-104S ItAF  
FX-52 F-104G BAF 10Wing(tiger)  
4850 CF-104G RNoAF Skv.334  
104716 CF-104G CAF 1CAG  
K-4020 NF-5B RNethAF 316Sqn  
D-5816 TF-104G RANAF TCA(disb.)

### HANGAR:

27-79 and 28-30 TF-104G MFG-1  
22-17, 22-71, 22-73, 22-85  
25-02 all F-104G MFG-1

### SHOW:

22-15, 22-21, 22-29, 22-30, 22-70  
22-74, 22-79, 22-83, 22-86, 22-87  
22-88, 22-93, 22-95, 23-00, 26-57  
26-67, 26-70, 26-74, 26-80, 26-83  
26-85, 26-89 all F-104Gs MFG-1  
59-06, 59-07, 59-12, 59-16, 59-20  
59-23, 59-24 all DO-28Ds MFG-5  
50-10 Transall C-160D LTG-63  
89-58 & 89-69 Sea King MFG-5  
61-04 Atlantic MFG-3  
98-05 Panavia Tornado(WGN c/s)  
99-21 OV-10B Bronco  
82-91 Bo.105 Heer  
XV761/B harrier GR.3 RAFG 4Sqn  
XZ368/AN Jaguar GR.1 RAFG 14Sqn  
LN74-179 F-111F USAFE 48TFW  
BT76-043(y) F-15A USAFE 36TFW  
K-3048 NF-5A RNethAF 316Sqn

### OTHER A/C ON THE FIELD:

22-11, 22-20, 22-25, 22-26, 22-13  
22-97, 22-84, 23-15 F-104G MFG-1  
28-22 and 28-23 TF-104G MFG-1  
22-58 F-104G JABOG-34  
4637 CF 104D RNoAF Skv.334  
11-02 C-140B Jetstar FBSS

## Flugtag 78 at Ramstein AB (W. Germany) on 30 July (editorial)

### STATIC:

-/MM62111 (NC4016) G.222 ItAF  
01271 C-130E 435TAW  
70174 C-5A Galaxy 436MAW  
V/252 SP-13A Atlantic MLD  
312-BH/123 N.2501 Noratlas FAF  
70026 C-141A Starlifter 437MAW  
154576/LJ2 P-3B Orion USNavy  
50-57 Transall C-160D LTG-61  
91523 KC-135Q 100ARW  
24125 VC-135B 58MAS/435TAW  
34-60 G-91T WGAF LEKG-43  
14643 OV-10A Bronco 601TCW  
20-64 F-104G WGAF JABOG-33  
ZR69-364 RF-4C 26TRW  
71-20991 AH-1S USArmy B Comp./  
8 Av.Bat./8 Inf.Div.  
104762 CF-104G CAF  
I(red) Saab 105OE AustrianAF  
67/MM54388 MB.326E ItAF SVBIA  
69-17024 OV-1D USArmy 73Int.Co  
33-16 G-91R WGAF LEKG-41  
12240 F-104G RNoAF Skv.331  
35-49 RF-4E WGAF AKG-51  
68-16894 OH-58A USArmy 7SignCo  
EI426/MM57219 SM1019 Esercito  
K-4009 NF-5B RNethAF 314Sqn  
XW541/Q Buccaneer RAFG 16Sqn  
GT-870 F-100F RDanAF Esk.730  
XZ387/DN Jaguar GR.1 RAF 31Sqn  
3527 TF-104G RNoAF Skv.331  
RS74-1637 & 74-1650 F-4E 86TFW  
XW763/K Harrier GR.3 RAFG 3Sqn  
AT-152 TF-35 RDanAF Esk.729  
67-17405 UH-1H USArmy B.Comp./  
8 Av.Bat./8 Inf.Div.  
32-21/MM6479 G-91Y ItAF 13Gr.  
01550 F-5E Tiger II 527TFTAS  
RT662 CF-104D RDanAF Esk.726  
UH68-055(r) F-111E 20TFW  
BT76-043(y) F-15A 36TFW  
EI403/MM57196 SM.1019 Esercito  
96606 UH-1N Det.2/67ARRS



24461 CT-39A 58MAS/435TAW  
70-15897 U-21G USArmy 330Av.Co  
60166 C-12A 58MAS/435TAW  
159758/AB707 S-3A USNavy VS-32  
C-4 F.27M RNethAF 334Sqn  
PAF6511 CASA C212A7-35 Port.AF  
58-57 DO-28D WGAF JABOG-33  
76-22557 C-12A USArmy 207Av.Co  
24201 VC-140B 58MAS/435TAW  
76-22677 CH-47C USArmy 295AvCo  
SP-12/MM54427 SF.260AM ItAF  
7-PS/A59 Jaguar A FAF EC.2/7  
35-29 RF-4E WGAF AKG-51  
33-XG/516520 T-33A FAF EEVSV.33  
(ex WM and 314-WA)  
SA-62/MM6362 G-91T ItAF SVBAA  
158815/AB614 EA-6B USN VAQ-133  
159978/AB313 A-7E USN VA-46  
157016/AB504 A-6E USNavy VA-34  
155761/AA202 F-4J USNavy VF-74  
12-YN/68 Mirage F.1C FAF EC1/12

### HANGAR:

12489 VC-140B and 24471 CT-39A  
RS74-643 F-4E 86TFW

### SHOW:

RS68-512, 68-527, 68-393, 68-441  
68-475 F-4E(all yellow tips)  
G(yellow) Saab105OE AustrianAF  
G,B,A,I(blue) Saab 105OE Aust.  
AF 'KARO-AS'  
BT76-050(y) F-15A Eagle 36TFW  
12-YK/85 Mirage F.1C FAF EC1/12  
1/MM6249, 3/MM6250, 5/MM6265,  
8/MM6314, 9/MM6241, 10/MM6244,  
11/MM6253, 12/MM6248, 14/MM6301,  
-/MM6264 G-91R/PANs ItAF  
'FRECCIE TRICOLORI'  
159593/AB120 F-14A Tomcat USN  
ST-11, ST-35 SF.260M BAF 'THE  
SWALLOWS'  
-/A48 Jaguar A FAF  
535, 541, 544, 555, 561, 563, 564  
565, 576 CM-170R FAF 'PATROUILLE  
DE FRANCE'  
XW766/E Harrier GR.3 RAFG 3Sqn  
XS101, XS107, XP535, XP514, XR540,  
XR991, XR572, XR993, XR977 Gnat  
T.1 RAF 'RED ARROWS'  
2406, 2414, 2415, 2423, 2426, 2429  
T-37C PAF 'ASAS de PORTUGAL'



## Naval Air Day at Yeovilton (UK) on 5 August (B.Hickmann, F.Elzinga)

### STATIC:

No.32 Paris II Aeronavale SRL  
 XM296 Heron Naval Air Command  
 01534/34 F-5E Tiger II USAF  
 No.25 F-8E(FN) Crusader FN 14F  
 No.16 Etendard IVM FrNavy 16F  
 159752/AB701 S-3A USNavy VS-32  
 160428/AB500 A-6E USNavy VA-34  
 XE689/864 Hunter GA.11 FRADTU  
 WH797/851 Canberra T.22 FRADTU  
 WH780/853 Canberra T.22 FRADTU  
 WG655/GN910 SeaFury T.20 Historical Flight  
 XL482/LM Gannet AEW.3 849Sqn  
 D-8280, 8257 F-104G RNethAF  
 30-85 G-91R WGAF WS-50  
 265 UH-14A Lynx MLD 7Sqn  
 XV639/441 Wasp HAS.1 'Falmouth  
 XX397/CU43 Gazelle HT.1 705Sqn  
 XM836/PO657 Wessex HAS.3 771Sqn

AT152 TF-35 RdanAF Esk.729  
 AR69-382 RF-4C USAF 10TRW

### HANGAR:

XS888/521 Wessex (only front fuselage, tail was in the NASU hangar)  
 XS512/WT Wessex HU.5 707Sqn

### SHOW:

159024/AB105 F-14A USN VF-14  
 XX161, XX224 Hawk T.1 4FTS/CFS  
 26-88, 26-70 F-104G WGN MFG-1  
 XV572/N Phantom FG.1 43Sqn  
 XV355, XT273 Bucca.S.2B 237OCU  
 XX759/19 Jaguar GR.1 226OCU  
 ZA250 Harrier T.50 (G-VTOL)  
 XV753/C, XV748/B Harrier GR.1 233OCU  
 TF956/T123 SeaFury Hist.Flight  
 WB271/R204 Firefly Hist.Flight

WV908/A188 SeaHawk 806Sqn  
 XX532/15, XX515/7 and XX530/12  
 Bulldog T.1 RNEFTS 'BULLDOGS'  
 NF875/CH603 DragoRapide/Domini  
 WJ897/G-BDFT Varisty T.1  
 XH557 Vulcan B.2 9Sqn

### OTHER A/C ON THE FIELD:

XW860/544, XW861/559, XW895/551  
 XW890/553, XW868/550 all coded  
 CU Gazelle HT.1 'SHARKS'  
 XZ242/AG341 Lynx HMS Avenger  
 XZ240/VL744 Lynx 'Phelix II'  
 XZ231/VL742 and XZ230/VL741  
 Lynx HAS.2 702Sqn  
 XZ244/AD743 Lynx HAS.2 829Sqn  
 HMS Ardent  
 XV649/CU588 and XV648/CU591  
 Sea King 706Sqn  
 XV699/-143 and XZ571/TG140  
 Sea King 826Sqn

## Air Fete 78 at RAF Mildenhall (UK) on 26 & 27 August (B.Hickman & editorial)

### STATIC:

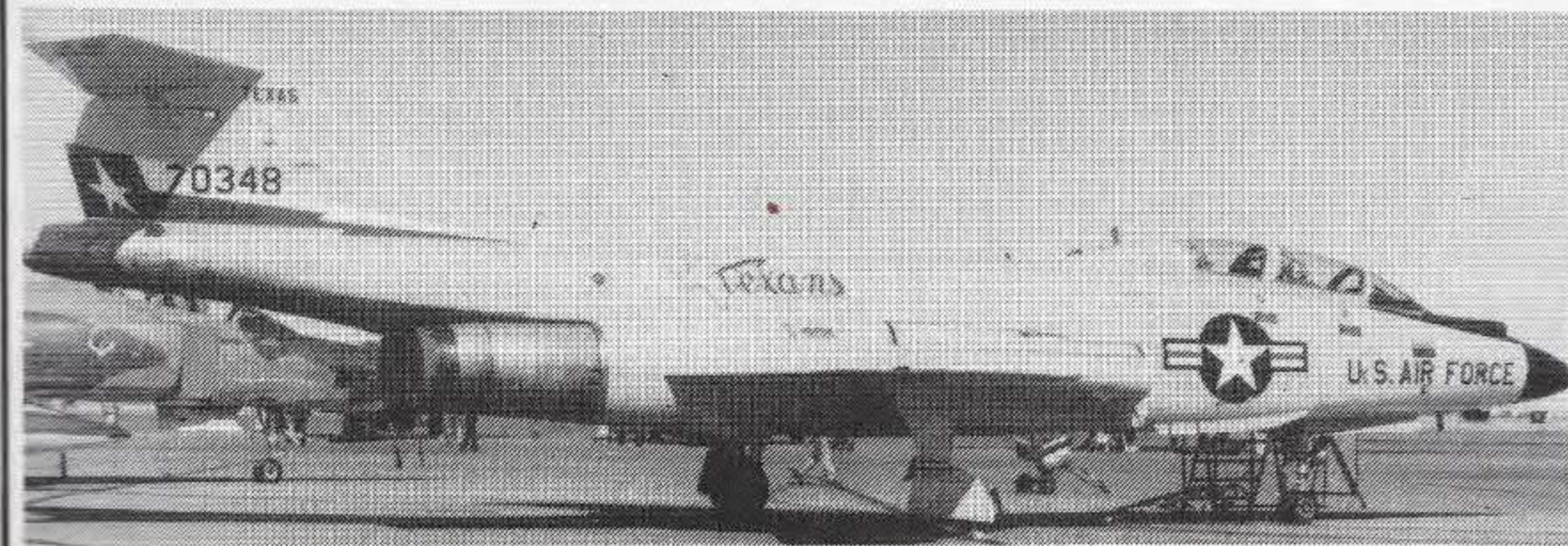
00363 KC-135A  
 37841 C-130E 314TAW  
 40610 C-141A Starlifter 437MAW  
 80224 C-5A Galaxy 436MAW  
 BT76-039(y) F-15A Eagle 36TFW  
 61-13 Br1050 Atlantic WGN MFG-5  
 133393 CT-33A CAF  
 LN72-448(gr) F-111E 48TFW  
 WJ630/E Canberra T.17 RAF 360SQN  
 WR66-553 F-4D 81TFW  
 66-425(bl) RF-4C 1TRS/10TRW  
 104636 CF-104D CAF  
 13555 OV-10A Bronco 601TCW  
 38-51 F-4F WGAF JG-71  
 AT-151 TF-35 RdanAF Esk.725  
 32-94 G-91R WGAF LEKG-43  
 20-68 F-104G WGAF JABOG-32  
 BA-20 Mirage 5BA BAF 2Wing/2Sqn  
 42307 EC-121T 79AEW&CS/AFRES  
 141023 C-131F USN NAFMildenhall  
 159751/AB700 S-3A USNavy VS-32  
 160424/AB501 A-6E USNavy VA-34  
 160009/AB013 E-2C USN VAW-125  
 01532/32 F-5E Tiger II 527TFTAS

### FLIGHT-LINE:

XE682/835, WW654/833, WT809/867  
 WV267/836 and WT804/831 all  
 Hunter GA.11 RN 'BLUE HERONS'  
 XX225 and XX226 Hawk T.1 CFS  
 96607 UH-1N Det.2/67ARRS  
 22681 CH-47C Chinook USArmy  
 10364 HH-53C 67ARRS  
 60166 C-12A 58MAS/435TAW

24471 CT-39A 58MAS/435TAW  
 1/MM6249, 3/MM6250, 5/MM6265  
 6/MM6242, 8/MM6314, 9/MM6241  
 10/MM6244, 11/MM6253, 12/MM6248  
 13/MM6251, -/MM6269 all G-91R/  
 PANs ItAF 'FRECCIE TRICOLORI'  
 XT463/G Wessex HU.5 RN 845Sqn  
 XX758/18, XX750/22 Jaguar Gr.1  
 226OCU  
 7-ID/A58, -IA(-II on other side  
 & having 7-P badge)/A36 Jaguar  
 A FAF EC.7  
 2-EN/440, -EJ/499 Mirage 3E FAF  
 30-MR/76, -MT/72 Mirage F.1C FAF  
 32-72 G-91R WGAF LEKG-43  
 B/1122, C/1123, E/1125 & F/1126  
 2406, 2407, 2414, 2415, 2423, 2426  
 2428, 2429 T-37C Portuguese AF

Saabl050E Austr.AF 'KARO-AS'  
 J(yellow) Saabl050E Austr. AF  
 152939/AB521 KA-6B USN VA-34  
 159013/AB203 F-14A USN VF-32  
 XL317 Vulcan B.2 RAF 617Sqn  
 151451 B-25, 322612 A-26 and  
 452784 B-17G  
 64-KQ/146 N.2501 Noratlas FAF  
 D-8091 F-104G RNethAF  
 104820, 104788, 104760, 104795  
 104841 and 104807 CF-104G CAF  
 'RED INDIANS'  
 XV753/C, XW767/H Harrier GR.3  
 RAF 233OCU  
 13559 OV-10A Bronco 601TCW  
 BT76-026(y) F-15A Eagle 36TFW  
 K-3031 NF-5A RNethAF 316Sqn  
 XT278, XV354 Buccaneer S.2 RAF



## Open Day at Hahn AB on 13 August

### STATIC:

(F.Elzinga)

HR68-406(bl), 69-244(r) F-4E  
 30-85 G-91R WGAF WS-50  
 14674 OV-10A Bronco 601TCW  
 BT75-075 F-15A 36TFW  
 38-34 F-4F WGAF JABOG-35  
 BA-11 Mirage 5BA BAF 2Sqn/2Wing  
 XZ107/R Jaguar GR.1 RAFG 2Sqn  
 XW549/U Buccaneer S.2 RAF 16Sqn  
 XV784/D Harrier GR.3 RAFG 3Sqn  
 01534/34 F-5E Tiger II 527TFTAS  
 26-43 F-104G WGAF JABOG-34  
 LN73-710(gr) F-111E 48TFW  
 21023 AH-1S USArmy  
 96607 UH-1N Det.2/67ARRS

### SHOW:

A-319, 336, 374, 391, 529 Alouette  
 III RNethAF 'GRASSHOPPERS'  
 LN72-448(gr) F-111E 48TFW  
 BT76-022 F-15A Eagle 36TFW  
 2406, 2407, 2414, 2415, 2423, 2426  
 2428, 2429 T-37Cs 'ASAS DE POR-

LEFT: Two photos taken during the open house at Holloman AFB, New Mexico.

F-84F 51-9396 with 49TFW badge; F-101B Voodoo 57-348 of Texas ANG. (S/Sgt.D.H. Kuykendall/via J.M.Bowdler)





Special thanks to: ITASW, H.Rozema, H.Dekker, I.Wilson, RLD and Fokker-VFW.

N400DF, a Tracker of the State of California Forrestry Dept./ Hemet Valley Flying Service seen at Ramona Apt. 01.09.76. (API/B.Ullings)

#### SCHIPHOL

##### Movements of June (continued):

12: N701SW B747 SeaboardWorld	VR-BJD Learjet 36
G-AOVS B.175 Redcoat	5Y-BAS DC-8 ASA
G-AWRM Beagle 206	G-BETV HS-125
13: LN-SUL F.27 Air Executive	G-BFPI HS-125
OO-SEI Cessna 310 Sabena	F-BYAL Learjet 25C
N791PA B.707 Maverick	F-BPIG G.Commander
15: G-BE2T B.707 Danair/IAS	N905CL DC-8 Capitol
19: F-BUFH SE.210-3 Aerotour	N200A G.1159 E.C.
20: LV-MDB B.737 Aerolineas Argentinas, returned to Transavia	N230R Learjet 35A
N8765 DC-8-61 Capitol	D-IAAK Beech 200
21: JY-ADV B.727-2D3 Alia	PH-BNM F.33C RLS
G-ANAF DC-3 Dakota Air Atlantique	
22: G-BELV Cessna 404	
23: CS-TBV B.727 TAP(leased?)	G-AMRA DC-3 Intra
167/L Mystere 20 FrAF GLAM.1/60 (c/s F-RAFL)	
24: DM-STC Il.18B Interflug	YR-TPG Tu.154B
G-BFEO B.707-323C Tradwinds	/TAROM
26: G-MDBR Piper PA-31	OY-DLP Piper PA-31
PH-PLV Cessna 414 Plevier	
27: PH-DEF DC-8-63 K.L.M. 'World Championship', returning from Argentina	
A-217 Al.III RNethAF (v8) F-BYCD SE.210 EAS	
LN-SUL F.27 Air Executive (every Tuesday during the summer - F.27 or Skyvan)	
F-BNRG & BJLX/LY MS.760s of CE de St.Yan	
28: N911CL DC-8-61 Capitol	N5152 G.1159 CBS
F-BYAP F.27-100 Uni Air	OO-ADI F.T337GP
29: N8765 DC-8-61 Capitol	G-OLLY Piper PA-31
F-BNRG MS.760 CE de St.Yan	PH-BNC Beech F.33C
30: LZ-BTO Tu.154 Balkan	D-ICVW Mu-2
C-GXRA B.747-200B Wardair (new aircraft)	
PH-BNO and another Beech F.33C of the R.L.S.	

##### Movements of July:

1: 4X-AXF B.747 ElAl (new)	OY-DPV Beech D95
PK-GFW F.28-3000CR Garuda (delivery flight)	
N904CL DC-8-33 Capitol	C-GOKT Bell 212
3: N617US B.747-251F NorthWest Orient (on monday)	
PH-EXK F.27 Friendship (all white)	
5: RPC804 DC-8-53 P.A.L.	N230R Learjet 35A
G-AMRA DC-3 Dakota Intra Jersey	
6: G-ANAF DC-3 Air Atlantique	G-DBOW HS-125
I-TIGE DC-9-15 Itavia	10882 C-9A USAFE
7: N18712 B.707-331B T.W.A.	D-IHEY Cessna 500
SE-GSK RC.114 Commander	HB-SFA Jodel
8: N711LF DC-8-33 ALM with Air Gabon titles	
HB-IDK DC-8-62CF Swissair	D-IAWW RC-690
59-21 DO-28D German Navy	N905CL DC-8 Capitol
9: EC-BIB SE.210 Caravelle 10R Aviaco	
TC-JBS Boeing 707 T.H.Y.	
10: G-BFMW Vickers Viscount Alidair	
13: YU-AKD /14302 B.727-2L8 Yugoslavian Gov't	
OY-SAE SE.210 Caravelle 12B Sterlings Airways	
XR445 Sea Heron Royal Navy	
PH-MOL F.28 Air Anglia (overshoot only)	
N7555A B.707-323C Tradewinds	
15: YU-AGJ B.707-351C J.A.T.	
16: TC-JBT Boeing 707 T.H.Y.	
17: G-WTVE Cessna 404 Air Westward (new aircraft)	
23: OT-GIB /G-02 SA.330 Puma Belgian Police	
G-BFLE B.707-338C PIA-Cargo	N765A G.115
24: D-EDAJ Cessna 182 Lufthansa	
25: N18712 B.707-331B T.W.A.	F-BSIM HS-125
27: G-BLGW F.27 Friendship Air Anglia	
I-TIGB DC-9-15 Itavia	
28: N538PA B.747-SP21 PanAm (new aircraft)	
D-GATE Partenavia P.68B Victor	
29: HB-CXB Cessna 206	PH-OJD Ces.F.172
31: TU-VAN F.28-4000 Ivory Coast A.F./Government	
7T-WAO F.27-400M Alg.AF	G-EURO Cessna 310





# FOKKER-VFW

## F.27 Friendship

10247 100 F-OGGT Air Martinique now regd F-OGIM  
10563 600 PH-FTH bought by Air Niger after lease since 07-03-78, July still Dutch-regd  
10572 600 PH-EXC, 20-5-78 to XY-ADY of Burma AWS  
10574 600 PH-EXF for Burma Airways?  
10575 400M PH-EXG 'unsold' (TNI-AU?) 26/5 Woensd.  
10576 600 PH-EXH, to become SU-AZZ of Air Charter  
10577 400M for Ivory Coast

## F.28 Fellowship

11132 3000 PH-EXX, to Garuda 6/78 as PK-GFV  
11133 4000 PH-EXO regd 13 June  
11134 3000CR PH-EXZ, to Garuda as PK-GFW 17/5  
11135 4000 PH-EXR regd 13 June  
11136 3000 PH-EXN, rereg'd PH-ZBR, 7/78 to 3D-ALN of Royal Swazi National Airways Corp.  
11137 3000 PH-EXS, to become 5H-CCM of Tanzania Gov't 'Uhura na Limoja'  
11138 4000 to become PH-CHB of NLM Cityhopper  
11139 4000 to become PH-CHD of NLM Cityhopper  
11140 4000 to become PH-CHF of NLM Cityhopper  
11141 4000 to become PH-CHI of NLM Cityhopper

## A.300 Airbus

As quiet as it is with the F.27 and F.28, as fast it goes with the Airbus, of which Fokker VFW produces parts of the fuselage and wings. The scores since July; Thai International ordered two additional A300-B4s, for delivery in September and December 1979, making a fleet of eight.

Air Inter ordered one due for delivery February 1980. This will be their sixth Pakistan Int. Airlines signed for four A300s and a further six on option. The first will be delivered March 1980, and the fourth is due in September 1980.

The first of four A.300B4-200s for China Airlines will be delivered in April 1978. Another four are on option.

Hapag-Lloyd ordered two srs B4-200s, for delivery April and late 1979.

Alitalia has an option on four A300B4-200s. Thus ensuring the delivery of the aircraft from May 1980 if they make a firm order.

Currently 54 Airbusses of the 110 ordered, and 53 on option, have been delivered. The sun is shining too for the 'small Airbus', the A300-10. Lufthansa plans to order 10 with an option on 15 more. Swissair is interested in six, and Air France four. And don't forget Iberia and Eastern.

# DUTCH REGISTER



## NEW REGISTRATIONS JUNE 1978

PH-BAX F.172N (F.1699; ex PH-AXD-2) Airborne Air Service  
PH-ENK F.150M (F.1357; ex PH-AYF, D-EFAX) ASH BV  
PH-GJO FR.172J (F.01414; ex D-EGJO) of ASH BV  
PH-PLV Cessna 414A (0017; ex N6575C) of ASH BV  
PH-RAS FR.172J (F.0630) Air Service Holland BV



PH-SRU PA-28-161 (7816485; ex N9500C & OO-HCN) of NEAS BV, delivered 14-6-78  
PH-SRV PA-28R-201 (7837250) NEAS BV, 13 June  
PH-TPR G-164B AgCat (332B; ex N6882Q) A.M.Prince  
PH-TVC B.737-2K2C (20836; ex PH-TVC, LV-MDB) of Transavia Holland BV, del. 19-6-78  
PH-VOX F.150M (F.1367) G.Hengeveld  
PH-ZCR Piper L.21B (18-3865; ex 54-2465, R-175) Zweefvliegclub Rotterdam

## NEW OWNERS JUNE 1978

PH-HHE F.172N (F.1617) Airborne Air Service BV  
PH-LWD PA-18-135 (18-3976 f/n) B.J.M.Taverne e.v. J.Mastenbroek, MAA 18-3931  
PH-TGR F.150M (F.1255) Air Service Holland BV

## CANCELLED JUNE 1978

PH-CUP Cessna 310Q (0232) to Belgium  
PH-FOH F.27-600 (10409) to TY-AAG delivered 31/3  
PH-SAK DHC-6 (572) left 18.04 as 5N-AKY to Nigeria  
PH-VST F.150M (F.1199) to OY-AZJ



## NEW REGISTRATIONS JULY 1978

PH-BRO PA-32R-300T (32R-7887053) del. 25 July to Netherlands European Air Services BV  
PH-EAT PA-25-235D (7405785; ex N9622P) Mastenbroek  
PH-JAL Cessna 404-II (0218; ex N88678) ASH BV  
PH-KAM PA-34-200T (70272; ex N47963?) del. 7 July to NEAS BV  
PH-KDL F.152 (F.1489; ex PH-AXH) of Vliegdiens Holland-Noord BV  
PH-KNR L.21B (18-3867; ex 54-2467, R-177) of the Gilzer Luchtvaart Club 'Illustrious'  
PH-KNS L.21B (18-3872; ex 54-2472, R-182) of the Zweefvliegclub Deelen  
PH-LTM Cessna T.210M (62433; ex N761QK, PH-AYM) Air Service Holland BV  
PH-MDW PA-32R-300T (7885186; ex N36388) NEAS BV  
PH-SRR PA-38 Tomahawk (78A0339) NEAS BV  
PH-TIF PA-28R-201-III (7837276; ex N36359) del. 17 July to NEAS BV  
PH-WLH F.172M (F.1443; ex OO-CNE) Benelux Aviation  
PH-ZBR F.28-3000 (11136; ex PH-EXN) Fokker-VFW, same month o.o.r. to 3D-ALN of Swazi Air



## NEW OWNERS JULY 1978

PH-DER F.172M (F.1019) P.F.M.Kager  
PH-FEJ PA-34-200T (7870203) J.Pover  
PH-GAA F.150L (F.1136) Air Service Holland BV  
PH-HBG FA.200-180 (224) Benelux Aviation  
PH-NLA L-4J Cub (12732) Holland Ballon Service BV  
PH-PCB PA-28-R-200 (7635226) of NEAS BV  
PH-PLE Cessna E-310Q (00925) Air Service Holland  
PH-PLV Cessna 414A (0017) Machinefabriek Plevier  
PH-RIN F.150M (F.1365) Luchtvaartbedrijf De Kempen  
PH-SKB F.172N (F.1549) Skylight BV del. 3-2-78  
PH-SNO Cessna 172F (52635) Air Service Holland





#### CANCELLED JULY 1978

PH-ABA F.172M (F.1212) to G-BFXI  
 PH-DMA S.11.1 (6276) o.o.r. after crash on 4 June  
 PH-EHH F.172L (F.0882) oor after crash on 1 April  
 PH-GAL L.18C (18-2073) C.of A. suspended 22-6-76  
 PH-NSK PA-28-140E (7325387) crashed on 2 May  
 PH-RLF S.91D Safir (91373) oor, used for spares  
 PH-RLR S.91D Safir (91382) oor, used for psares  
 PH-SRM DR.400/140 (870) crashed 31 May



#### MISCELLANEOUS:

PH-AVE L.21B (18-3856) used by VC Teuge  
 PH-DCT DC-8F-55 (45691) will be leased to VIASA  
 PH-DTG DC-10-30 (46556) registrated YV-134C  
 PH-EHD F.150L (F.0683) to OY-AZC  
 PH-HOL S.11-1 (6270) stored Hilversum, to be b/u  
 PH-HVD Bo.208C (616) crash 16-10-77; stored at J.Daams' house; by truck to Rotterdam on 8 July; stored at the Aeroclub  
 PH-KDC F.150L (F.0971) crashed Texel 13 June; transported to Teuge 16/6; 8 July on a truck to Cranfield, United Kingdom  
 PH-LEO F.150M (F.1238) landed on its nose at Hilversum on 21 June  
 PH-MIR F.172N (F.1603) crashed Texel 11 June; on a truck to Teuge 16/6; with ASH  
 PH-OTG Cessna T.207 (00210) crashed Teuge 20 June to be repaired by Gelderse Luchtvaart Mij

#### RESERVATIONS:

PH-CHB & CHD/F/I F.28-4000 (c/ns 11138/39/40 & 41) for KLM/NLM City Hopper  
 PH-IJS Thunder Balloon, for G.Zoet  
 PH-KNA L.21B ex R-115, for Zweefvliegclub Deelen  
 PH-KNB L.21B ex R-120, for Eindhovense Aeroclub  
 PH-KNC L.21B ex R-125, for Nijmeegse Aeroclub  
 PH-KND L.21B ex R-131, for Gooise Zweefvliegclub  
 PH-KNE L.21B ex R-135, for Vliegclub Teuge  
 PH-KNF L.21B ex R-136, for Amsterdamse Club voor Zweefvliegen (Soesterberg)  
 PH-KNG L.21B ex R-126, for Klu Z.C. Leeuwarden  
 PH-KNJ L.21B ex R-150, for LSK-ZC Gilze-Rijen  
 PH-KNK L.21B ex R-158, for Zvc Rotterdam  
 PH-KNL L.21B ex R-159, for Amsterdamse Club voor Zweefvliegen (Soesterberg)  
 PH-KNM L.21B ex R-160, for Nijmeegse Aeroclub  
 PH-KNO L.21B ex R-172, for Gooise Zweefvliegclub  
 PH-KNT L.21B ex R-183, for KNVvL (Terlet)  
 PH-KNU L.21B ex R-186, for KNVvL (Terlet)  
 PH-TZC L.21B ex R-149, for Twentsche Zweefvliegclub  
 PH-ZVC L.21B ex R-165, for Zuid-Hollandse Vliegclub

#### INTERIM REGISTRATIONS

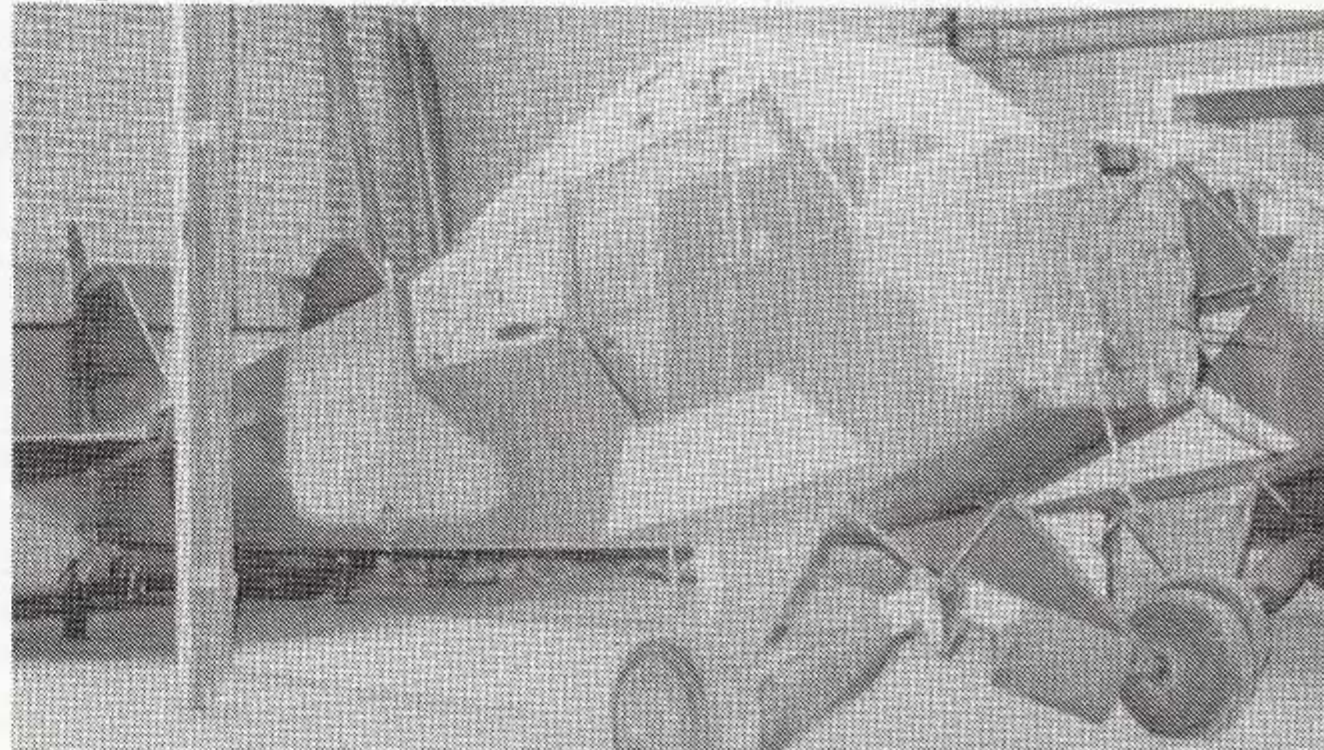
PH-AXH F.152-II (F.1489) to PH-KDL  
 PH-AXI F.172N (F.1677; ex D-EMCP ntu) to G-BURD  
 PH-AYB F.150 (F.1349; ex F-BXIV) now PH-HMO  
 PH-AYF F.150 (F.1357) to D-EFAX, to PH-ENK  
 PH-AYJ F.172N (F.1686) to D-EHGC  
 PH-AYM C.T.210M (62433; ex N761QK) to PH-LTM

#### SECOND BATCH:

PH-AXA F.172N (F.1718) to OY-AZM  
 PH-AXB FR.172K (F.0625)  
 PH-AXC F.182Q (F.0080)  
 PH-AXD F.172N (F.1699) to PH-BAX h/o 30-6-78

#### NEWS

- On 25 September, a DC-10 of Martinair will be wet-leased to Singapore Airlines. The DC-10 will stay with Singapore Airlines for seven months. If necessary, the lease will be extended with five months.
- The other two DC-10s of Martinair will be leased by Garuda and Merpati Nusantara Als for the annual 'pilgrimflights' during October, November and December. During this period some 19,000 pilgrims will be transported from Indonesia to Jeddah, and back of course.
- Worried about the health of the inhabitants of Loosdrecht, airfield Hilversum decided to disort the excisting runways for a few months. If it proves to be less noisy as before, they will keep these runways in the new situation.



- On 21 July the last Super Cub of the RNethAF left Gilze-Rijen for Teuge; the R-126. Originally destined for the museum, the aircraft had to replace R-138 which proved to expensive to make her airworthy again. Probably the R-138 will return to Gilze for storage/museum, if not the Air Force hasn't a single L.21B left.
- The Super Cub list stated under 'Reservations' is an official KNVvL (the Royal Netherlands Aeronautical Association) one. The KNVvL is leasing the L.21Bs from the RNethAF and will lease them to glider clubs. Due to the lack of spares (which have to come from the DVM at Gilze) it will take a while before all Super Cubs are airworthy.



- Air Sprinter received a second Cessna Titan 2 PH-JAL, early August.
- Schreiner will move its training school for commercial pilots, currently at Zestienhoven, to Beek. It seems that there are to much movements per day at Zestienhoven. Schreiner's charter a/c will stay at Rotterdam
- Transavia Holland will lease three B.737s during the winter to British Airways. They will operate in full B.A. colour scheme.
- Awaiting delivery of the Falcon 50, Philips is currently leasing F-BSQU, the first production Falcon 10. By the way, the fleet of Philips moved to Gilze-Ryen for a few months due to runway-works at Eindhoven AB.
- Air Service Holland:  
 D-ECOI F.172K (F.0781) sold in Germany  
 D-EGCS F.172M (F.1001) sold in Germany  
 D-EHRS FR.172K Hawk XP-II (F.0622) stored Teuge  
 F-GAAO F.177RG (F.0150) stored Teuge 8/78  
 D-EMDN Cessna 207 (00093) 7/78 to G-NJAG  
 N761QK Cessna T.210M (62433) regd PH-AYM, rereg PH-LTM, sold as D-EGSD (Teuge 8/78)  
 D-INAI F.337 (F.0084/01791) 22-5-78 to EI-BET  
 Sold: D-IMUK, D-EJCF and LN-PAD
- Netherlands' first Piper PA-38 Tomahawk was delivered on 28 July to NEAS, the distributor of Piper aircraft in Holland. The type is said to be the successor of the Super Cub. The aircraft, PH-SRR, has been handed over to St. Vliegmaterieel Rotterdam and will be followed by a second one soon.



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



10401	6154RF	PH-FNZ, f/f 08-05-69, 17-10-69 leased to Sabena, 01-12-69 leased to Maersk Air for crew training, 09-12-69 back Fokker, 12-12-69 leased to Sobelair, 05-01-70 back Fokker 05-08-70 to CR-AMD of DETA 'Cubana', 01-07-74 transferred to Linhas Aereas de Mocambique, 01-01-75 reregistrated C9-AMD, current.
10402	6153	PH-FOA, f/f 29-04-69, 12-05-69 to 9Q-CLP of Air Congo, 25-10-71 to Air Zaire, current
10403	6156M	PH-FOB, f/f 13-05-69, 09-06-69 to TC-71 of Fuerza Aérea Argentina, current.
10404	4156M	PH-FOC, f/f 23-05-69, 18-06-69 to TC-72 of F.A. Argentina, crashed Barilo 16-03-75.
10405	6153	PH-FOD, f/f 29-05-69, 27-06-69 to 9Q-CLP of Air Congo, 25-10-71 to Air Zaire, current
10406	6153	PH-FOE, f/f 23-06-69, 25-09-69 to 9Q-CLR of Air Congo, 25-10-71 transferred to Air Zaire, 07-01-78 crashed after take-off from Kisanqane, written off.
10407	4156M	PH-FOF, f/f 25-06-69, 26-07-69 to TC-73 of Fuerza Aérea Argentina, current.
10408	4156M	PH-FOG, f/f 14-07-69, 02-08-69 to TC-74 of Fuerza Aérea Argentina, current.
10409	6157	PH-FOH, f/f 09-07-69, 15-08-69 to PK-GFE of Garuda 'Kerintji', 26-02-77 stored at Ypenburg/Fokker, regd PH-FOH (28-3-78/6-78), 31-03-78 to TY-AAG of Air Benin, current.
10410	6157	PH-FOI, f/f 28-07-69, 15-08-69 to PK-GFF of Garuda 'Djempo', 08-09-71 to PK-JFF of Sempati Air Transport 'Kurnia', current.
10411	4156M	PH-FOK, f/f 04-08-69, 20-08-69 to TC-75 of F.A. Argentina, w/o Peruvian Andes 10-6-70
10412	4156M	PH-FOL, f/f 13-08-69, 26-08-69 to TC-76 of F.A. Argentina, current.
10413	6157	PH-FOM, f/f 25-08-69, 02-09-69 to PK-GFG of Garuda 'Merapi', 01-03-77 stored at Ypenburg/Fokker, to TY-ATM of Air Benin, current.
10414	2159	PH-FON, f/f 04-09-69, 29-09-69 to HL-5209 of Korean Air Lines, current.
10415	6157	PH-FOO, f/f 11-09-69, 25-09-69 to PK-GFH of Garuda 'Gede', 26-01-74 to PK-MFH of Merpati Nusantara, current.
10416	4156M	PH-FOP, f/f 19-09-69, 29-09-69 to TC-77 of F.A. Argentina, crashed Maranbio 02-12-69
10417	5158	PH-FOR, f/f 25-09-69, HL-5206 ntu, 02-10-69 to HL-5210 of Korean Air Lines, current.
10418	4156M	PH-FOS, f/f 06-10-69, 17-10-69 to TC-78 of F.A. Argentina, current.
10419	6169	PH-FOT, f/f 15-10-69, 27-10-69 to I-ATIV of Aero Transporti Italiani, current.
10420	6169	PH-FOU, f/f 05-11-69, 11-11-69 to I-ATIZ of Aero Transporti Italiani, since 1974 operating for Italian Air Force Navaid's Flight Inspection, current.
10421	6157	PH-FOV, f/f 28-10-69, 12-11-69 to PK-GFI of Garuda 'Galunggung', 16-02-77 stored at Ypenburg/Fokker, regd PH-EXT (22-8-77/26-8-77) for ferryflight to Woensdrecht, regd PH-EXE (18-12-77/16-1-78) for testflights, 17-01-78 to EC-DBM of Iberia, current.
10422	6157	PH-FOW, f/f 06-11-69, 14-11-69 to PK-GFI of Garuda 'Smaru', crashed Sumatra 08-09-74.
10423	6157	PH-FOX, f/f 17-11-69, 22-11-69 to PK-GFK of Garuda 'Bramo', 16-02-77 stored at Ypenburg/Fokker, regd PH-EXT (17-8-77/22-8-77) for ferryflight to Woensdrecht, regd PH-EXL (26-10-77/16-2-78) for testflights, regd PH-FOX (14-2-78/6-4-78) for delivery to TAAG Angola on 25-02-78, currently flying as D2-TAE.
10424	6157	PH-FOY, f/f 27-11-69, 10-12-69 to PK-GFL of Garuda 'Agung', 25-02-77 stored Ypenburg Fokker, regd PH-EXM, PH-FTG (12-1-78/24-1-78) 20-01-78 to D2-TAF of TAAG Angola, cur.

