



**July & August**

**aviation**

**magazine**

**ANNOUNCEMENT:** By the time you read this, all your editors will be on holiday and therefore won't be able to produce a normal August issue. This combined July/August issue should give enough information and reading pleasures to keep you of the street till mid September. Please don't start writing letters about missing issues. In September we'll be back.

**COVER:** This issue contains reports on two military aviation events in Europe: Tactical Air Meet and Tiger Meet. Illustrating the latter, is FB-111A 80247 of 393TFS with a 'tigerrrr-tail' (F.Swinkels)

**PAGE 2:** Below are two photographs made by an RAF pilot from the back seat of a US Navy F-14A Tomcat. (photos via J.M.Bowdler)

**BACK PAGE:** This immaculate Tiger Moth is the nicest a/c currently flying in the Netherlands. It participated in the Holland Fly-inn. (C.v/d.Heuvel)



#### ■ ■ FLASH AVIATION BOOK SERVICE ■ ■

Still obtainable via FLASH are four books in the Paul Jackson series. The books deal with all registrations & squadrons and the complete organization of the concerning air forces. Additionally they are well provided with photographs.

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| Dutch Military Aviation       | DFL.15,95 |
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The earliest publication on the French Air Force is being reprinted at the moment. This revised and updated book is expected to be available later this year.

Available and published by BARG: 'French Military Wrecks & Relics' A5 sized, 16 pages, of which 4 are devoted to 12 photographs. If you intend visiting France this year why not buy yourself a copy, it's what you'll need, and it will save you gallons of wasted petrol!!! Price only 75p.

Also available and published by BARG 'Royal Navy Instructional Airframes'. It contains 104 pages of which 20 are devoted to 75 photos, giving the most comprehensive rundown on Royal Navy instructional airframes ever published before, and is a must for the aviation enthusiast and historian. It covers training establishments, classification of airframes as well as locations, dates, previous in service serials and Navy instructional number (the A number). Price £3.95 plus 55p postage & packing. A4 sized.

Both these publications are available from Mr. D.J.Allen, BARG Sales Officer, 32, Nash Close Cove, Farnborough, Hants, GU14 0HL, England. Please make all cheques/POs/IMOs payable to BARG.

#### ■ ■ BACK ISSUES ■ ■

Available, though in very small amounts, are the following back-issues: Nrs, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 83. All at DFL.2,50. Payment can occur as usual.

US Naval Aviation Today, by WLAG is the comprehensive study of US Naval Aviation ever compiled by an enthusiast group. The book consists of 120 pages (A4 sized), with 99 photos, 24 unit drawings and contains full details on the flying units of the USN/USMC and their aircraft. Appendices covering fin codes, bases and ships with aviation supplement facilities are also included. Available from WLAG, 18 Green Lawns, Ruislip, Middx, HA4 9SP UK. Cost includes postage; UK & Forces £2.75, Overseas surface mail £2.95/5.60, air mail on request. Payments to WLAG in £p or US dollars only.

Chief editor of the Italian aviation magazine JP-4 recently completed a book completely devoted to the Lockheed F-104 Starfighter, titled DOSSIER F-104. Unfortunately the book is written in Italian. The drawings illustrating the text look interesting and therefore work frustrating on people who aren't that familiar with the Italian language. On the other hand, the book is loaded with good colour photos of one-o-fours from all kind of nations. Dossier F-104 is a must for people that like the Japanese Koku-fan. The book costs L.2,800 and can be obtained at JP-4, Caselle Postal 1550, 50100 Firenze, Italy.

# FLASH

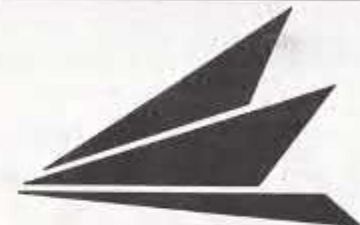
## AVIATION MAGAZINE

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Sample-copies are free obtainable on request.

### SOUND - ANNOYANCE

Eindhoven AB, Teuge, Hilversum and Budel. These four airfields in the Netherlands are currently under afflict of individuals or groups who are in fact the opposite of the airplane spotters. They already have been reviling at Eindhoven and Teuge for years now, Hilversum actually, survived one attack recently, while the aviation-minded people at Budel (as was told me) are preparing themselves for this "war for silence".

Eindhoven is fighting the longest battle of the four (just look into previous Flashes). In short: the air force needs a NATO-standard runway for its 314sqn. Saving thousands of inhabitants of the city the same time, they won't widen the current runway but planned a new one. The problem is formed by some hundred people who will have to move for it, and those living under the approach of the new runway. Hold in mind that of the latter group there are people living in new houses, built while the plans for the disortion already existed!

If you're going to Teuge, you will see a complete new runway missing one thing: a top sheet! Working on it was stopped for the third (or is it fourth?) time. All industries blame only one woman for it. Thoughts have already risen to take a bomb on board and, when coming in to land, dropping it accidentally on her house! Having only a grass strip, major light aircraft industries in Holland as A.S.M. and G.L.M. can't expand and give employment, which would be possible in case they could maintain and sell aircraft like the Beech King Air, Twin Otter or small jets like the Cessna 500, when having a hardened runway.

The situation at Hilversum is quite different. On 18 June (a Sunday) they held an airshow. Weeks before the show was held, everybody living round and about Hilversum knew of it, and the local revilers declaimed against it with the local authorities, but their claim was rejected. Trying to be smart, they waited with their second claim until Friday morning, so that the Aeroclub couldn't take action in time, preventing a no-permit. As antidote, the action-group came up with a pre-war law saying that it was forbidden to make extra noise on Sundays. Fortunately, the Aeroclub heard this immediately after the declaim, and on Friday afternoon, just before the weekend, the local authorities held an emergency meeting and gave permission after all! Afterwards, it was found out that there were less movements on that day than usual!!!!

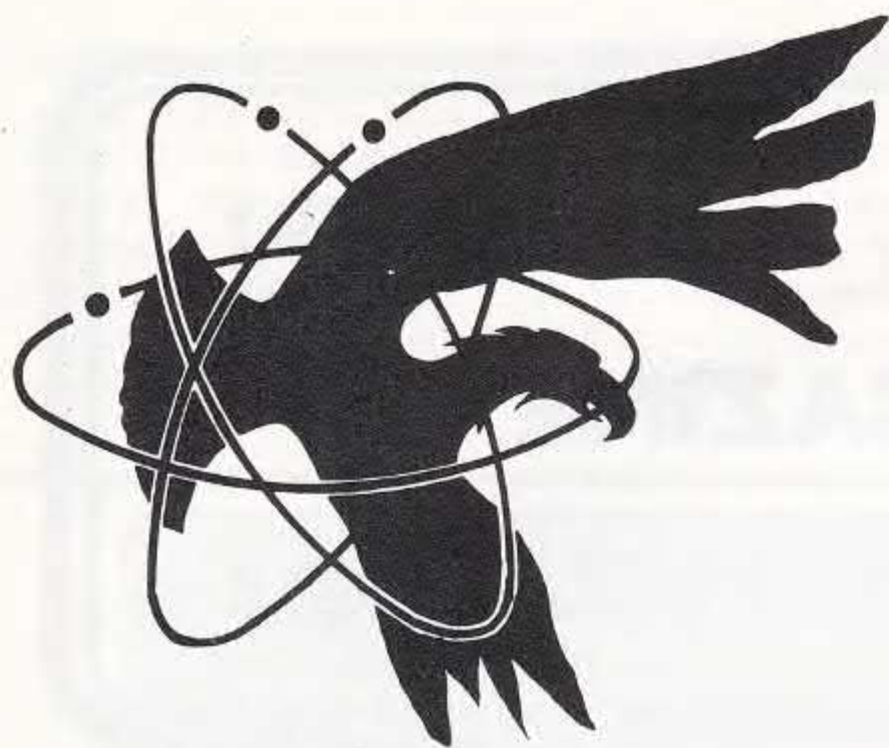
And then Budel, as said before, the fight hasn't started yet, but will within a few months, probably during November as at that time a new law will come in to force in the Netherlands, the Zoneringswet. This limits all flying movements at an airfield. Budel, a field that hasn't much intension for expansion, this law won't work against a hardened runway there. It even might become an interim solution for Teuge??

Have a nice flight in Holland !!

Coen.

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

|                 |              |                     |
|-----------------|--------------|---------------------|
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# MILITARY NEWS

## Holland

- See, the Klu still knows how to organise an open day. Proven at Deelen with an excellent static display, a smooth running air display, defined places for spotters and the problem of the enormous traffic load being taken care of in a proper way. Deelen was already open to the public on 14, 15 & 16 June. During these days the static display slowly increased with many fighters coming not until Friday due to their operational commitments. Also on Friday was a grand rehearsal which was interrupted by an enormous rain-shower. The advertising campaign and the sunny weather would make 17th June an unforgettable day for aviation in Holland: an estimated crowd of 350,000 people turned up to show their interest in aviation. They witnessed the opening of the air display which was provided by nine Alouettes lifting big clothes with the letters K - L - U - 6 - 5 - J - A - A - R. Immediately followed by an Alouette towing a flag saying 'Welkom' and a formation of three CH-53Gs with twelve Bo.105Cs. Only one incident occurred during the display when Major Piet Smith (K-3031) had to abort his demonstration due to a small internal fire. Hopefully the Klu will soon find a new occasion for doing it over again and leave all the complaints for what they are (a show report is published on page 14).
- The first two F-15 Eagles of 1TFW are expected to arrive at Soesterberg on 13 September. Later on, the 16 remaining will arrive for a three months stay at Soesterberg. Up to the time of writing, six F-4Es of 32TFS had already been passed on to the units at Hahn and Ramstein. All F-4Es will eventually go to German-based units as they still suffer a shortage of aircraft.

- Movements at Valkenburg included:
  - May 5: 46 Paris MS.760A Aeronavale
  - 8: XW791 HS.125 CC.1 RAF 32Sqn
  - 84-12 CH-53G Heer
  - 12: WB531 Devon C.2 RAF 207Sqn
  - 22: 41-77/MM40115 Atlantic ItAF 41Stormo
  - 157321/LQ-6 P-3C Orion USNavy VP-56Sqn
  - 29: XV229 Nimrod Mr.1 RAF (XV253 on 30.05)
  - XS791 Andover CC.2 RAF 32Sqn
  - 31: XL953 Pembroke C.1 RAF 60Sqn
  - Overshoot of two HH-53Cs USAFE 67th ARRS including (69)-5797
  - Jun. 6: (66)-18019 U-21A USArmy 56th Av.Company
  - 8: XW788 HS.125 CC.1 RAF 32Sqn
  - 14: 141009 C-131F USNavy NAFMildenhall
  - 19: 90-57, 90-62, 90-77, 91-55 all Piaggio P-149Ds WGAf WS-50
  - 156523/LQ-9 P-3C Orion USNavy VP-56Sqn
  - 21: Overshoot of Sea King CAF: 12410
  - 26: 141023 C-131F USNavy NAFMildenhall
  - XX372 and XX378 Gazelle AH.1 AAC2Flight
  - 27: 159362 CT-39G USN (uncoded; from overhaul in the States on re-delivery to NAF Sigonella with VR-24)
  - 28: (67-)18071 U-21A USArmy 56th Av.Company
  - 29: (66-)18025 U-21A USArmy 56th Av.Company
  - 30: VP977 Devon C.2 RAF 207Sqn
- All seven UH-1Bs that were stored at Valkenburg (220, 221, 222, 225, 226, 227 and 228) have been shipped to the States and will be delivered to Sky Controls Co-operation in California.
- Prime minister van Agt announced a decision on the replacement of the Neptunes will be made this year. As reported earlier, the choice is between the P-3C Orion and the Atlantic Mk.4. British Aerospace is cross with the fact that everybody is omitting the Nimrod ASW, which is indeed officially still one of the candidates. The thing is however, there wouldn't have been a problem at all if the French government hadn't made such attractive compensation-orders. From the start it was clear the MLD wanted 13 P-3C Orions but only because of economical interests the Atlantic is also still under consideration.

Deelen's static display included this R DanishAF TF-100F GT-842. (J.P.Bergmans)<sup>2</sup>





Another picture of the squadron-exchange at Gilze-Rijen with Norwegian F-5a. (G.v.d.Veen)

- Movements at Gilze-Rijen included:
- May 23: 84-89, 84-72, 84-82, 84-83, 84-76 and 85-07 all CH-53G Heer
- 29: FX-78 and FX-02 F-104G BAF 10Wing D-8125 & 8103 RF-104G 306Sqn (operating from GR for some days)
- 32-26 G-91R WGAF
- K-3007 NF-5A 315Sqn (emergency landing)
- 30: MT-34 CM-170R Magister BAF
- 31: WR65-772 and 66-229 F-4D USAF 81TFW
- Jun. 5: 20-44 and 24-58 F-104G WGAF
- 22681 CH-47C USArmy
- A-550 Alouette 3 and B-46 Bo.105C GPLV
- FT-24 T-33A BAF 11Sqn
- 58-50 DO-28D WGAF
- 6: D-5806 TF-104G CAVolkel
- 20: 84-68 and 84-72 CH-53G Heer

Last month's photo comment on NF-5A K-3048 was not correct as the NF-5s of Hike 4 never carried the red white and blue tail. At the moment both 313 and 315Sqn are operating from Gilze-Rijen. Due to runway repairs at Twenthe both units were transferred to Gilze-Rijen.

## Belgium

- Movements at Kleine-Brogel during the NATO Tiger Meet included:
- Jun.19: K-3011 NF-5A RNethAF 316Sqn
- 104665 CF-104D and 133069 CT-33AN (both accompanying 439Sqn)
- K-4017 NF-5B RNethAF 314Sqn
- CH-06 C-130H 15Wing
- 21: MT-49 and MT-27 CM-170R Magister
- 80043 KC-135A USAF New Hampshire ANG
- BT76-035 and 76-125 F-15A/B USAF (visit of 53TFS's commander)
- CS-03 HS.748 15Wing
- 23: CM-01 Mystere XX and CS-02 HS.748
- CR74-664 and 74-053 F-4E USAF 32TFS
- 22-22 and 22-71 F-104G WGNavy MFG-1



Mirage BA-07 at Gilze-Rijen open day on 18 June 1977. (J.P.Bergmans)

- Mirage 5BA BA-07 of the Third Tactical Wing at Bierset crashed in a field near Pondrome (Beauraing) on 24 May 1978. The pilot was killed.
- More news on the Pembroke. It appears that ten Pembroke (not five as previously reported) were sold to Air America Inc., Pennsylvania. It also appears that the RM-7, which had been reported as burned out, is placed as a monument

at Molenheide. The Pembroke list now looks as follows:

- RM-1 delivered 2.54; stored at Koksijde 1975; to AAI in May 1978.
- RM-2 delivered 3.54; stored at Koksijde 1975; to AAI in May 1978
- RM-3 delivered 4.54; stored at Koksijde 1975; to N51951 of AAI at Blackbushe on 11.05.78
- RM-4 delivered 4.54; delivered to Air Force museum 1976.
- RM-5 delivered 8.54; stored at Koksijde 1974; to AAI in May 1978
- RM-6 delivered 8.54; stored at Koksijde 1975; to AAI in May 1978
- RM-7 delivered 9.54; now preserved at Molenheide
- RM-8 delivered 9.54; stored at Koksijde 1976; to N51963 of AAI; at Blackbushe on 11.05.78; at Stornoway(USA) on 12.05.78
- RM-9 delivered 9.54; stored at Koksijde 1976; to N51964 of AAI; Stansted-Edinburgh 25.04.78; Blackbushe 11.05.78; Stornoway-USA 12.05.78
- RM-10 delivered 10.54, stored at Koksijde 1976; to AAI as N51966, same way as RM-9
- RM-11 delivered 11.54; stored at Koksijde 1976; to AAI as N51970, same way as RM-8
- RM-12 delivered 11.54, stored Koksijde 1976; to AAI in May 1978.

Not known yet are the new registration of RM-1, 2, 5, 6 and 12; two of them are N51965 and N51972. At Blackbushe, the Pembroke were provided with ferry-tanks by Fair Oaks Aviation Services.

## France

- Centre d'Essais en Vol at Istres also applied itself to the study of super-critical wing technology. For this purpose a rather unusual aircraft was chosen as test-bed: a T-33A equipped with an Aerospatiale developed supercritical wing. Results of this test programme will be used for the A.300B10 and the Jet transport project.

- Movements at Lann-Bihoué included:

- May 2: C-6 and C-10 F.27M RNethAF 334sqn
- 5: CJ/312738 C-135F FAS
- 8: No.101 Falcon 10 3S (delivered to 3S on 02.05)
- 9: 10-KG/404 CM.170R Magister EEVSV.10
- 338-HW/14520, -HP/14385 T-33A CEVSV-338
- 123/F, 125/P, 130/H, 134/R all HSS.1 of 31F and 245 Alouette III of 23S all in connection with the arrival of PH 'Jeanne d'Arc' at Brest.
- No.929 PA.31 Navajo ERC (ex SLD)
- No.28 Br.1050 Alize ERC (on delivery flight to 6F via Lann-Bihoué)
- 10: 313-DB/427, -DH/414 CM-170R GE.2/313
- AN/779 Canberra B.6 CEV
- No.101 and 117 Etendard IVP 16F
- 12: 070-MC/70 MS.760 Paris EC.70
- 19: 315-IR/399 CM-170R Magister GE.1/315
- 22: 62-WB/31 N.2501 Noratlas ET.1/62
- 23: XV231/31 Nimrod MR.1 RAF Kinloss Wing
- 30: 62-KN/79 N.2501 Noratlas ET.62
- 31: XV240 and XV255 Nimrod MR.1 RAF Kinloss
- BA-10 and BA-55 Mirage 5BA BAF 3Wing

- If you happened to take a look at last month's movements at Toul and Luxeuil, you must have noticed the foreign visitors there. All were involved in Dtex 78. An enormous air force exercise with nearly all NATO countries providing enemy air forces attacking France. Landivisiau is always an important link in this exercise and therefore good with visitors:

Apr.10: FX-44 F-104G 1Wing and FT-29 T-33A BAF (both till 13.04)

11: RS68-393, 403, 438, 475, 512 F-4E USAF 86TFW (all till 13.04)

11-EB,EC,ED,EF,EG,EI,EM,ER,ES,ET Jaguar A and 11-EL Jaguar E of EC.1/11 (all till 14.04)

12: XW545/O, XW530/P, XW538/S, XX889/T XW549/U, XX893/V, XW526/Y and XW533/Z Buccaneer S.2B RAF 16Sqn

XM603 Vulcan B.2 RAF 50Sqn (landed after an interception by Crusaders Nos.11 & 31 of 12F)

12-YR,YT,YU,YV,YW,YX,YY,YZ Mirage F.1C

12-ZA,ZB,ZD,ZE,ZG,ZI,ZM,ZN Mirage F.1C

14: Transport for departing Mirage F.1s and Jaguars:61-ME/5, -MH/13 & -MR/46 C-160F

Results of Dtex 77 might affect NATO's purchase of AWACS. It seems that the early warning system of the French forces acted very poorly during last year's exercise. To improve the system, France intends to pay some kind of contribution in order to receive data from AWACS. Other sources, however, report France is even thinking of purchasing two E-3 Sentries after all. Note that France withdrew itself from the project after it became evident that the E-3 fleet wouldn't be equipped with SNECMA engines.

- The Magisters presently in service with the Armée de l'Air are to remain so till 1990. To achieve this goal, the pilot training programme will be slightly changed. Instead of the 70 hours, only 50 hours will be made on the Magister. Initially the missing 20 hours are to be made up by doubling the 20 hours presently made on the CAP-10. Later on, a new type of aircraft will enter service on which the 20 hours will be made between CAP-10 and Magister.

The requirement for this new aircraft is called 'Epsilon' and the most likely candidate is a derivative of Aerospatiale TB10. TB10 is nothing more than an upgraded and slightly changed Rallye, which made its first flight in February 1977. This military version which meets up the Epsilon specification is designated TB.30B.

## Italy

- On 17 March, T-33A 36-66/MM51-17455 of 636SC/36Stormo was badly damaged after landing at Gioia del Colle. The pilots escaped while the aircraft is probably a w/o.

On 10 May, CH-47C Chinook EI-801 crashed into Bolsena Lake.

- Vicenza air show planned for 21 May was cancelled at the last moment due to bad weather. Present for the static display were: G-222 RS-34/MM62102 and S.208/M RM-43/MM62003.

At Vicenza for the open day, this Aeritalia G-222 RS-34/MM62102. (F.Smith/Aviaphotos)



In connection with re-organization of AMI, two of its liaison units were disbanded: 1st RVR/300 Gruppo at Bergano-Orio and 3rd RVR/304 Gruppo at Bari. TQP PAGE: T-6G RM-9/MM53664 of 1RVR(JP.van Kempen). ABOVE: S.208/M RB-82/MM61973 of 3RVR (C.v/d.Heuvel).

- The 304th Gruppo of 3rd RVR based at Bari-Palese has been officially disbanded off 1st December 1977. The aircraft fly now with 512th Squadriglia (autonomus). Only the P.166s have been given to the 636SC/36Stormo at Gioia and one of them is coded 36-60.

Same goes for the 30nd Gruppo of 1st RVR based at Orio al Serio. This unit has been disbanded on 1 March and some aircraft are now with 653SC 53Stormo at Cameri.

- Movements at Gioia del Colle included:  
Jan. 4: 13/MM54218, 33/MM54282, 60/MM54376 and 72/MM54274 all MB.326s SVBIA  
Feb.24: 83/MM54209 and 89/MM54200 MB.326s SBVIA RB-60/MM61882, RB-61/MM61883 and RB-64/MM61871 all P.166Ms 3rd RVR  
31-12/MM62012 DC.9-32 31Stormo  
May 19: 46-05/MM61991 C-130H 50Gruppo/46AB 11/MM54184 MB.326 SVBIA  
RB-70/MM62007 S.208/M 3rd RVR  
RB-46/MM80472 AB.204B 3rd RVR  
26: 41-45/MM136561 S-2F Tracker 87Gruppo  
RB-3/MM53806 T-6H4M 3rd RVR

Noted local aircraft on these days:

- 12Gruppo: 36-01/MM6763, 02, 03/MM6774, 04, 05 06(with black/yellow tiger tail), 07, 10/MM6717, 12/MM6747, 14/MM6771, 15
- 156Gruppo: 36-30, 31, 32/MM6749, 33, 34, 35, 36, 37/MM6767, 38, 39, 41, 42/MM6732, 44, 45, 46, 47/MM6923
- 636SC: 36-63/53-5525, 36-68/53-5430 and 36-69/53-5396 all RT-33As  
36-65/MM51-9253, 36-66/MM51-17455 and 36-67/MM51-17488 all T-33As  
36-60 P.166M

- Movements at Bari-Palese included:  
Jan.24: 93/MM54276 MB.326 SVBIA  
25: 15-6/MM50-180 and 15-7/MM50-182 HU-16As 52/MM61825 C-47ECM 71Gruppo/14Stormo  
Feb.23: 31-55/MM61955 PD.808TA 31Stormo  
15-25/MM80281 AB.204B 85Gruppo  
28: SI-654, SI-655 AB.205 (on delivery to Greece. note: S=sigma)  
Mar. 7: 31-56/MM61956 PD.808TA 31Stormo  
16: 41-76/MM40114 Br.1150 Atlantic 88Gruppo  
19: IJ/141 N.2501 Noratlas FAF (cam.)

- Movements at Rimini included:  
May 2: 6-16, 6-20, 6-23 SH-3D Marina(till 8.5)  
46-04 C-130H 50Gruppo/46AB  
7: 46-35 EC-119 71Gruppo/14Stormo(till 19.5)  
8: RB-63 P.166M 3rdRVR  
12: 36-41F-104S 36Stormo (till 13.5)  
14: 67 MB.326 SBVIA  
15: ZR69-372 RF-4C USAF 26TRW  
16: 36-41 and 36-42 F-104S 36Stormo  
23: RM-42 S.208M 1stRVR  
24: RB-80 S.208M 3rdRVR  
RS-34 G.222 Reparto Sperimentale Volo  
WH779 Canberra PR.7 RAF 13Sqn  
20-21 TF-104G 20Gruppo

On 6 August an air show will be organized at Rimini. This will be the first show since a long time.



## DAWN PATROL



Every year, two big air force exercises take place in the Mediterranean area with Italy as main scene of action: Display Determination and Dawn Patrol.

The latter has quite a reputation of being very interesting because of participation of Greek and Turkish Air Forces. Due to the Cyprus crises in July 1974, the relation between Greece and Turkey became hostile, resulting in the withdrawal of Greece from the military structure of NATO. This course, affected exercises like Dawn Patrol. Since Dawn Patrol 74, the Greek AF didn't participate whereas the Turkish AF kept on contributing with F-5s and later on with Phantoms. During this period, Dawn Patrol is mainly an Italian and American affair. With Dawn Patrol 78 this was still unchanged but other contributing slightly increased. For the first time again, Greek forces entered the exercise as well as the Portuguese AF which 'coincidentally' had a squadron exchange at Cervia.

Involved in Dawn Patrol 1978:

### AVIANO:

- On 10 May CORONET MALLARD took 12 Super Sabres on deployment to this air base: 55-2795, 55-2877, 55-3557, 55-3610, 55-3620, 55-3710, 55-3737, 55-3770, 56-3118, 56-3397, F-100Ds and 56-3859, 56-3868 F-100Fs. All of 110TFS/131TFG Missouri ANG from Lambert Field (St. Louis). Departed for Lambert Field again on 30 May.
- 18 F-4Ds of 23TFS/52TFW from Spangdahlem: SP66-644, 657, 667, 710, 711, 712, 714, 735, 737, 745, 748, 66-758, 765, 768, 776, 789, 798
- 6 OV-10A Broncos of 601TCW from Sembach: 14650, 14652, 14650, 14697, 83785 and 83796

### GHEDI:

- On 12 May CORONET QUAIL took 12 F-4C Phantoms on deployment to this air base: 63-490, 63-570, 63-626, 63-672, 63-683, 63-699, 64-679, 64-691, 64-713, 64-776, 64-822 and 64-899. All of 170TFS/183TFG Illinois ANG based at Springfield and returned again on 2 June.



### VILLAFRANCA:

- Canberras of RAF's No.138sqn from Luqa, Malta

### CERVIA:

- From 18 - 25 May some Portuguese AF G-91Rs operated from this air base. Transport was provided by two CASA212 Aviocars: PAF6505 and PAF 6511.
- On 11 May four G-91Vs of 32nd Stormo and some of 8th Stormo went to Portugal via Decimomannu and Valencia.

### GIOIA DEL COLLE:

- F-15A/B Eagles of 36TFW from Bitburg: BT75-053, 75-078, 76-022, 76-046, 76-047, 76-048, all F-15As and BT76-128 F-15B
- F-111Es of 20TFW from Upper Heyford: UH68-014, 68-022, 68-023, 68-052, 68-057, 68-083
- F-4Cs of 401TFW from Torrejon: TJ63-421, 63-479, 63-537, 63-569, 64-754, 64-812, 64-818, 64-841, 64-888, 64-889, 64-904, 64-905 and 64-917
- F-4Cs of 52TFW from Spangdahlem: SP63-452, 63-512, 63-607 and 64-741
- RF-4Cs of 26TRW from Zweibrücken: ZR68-603 and 68-605

### DECIMOMANNU:

- Always the centre of aircraft activities during Dawn Patrol and this time also support base for the aircraft of USS Nimitz. Known to have operated from this base were Greek, Turkish, Portuguese, British and American a/c.

TOP PAGE: Participating in Dawn Patrol were OV-10 Broncos of 601TCW. Here seen are 14697 & 14650 coming in at Aviano. (D.Mattiusso/Aviaphotos)

MIDDLE: Based at Ghedi for 22 days were RF-4Cs of Illinois ANG. One of them being 64-822, here landing at Aviano. (P.Smith/Aviaphotos)

BELLOW: On deployment at Aviano were F-100s of Missouri ANG. One of them 55-3720 (S.Biarasin)





Coming from Barksdale AFB, this B-52G 92584 of 2BW seen at Marham on 13 June 1978. (G.v/d.Veen)

## Norway

- Nine Canadian F-5s and eight Nevada ANG RF-4Cs were the highlights of a new NATO reconnaissance competition 'Best Focus'. From 26 May till 3 June this competition took place at Rygge, Norway. Best Focus is organized by Allied Forces Northern Europe and replaces the well-known 'Big Click'. One of the differences between Best Focus and Big Click is the compositions of the teams. With Best Focus all teams were made up from crews from different units. Totally eight units were present at Rygge:

|                                                  |        |            |            |
|--------------------------------------------------|--------|------------|------------|
| Skv.717                                          | RF-5A  | RNoAF      | Rygge      |
| 152TRG                                           | RF-4C  | Nevada ANG | Reno AFB   |
| MFG-2                                            | F-104G | WGNavy     | Eggebeck   |
| AKG-52                                           | RF-4E  | WGAf       | Leck       |
| 41Sqn                                            | Jaguar | RAF        | Coltishall |
| 2Sqn                                             | Jaguar | RAFG       | Laarbruch  |
| Esk.729                                          | RF-35  | RDanAF     | Karup      |
| 433/434Sqn                                       | CF-5A  | Can.AF     | Cold Lake/ |
| (116706,712,737,748,751,771,772,785) Bagotsville |        |            |            |

## Switzerland

- Mid August a C-5A will fly to Emmen to deliver the first F-5E/F Tiger IIs to the Swiss AF. In five flights all 19 US-built examples will be flown to Emmen. The first Swiss-built example J-3014 is taking shape now and is planned to make its first flight in August/early September. The first squadron to receive the Tigers is No.18Sqn at Payerne now flying the Hunter. Later two Hunter squadrons (no.1 and 11) at Dübendorf will convert to this type. A fourth squadron should be a reserve unit and is expected to be No.6 or 21Sqn.
- According to Dübendorf itself, the annual 'Flugmeisterschaften' will not be open to the public. Despite this official statement both 26 and 27 August have been mentioned as 'Tag der Offene Tür' at Dübendorf in connection with the Flugmeisterschaften. So take your pick.....
- On 9 July, the national Swiss AF aerobatic team 'Patrouille de Suisse' made its international debut at Salon de Provence. This aerobatic team operates five Hunters.

## United Kingdom

- On 24 May the Ministry of Defence announced the order of 24 Sea Harriers for the Royal Navy had been increased with 10 extra aircraft. This made the total Harrier order climb to 298 a/c with an additional USMC order for 15 a/c being expected. Four Sea Harriers are at Dunsfold at the moment for assembly and the first one is expected to make its first flight very soon. The first public appearance is still planned for Farnborough. Accompanying the Sea Harrier programme, are two Hunter T.8Ms for testing the Sea Harrier's equipment. In January XL602 made its first flight after being provided with a Sea Harrier's

nose. This summer the second Hunter T.8M XL603 will be delivered to RAE Bedford for radar trials.

- Yearly returning to the UK for years now are four B-52Gs entering the annual Strike Command Bombing and Navigation Competition. Directed from RAF Scampton, the competition was held from 26 June till 3 July. To prepare themselves to the utmost the B-52s arrived at Marham already on 7 and 8 June: 76517 and 92584 of 2nd BW, 76503 of 92nd BW, 80206 of 379th BW.
- Double news concerning Greenham Common. For some months, this air base had the news because of a decision to base here an additional tanker detachment. Activities at Mildenhall didn't allow expansion of the KC-135 detachments. However, the trans-Atlantic flights increased considerably during the last few years. Heavy protests followed the announcement of plans to take Greenham in use again for these extra tanker activities. Even two local good-looking beauties were on the point of going to Washington to hand over the protest to President Carter themselves. At the last moment, USAF and MoD decided not to use Greenham Common and they started looking for another location to house the noisy KC-135s. Brize Norton, Fairford and Waddington were the three candidates of which the second was finally selected. The International Air Tattoo committee has even bigger plans for IAT 79 than they had for the one in 1977. All air forces and companies operating the Lockheed Hercules have been invited to send an aircraft to Greenham Common and several are said to have already accepted their invitation. Lockheed promised to send the first-built Hercules. How the organizers of the IAT think to surpass last year's show arises a question but regarding the reputation of the committee only heaven knows what they will turn up with this time..... In order to pay more attention to the aviation enthusiasts during the IAT, the plans are to create a group. Membership of this group will be around £10.- and in return every member gets a club-tie, news-releases about coming events, free entrance and a free bus-trip. All this is still in a planning-phase and all interested are requested to contact the committee: International Air Tattoo, Building 91, RAF Greenham Common, Newbury, Berks RG15 8HL, UK.
- The two front-line Buccaneer squadrons based at Honington (12Sqn and 208Sqn) are understood to move to Lossiemouth in the future. However, a 4th Buccaneer squadron is to form-up at Honington presumably utilising a/c of 809Sqn, RN, when that squadron disbands after the last 'cruise' of the Ark. A clear indication of the run-down & importance on Navy operations at Honington has been the down-grading of 809Sqn, RN to RN Det. as seen on their shared hangar.

## United States of America

- An OV-10A Bronco of the 601st Tactical Control Wing from Sembach crashed on 14 June. The pilot got out safely.

On 15 June an F-15A, BT76-047, crashed into the North Sea. This accident was remarkably similar to the one on 17.04. This aircraft was also involved in air combat training and operating from RAF Alconbury. The pilot ejected safely and was later taken to Coltishall by an RAF helicopter.

- Over a period of four years USAF gets 1900mtr extra aircraft. On 8 June, Lockheed received a contract for 271 C-141A Starlifters to be lengthened by 7 metres. At the same time an air-to-air refuelling system will be installed. Following this conversion the Starlifters will be designated C-141B.
- Coronet Oriole, Coronet Heron and Salty Bee. Three deployments recently taking 18 F-105D/Fs to Sculthorpe, 18 RF-4Cs to Coltishall and 18 RF-4Cs to Zweibrücken.

Coronet Oriole: On 10 June, 18 Thunderchiefs of 465TFS/AFRES from Tinker AFB deployed to RAF Sculthorpe: 59-729, 61-069, 61-084, 61-099 61-108, 61-115, 61-146, 61-152, 62-242, 62-301 62-346, 62-348, 62-360, 62-372, 62-383 all F-105Ds and 63-287, 63-331, 63-365 all F-105Fs

Coronet Heron: From 12 till 26 June, 18 RF-4Cs of 62TRS/363TRW from Shaw AFB deployed to RAF Coltishall:

JO65-936(r), 65-942(b), 66-407(r), 66-444(b) JO66-452(r), 66-453(b), 66-456(b), 66-470(b) JO66-474(r), 66-476(r), 67-449(r), 67-462(r) JO67-463(commander's a/c), 67-458(r), 67-466 JO69-377(b) and uncoded 68-580, 69-382

JO67-466 diverted into nearby Horsham St. Faith upon arrival with severe electrical problems and was last noted under repair at Alconbury on 24 June.

Both un-coded RF-4Cs 80580 and 90382 have been transferred to 10TRW and were noted at Alconbury also on 24 June. Former AR65-0908 and 65-0927 joined the JO line-up at Coltishall for return to the States. Both were uncoded.

Salty Bee: Under this name 67TRW, based at Bergstrom AFB, yearly contributes to the NATO commitment this unit has. This year 18 RF-4Cs arrived at Zweibrücken on 19 June:

BA66-395, 67-432, 67-434, 67-435, 67-436, 67-439

BA67-441, 67-444, 67-450, 68-548, 68-587, 68-591 BA69-357, 69-359, 69-380, 69-384, 72-146, 72-150 CORONET TEAL: On 8 July, 18 A-7D Corsairs of three different ANG units, arrived at RAF Wittering for a deployment: 70-934, 70-960, 70-965, 71-335, 71-364, 71-366 72-258, 73-1001, 73-1015, 74-1728 all coded SC of 169TFG/South Carolina ANG 70-017, 71-296, 74-1743 of 112TFG/Penn. ANG 71-367, 72-186, 72-220 of 121TFG/Ohio ANG

- Movements at Aviano included:

Mar. 27: TJ64-912 F-4C 401TFW  
90003 and 90026 C-5A 436MAW  
70015(437MAW) and 40650(438MAW) C-141As  
SP66-767, 66-644, 66-715, 66-753 and 66-758 F-4D 52TFW

Apr. 2: LN-71-885 F-111F 48TFW  
13: XZ335 Gazelle AH.1 Army Air Corps  
20: FX-18, 27, 51 and 68 F-104G BAF  
96583 and 01260 C-130E 435TAW  
24: 37-22 and 37-66 F-4F WGAF JABOG-35  
35-39 and 35-79 RF-4E WGAF AKG-52  
BA-19 and BA-61 Mirage 5BA  
149789/BH789 KC-130F USMC VMGR-252

25: 22301 UH-1H US Army 6th Av. Company  
26: 35-39 and 35-79 RF-4E WGAF AKG-52  
27: BD-14 Mirage 5BD 8Sqn/3Wing  
41675 and 41689 C-130H 463TAW

May 10: 35-05 and 35-42 RF-4E WGAF AKG-52  
10938(435TAW) and 42062(463TAW) C-130E/H  
12: 60165(62MAW) and 67952(63MAW) C-141As  
14: TJ63-419 and 63-569, 64-818 F-4C 401TFW  
BT76-128(b) F-15B 36TFW  
40649(63MAW) and 59403(60MAW) C-141A

15: 63-672, 64-679 and 64-776 F-4C I11. ANG  
WT539 Canberra PR.7 RAF 13Sqn  
36-35 & 36-41 F-104S 156Gruppo/36Stormo  
6-14/MM6531 F-104G 154Gruppo/6Stormo  
ZR69-372 RF-4C 26TRW

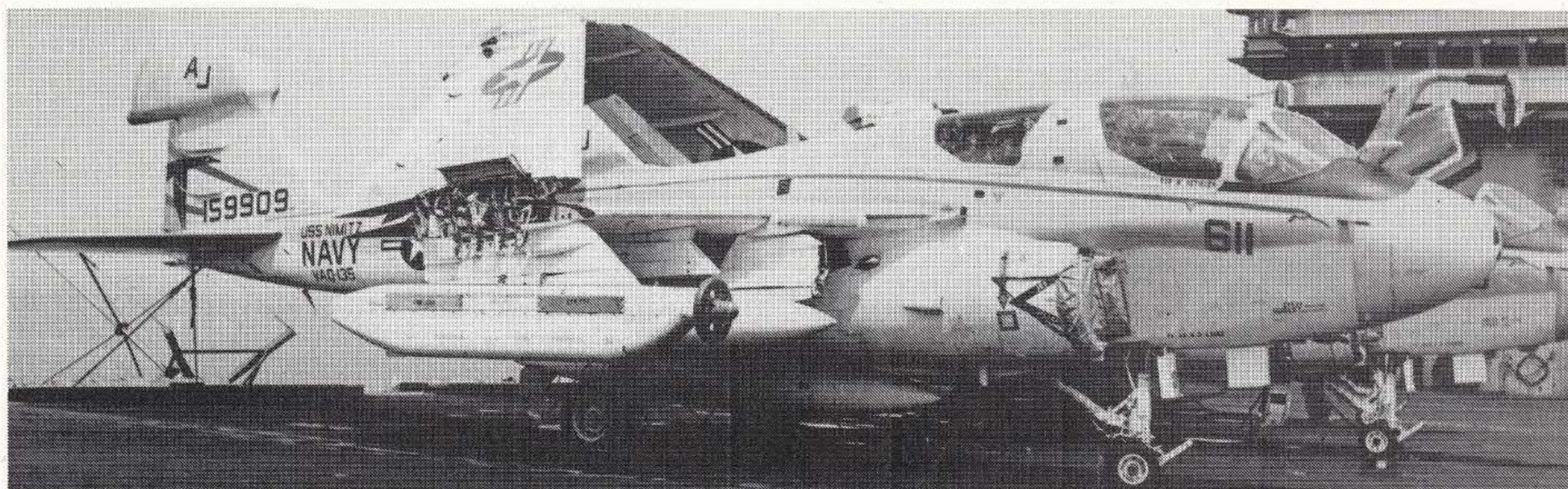
16: 63-490, 63-626 and 64-691 F-4C I11. ANG  
00296 C-130B AFRES  
93/MM54276 MB.326 ItAF SVBIA  
RM-57/MM61743 C.45 ItAF 1stRVR  
ZR68-603 and AR68-556 RF-4C 26TRW/10TRW

19: TJ64-910 F-4C 401TFW  
71745 and 71746 F-4E GreekAF (on del.)  
20: 01544 and 01548 F-5E 527TFTAS  
22: BT76-015(y) F-15A Eagle 36TFW  
RS68-475 F-4E 86TFW

25: WJ825 Canberra PR.7 RAF 13Sqn  
3-35 F-104G 28Gruppo/3Stormo ItAF

Three photos illustrating all deployments in the UK of this year. LEFT: SC73-1001 and SC71-335 A-7Ds of South Carolina ANG at Wittering on 15 July 1978 (F. Swinkels)<sup>x</sup>. RIGHT: SH62-372 of 507TFG/AFRES at Sculthorpe on 13 June 1978 (G.v.d.Veen). BOTTOM: JO67-463 - commander's aircraft - of 363TRW at RAF Coltishall on 12 June 1978. (G.v.d.Veen)





Impressive aircraft on impressive aircraft-carrier: EA-6B Prowler 159909/AJ611 on the USS Nimitz during its stay in Wilhelmshaven, Germany. (A.Wilderdijk)<sup>2</sup>

- From 22-25 June, world's biggest type of aircraft-carrier USS Nimitz (CVN-68) dropped its anchors between the Isle of Wight and the harbour of Portsmouth. On Saturday and Sunday the USS Nimitz was open to the public but due to a strike and go-slow by the 'little-boat' crews, there was no way of getting on board.

From 29 June till 2 July the carrier attended Wilhelmshaven (Germany). Noted aboard the USS Nimitz during these visits:

VF-41 'Black Aces' with F-14A Tomcats:

100/160379, 101/160381, 102/160383, 103/160385  
104/160387, 105/160388, 106/160398, 107/160399  
110/160400, 112/160404, 114/160395

VF-84 'Jolly Rogers' with F-14A Tomcats:

200/160393, 201/160380, 202/160405, 203/160384  
206/160397, 207/160390, 210/160391, 211/160401  
212/160394

VA-82 'Maraders' with A-7E Corsairs:

300/159289, 301/159301, 302/157580, 303/159403  
304/157450, 305/157456, 306/158824, 307/159307  
311/157571, 313/159261

VA-86 'Black Diamonds' with A-7E Corsairs:

400/159292, 401/159305, 402/159306, 403/159308  
405/159263, 407/158667, 410/158662, 411/158839  
412/157510, 413/158825

VA-35 'Black Panthers' with A-6E Intruders:

500/155702, 501/159906, 502/157003, 503/155623  
504/156997, 505/157012, 506/157021, 507/157013  
510/157019

VAW-112 with E-2B Hawkeye:

010/151708, 011/151719, 012/152477, 013/152478

VA-35 with KA-6D Intruders:

520/155691, 521/151579, 522/151792, 523-152927

RVAH-6 with RA-5C Vigilants:

601/156610, 602/156624, 603/156628

HS-9 with SH-3H:

730/149735, 731/148995, 732/148999, 733/149010  
734/148976, 735/149717, 736/149898, 737/152132

VAQ-135 with EA-6B Prowlers:

610/159908, 611/159909, 612/159910, 613/160433

VS-24 with S-3A Vikings:

700/160137, 701/160138, 702/160139, 703/160140  
704/160141, 706/160143, 707/160145, 710/160146  
711/160147, 712/159743

All are part of CVN-8 coded AJ. Also noted was HH-46A 151955 from NAS Rota.

- Movements at Frankfurt/Rhein-Main included:

Apr. 1: 00452 C-5A 443MAW

10-02 Boeing 707C WGAFF FBSS

146028/JM C-1A Trader USNavy VR-24Sqn

3: K-684 C-47D Dakota RDanAF Esk.721

59-01 DO-28D WGAFF FBSS

4: 50-83 C-160D WGAFF LTG-61

8: 90009 C-5A and 40637 C-141A both 60MAW

10-01 B.707C, 16-04 HFB-320 and 71-49

UH-1D WGAFF FBSS

10: 136775 C-1A USNavy (no markings)

11: 41671, 41681 and 41689 C-130H 463TAW

12: B-64 BÖ.105C RNethAF GPLV

31-6/MM61900 C-118A ItAF 31Stormo

13: 90011 C-5A and 50278 C-141A both 60MAW

22932 C-12A USArmy SETAF

31-8/MM61923 C-118A ItAF 31Stormo

33257/JT C-118B USNVR-52 Det.Washington

14: 041 Mystere 20 RNoAF

May 8: 60537 C-130A AFRES 440TAW

10: 38086 C-141A 62MAW

11: 00449 C-5A 60MAW

## West Germany

- Noted at Bremgarten on 18 May:

35-03, 35-05, 35-06, 35-22, 35-25, 35-75, 35-82  
35-86 and 35-88 of AKG-51

35-17, 35-21, 35-36, 35-47, 35-54, 35-77, 35-84  
all RF-4Es of AKG-52

Noted at Ahlhorn on 2 July:

70-43, 70-46, 70-47, 70-73, 70-74, 70-86, 70-91

70-97, 71-06, 71-08, 71-12, 71-29, 71-32, 71-35

71-41, 71-44, 71-53, 71-68, 71-71, 71-73 all

UH-1Ds of HTG-64

70-84 and 71-26 UH-1Ds both wrecks

Noted at Wittmundshafen on 2 July:

23-30, 23-50, 24-28, 24-51, 24-53, 24-90 all

F-104Gs of WS-10; 27-01, 27-05, 27-26, 27-80,

27-85, 27-97, 28-02, 28-27, 28-29, 28-32 and

28-35 TF-104G of WS-10. 58-66 DO-28D WS-10

136783 C-1A USNavy 'USS Nimitz'

Noted at Nörvenich on 8 June:

20-37, 20-48, 20-50, 20-57, 21-43, 21-78, 23-99

24-02, 24-42, 24-58, 24-72, 25-29, 25-37, 25-38

25-79, 26-05, 26-30, 27-21, 27-24, 27-35 all

T/F-104Gs of JABOG-31

Temporarily based here: M61958, 61959, 91960,  
and MM61961 all PD.808ECM ItAF 71Gruppo

- An one-engined aircraft of the Luftwaffe crashed after take-off from Kaufbeuren on 1 June. Both pilots were killed.

On 21 June, Luftwaffe's 199th one-o-four crashed near Idar-Oberstein. The aircraft belonged to JABOG-33.

## ■ F-16 UPDATE ■

New c/ns of F-16 fuselages were recently noted at the production line at the Fokker plant at Papendrecht:

| c/n   | type  | AF  | built-up |
|-------|-------|-----|----------|
| H-008 | F-16A | BAF | SABCA    |
| H-009 | F-16B | BAF | SABCA    |
| H-010 | F-16A | BAF | SABCA    |
| H-011 | F-16A | Klu | Fokker   |
| H-012 | F-16A | BAF | SABCA    |

On 7 June a Lockheed C-5A took two F-16s to the SABCA plant at Gosselies, Belgium. Both aircraft will be used by Fokker and SABCA as example models.

As it seems there will be no standard camouflage for the European F-16s. The Dutch AF is expected to stick to the NATO c/s but the Belgian AF recently chose for the American c/s. The latter is the medium grey/dark grey c/s.

The Belgian AF gave the codes FA and FB to the F-16A and F-16B resp. (for details on the introduction of the F-16 into Belgian service, see next month's news column).

Reported earlier in this column was the participation of F-16s in the Farnborough air show.

Reported earlier in this column was the participation of F-16s in the Farnborough air show. This seems to be not the case as General Dynamics recently announced that they don't see the point of this way of promoting the F-16 as everybody already knows what it stands for.

In February, three F-16s are expected to operate from Norway, Denmark and Germany for winter trials.



# NATO TIGER MEET

Kleine-Brogel  
Belgium  
19 June - 26 June

The NTM at Upper Heyford last year, traditionally appointed the tigernest of 31st Smaldeel/10Wing at Kleine-Brogel (Belgium) to be 1978's big meeting place. So it was that on 19 June the main part of the Tiger teams arrived for a week's stay. Before going into details of this year's NTM first a small history for those who are not so familiar with the Tiger subject.

Several activities and dinner parties of USAF's 79TFS at RAF Woodbridge and RAF's 74Sqn at Col- shall started rolling the ball. Both units had created a firm friendship and were incredibly proud of their tiger badge. To share this pride with others, a third unit was approached: EC.1/12 FAF based at Cambrai. Consequently in 1961 a one day meeting was organized at Woodbridge and the Tiger Meet was a fact. Later that year, 79TFS started a research on other NATO units with a Tiger in their badge. In August 1962, 8 teams were invited at Woodbridge for the 2nd NTM. For three days all NATO Tigers tried to meet the objects set for the Tiger Meet:

- promoting NATO solidarity
- achieving and maintaining firmer personal and professional relations among NATO personnel
- creating a better knowledge of the NATO military objectives and problems of the NATO partners

The third meet was at Kleine Brogel in August. One team had left - the Tiger club being 366TFW which had departed from Chaumont with F-84Fs but had returned to the States. On the other hand two new Tiger teams were discovered: AKG-52/2 from Eggebeck and an Italian Gruppo from Villafranca. The latter, however, was prevented but on the last moment the Italian AF sent a symbolic representation of a non-Tiger squadron from Rimini, Terall, who wouldn't like to be a Tigerrrrrrrrrr! In 1967 all tigernests had had the possibility to organize an NTM. So, in 1968 the same cyclus started again at Woodbridge.



ANOTHER TIGER MEET



Or should it say another Tiger Meet? The 18th NTM at Kleine-Brogel did have something different. It has given the Tiger Meet a new spirit. Of course for the pilots and crew members of participating units it has always been something to look forward to every year. Meeting old friends is always nice and especially to them as they form a group that



intensively sticks together. Mighty proud of their tiger badge, they visit each other many times throughout the year. The spirit of the Tigers has always been a good one, despite that the meet itself seemed to be going down hill. Defence cuts were not the main problem as were the rising doubts from official side about the need for a Tiger Meet. More teams joined the family and the costs for organizing went up every year and what was more the social events during the meet steadily got the upper hand. NTM 1976 at CFB Söllingen showed the results. No F-111s: were not allowed to operate from a non-American air base(?). No Italian F-104s: due to lack of transport because of the earth quake earlier that year in Northern Italy(?). No Greek F-104s: only when there was a real competition (?). No G-91s & RF-4Es: due to an accident at NTM75.

NTM77 was organized in co-operation with the Silver Jubilee International Air Tattoo 77 at Greenham Common. The week preceding the Air Tattoo there was to be a meet at Upper Heyford when all teams were guest 79TFS. For a reason that no one wants to talk about, the meet was cancelled only a few days after it had started. Nevertheless, participation at the Air Tattoo had been promised, so it was for the first time the 'Silver Tiger Trophy' was given to 439Sqn being the unit showing the best 'Spirit of the Tiger': professionalism.

From 19 till 26 June, the hunting party settled at Kleine-Brogel. Like in the old days in India, only with one difference nl. in the modern Tiger Meet, the tigers organize their yearly hunt by themselves: pilots as participants, rockets and exercise bombs as weapon and the most modern supersonic aircraft as elephants.

In close contact with all teams and especially 'mother tiger' (79TFS), 31st Smaldeel made the necessary preparations. Three new teams were invited to participate and they surely weren't the most obvious ones. Via the Portuguese aerobatic team 'Asas de Portugal' at Greenham Common, 31st managed to get in contact with a unit in Portugal 62Sqn based at Air Base 6 Montijo. 62Sqn was recently formed from 121Sqn from Air Base 12 Bissau-Guines, 501Sqn from Aerodrome 5 Nacale-Mozambique and 701Sqn from Tete-Mozambique. Accepting the invitation, 62Sqn sent 4 Fiat G-91R3s to Kleine-Brogel.

A second very interesting unit to participate was 393TFS/509BW from Pease AFB, New Hampshire. Via relations with 79TFS this unit managed to get itself on the invitation list and the USAF allowed to sent one FB-111A. After a 24 hours delay due to bad weather conditions, FB-111A 80247 departed from Pease AFB for a navigation mission over Germany. After 8 hours airborne it landed at Kleine-Brogel. Together with the Portuguese G-91Rs, this with a tiger tail provided FB-111 made NTM78 to one of the most interesting events ever held in Europe.



TOP/ F-15A Eagle BT76-015. ABOVE: Having good relations with 31sqn, MFG-1 had been invited to attend the Tiger Meet for a few days: F-104G 22-71. RIGHT: The batch of the Portuguese team on the noses of all G-91s. It shows the flexibility in rules concerning new teams entering the TIGER meet. (all NTM photos J.P.Bergmans)

A third newcomer was VP-8, based at Naval Air Station Brunswick. For three days P-3C Orion 152757 attended the Tiger Meet. Obviously they weren't able to enter the competition and had to return earlier due to squadron commitments.

On the other hand 31st still had to contend with the problems from previous meets. As a result no F-111Es and the German teams were only allowed to participate in the static display. The Greek team didn't react at all on the invitation and the Italian team could only come for a few days. Furthermore the French team had some inconvenient squadron commitments and couldn't stay the entire meet either.

Above all, 31st Smaldeel realized the need for a real competition to keep the Tiger Meet alive. This consisted of five elements: navigation, bombing, interception, pistol shooting and the traditional Tiger games. For the first three sections (flying part) only five teams were able to take part. For the navigation part, a target had been selected in Western Belgium. Every a/c had to overfly the target within certain range and time. The bombing part consisted of a flight to a range for bomb & rocket deliveries and additional gunning. The interception part was difficult to win as 53TFS was the only interception unit. It won. Over Southern Belgium the Eagles had to defend a certain area which was penetrated by other Tiger aircraft. All Eagles had been installed with cameras and the value of the made interceptions was estimated from the films.

The pistol shooting was introduced as a part for everybody to take part while the Tiger games as always provided the amount of amusement. Not included at Kleine-Brogel but still a very famous one is 'carrier-deck landing'.....roarrrr.... One has to take a run jump flat on a tabel. The table is covered with ice and water. Slipping over the table on the belly, one has to stop himself by 'hooking' the table's edge with one's feet. If not....well, he was a fine lad.

Public relations officer during the Tiger Meet, Capt. Marcelle van der Auwera had received an invitation from 230Sqn, to make a Puma flight. It was a really enjoyable trip until they returned to Kleine-Brogel. One of the Puma's pilots asked the captain for the codes of the runway. While looking down he answered: 'Zero-five and...hell ...Two-thirty!!!!'

stamp out all fixed wings, fly hovering 230

# ===== PARTICIPATING TEAMS IN NTM 78 =====

|               |           |         |        |        |
|---------------|-----------|---------|--------|--------|
| 31 Sqn/10Wing | Kl.Brogel | F-104G  | BAF    | 4 a/c  |
| 79TFS/20TFW   | U.Heyford | F-111E  | USAFE  | - a/c  |
| AKG-52        | Leck      | RF-4E   | WGAf   | static |
| 21Gr/53Stormo | Camneri   | F-104S  | ItAF   | visit  |
| 53TFS/36TFW   | Bitburg   | F-15A   | USAFE  | 4 a/c  |
| LEKG-43/1     | Oldenburg | G-91R   | WGAf   | static |
| 439Sqn        | Söllingen | CF-104G | CAF    | 4 a/c  |
| EC.1/12       | Cambrai   | Mir.F1  | FAF    | 3 a/c  |
| 335Sqn        | Araxos    | F-104G  | Gr.AF  | - a/c  |
| Skv.336       | Rygge     | F-5B    | RNoAF  | 2 a/c  |
| 62Sqn         | Montijo   | G-91R   | PortAF | 4 a/c  |
| 230Sqn        | Odiham    | Puma    | RAF    | 2 a/c  |
| 393TFS/509BW  | Pease     | FB-111A | USAF   | 1 a/c  |
| VP-8          | Bermuda   | Orion   | USN    | 1 a/c  |



## PROGRAMME



Arriving on Monday 19 June:

104795, 140810, 104839 (later replaced by 104706) and 104899 all CF-104Gs of 439Sqn  
XW229/DB and XW223/DG Puma HC.1 of 230Sqn (during the meet, the latter was entirely covered with yellow tiger stripes)  
135 and 244 F-5Bs Skv.336  
5443/91-0080, 5445/91-0091, 5446/91-370 and 5454/91-537 all G-91R3s of 62Sqn  
BT76-015, 76-026, 76-039 and 76-053 all F-15As (yellow tips) of 53TFS/36TFW  
152757/LC-85 P-3C Orion VP-8

Arriving on Tuesday 20 June:

80247 FB-111A 393TFS (with tiger-tail)

On Tuesday, Wednesday and Thursday morning the flying competition took place. Thursday afternoon was the rehearsal for the flying display and a briefing about the F-16 by Lt.Col.Anderson.

On Friday 23 June the air base was open to the public. Twenty-five years ago, Kleine-Brogel was officially re-opened and on the same day the 10th Wing was formed and appointed to this air base. So this year: 25 years Kleine-Brogel and 10th Wing. Reason enough for an open day:

Static: FX-04 F-104G (instructional airframe)

BT76-053(y) F-15A Eagle USAFE 36TFW

PL-70 RF-5B Sperber (motor glider)

XL597/87 Hunter T.7 RAF 4FTS

FT-01 T-33A

80247 FB-111A USAF 393TFS/509BW

V-34 SV.4bis

12-YN/68 Mirage F.1C FAF EC.1/12

MT-49 CM-170R

CF-06 Merlin IIIA 15Wing

BA-55 Mirage 5BA

34-33 G-91T WGAf LEKG-43

FS-2/(KB-1)F-84G

35-36 RF-4E WGAf AKG-52

FU-145 F-84F (decoy)

FX-86 F-104G 10Wing

ST-05 Marchetti SF-260M

Hangar: FX-29,83,90 and FC-12 all T/F-104G 10Wing

Show: ST-33 and ST-35 SF-260M 'The Swallows'

FX-02,26,28,30,38,61,64,76,78,82,84,93 F-104G

AB910/QJ-J Spitfire Battle of Britain Flight

104706, 104795, 104810 and 104899 CF-104G CAF

A45,65,70,74,75,80,90,94 Al.II 'The Blue Bees'

FX-33, 99 and 52 F-104G 10Wing (tiger-team)

5443, 5445, 5446 and 5454 G-91R Portuguese AF

D-8091 F-104G and K-3048 NF-5A RNethAF

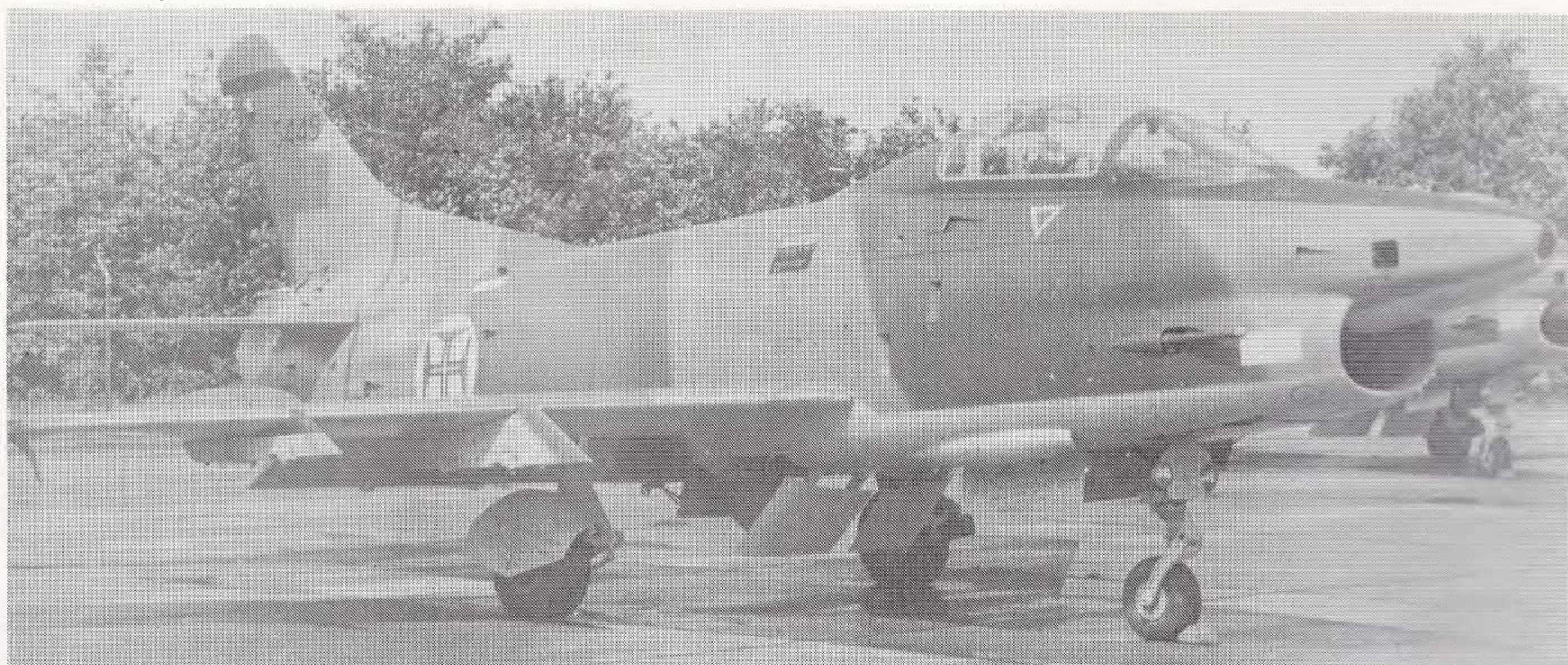
XW229/D and XW223/DG Puma HC.1 RAF 230Sqn

RS-05 Sea King 40Smaldeel

BA-03, 51 and 60 Mirage 5BA

12-YF/48 Mirage F.1C FAF EC.1/12

BT76-015 F-15A USAFE 36TFW



Elsewhere on the field: 35-74 RF-4E WGAFAF AKG-52 ; 33-08 G-91R WGAFAF LEKG-43; 53-02/MM6729 and 53-03/MM6705 F-104S IAF; 12-YH/54 Mirage F.1C FAF. Next day, Saturday 24 June, the entire 31st Smaldeel 'Tiger' area, was open to the public where all participating aircraft were parked. Sunday was a touring/rest day for all Tigers and those that had remained for the weekend left on Monday morning....roarrrrrr.....

The competition turned out a success for the organizers themselves. In navigation they made the best score with all four aircraft over the target within the time-limit and within the requested range from the target. One of the Eagles missed the navigation target and 53TFS had to do with a second place followed by 62Sqn, Skv.336 and 439Sqn resp. 439Sqn had bad luck as only two aircraft were able to make the mission and one of those two wasn't even spotted by the judges near the target. The bombing was a great success for the Portuguese team with 31st a good second and a third place for 439Sqn. 53TFS didn't participate in this part but instead made interception missions. With two F-5Bs the Norwegian team wasn't able to enter this part either.

Both pistol-shooting and Tiger games were won by 31st.

Carefully, 31st had tried to rule out all advantages of being the organizers and operating from their home-base. E.g. with the pistol-shooting, pistols were used which were unfamiliar with 31st. Nevertheless they became the overall winner and should get the 'Silver Tiger Trophy'. At first 31 refused to accept it as it might be explained as having taken advantage as organizing unit. But all other Tigers unanimously declared 31st overall winner.



## FUTURE



Wanted: tiger-units. Still the family is looking for other units to join them. Last year at Greenham Common connections were made with No.819Sqn of the Royal Australian Navy operating Trackers. Being a non-NATO unit and too far away from Europe to attend the meet, this unit is an honorary member and well kept informed about Tiger affairs. Next year there is a good chance A-7 Corsairs of 23TFW will participate. This year the 'Flying Tigers' from England AFB learned too late about the NTM and were not able to come this year but promised to be there next year.

Next year???..roarr...probably at Cambrai. According to the followed cyclis LEKG-43 at Oldenburg should organize NTM79 but just like in 1971 unsurmountable problems prevented LEKG-43 from inviting all teams at their base. Next on the list is EC.1/12 at Cambrai.

The Portuguese team got the taste for it and immediately offered to organize a Tiger Meet. Decided was to wait another meet to see how things are run and in 1980 the meet is expected to be at Montijo. In 1981 the International Air Tattoo at Greenham Common will probably invite all Tigers again.

Content the tigers returned to their own nests. It had been a good hunt with a lot of fun.....roarr Back home they told all the wonderful stories (as always a bit exaggerated) and made the others anxious to be there next time. (Jac van Tuyn)



A NEW VENTURE

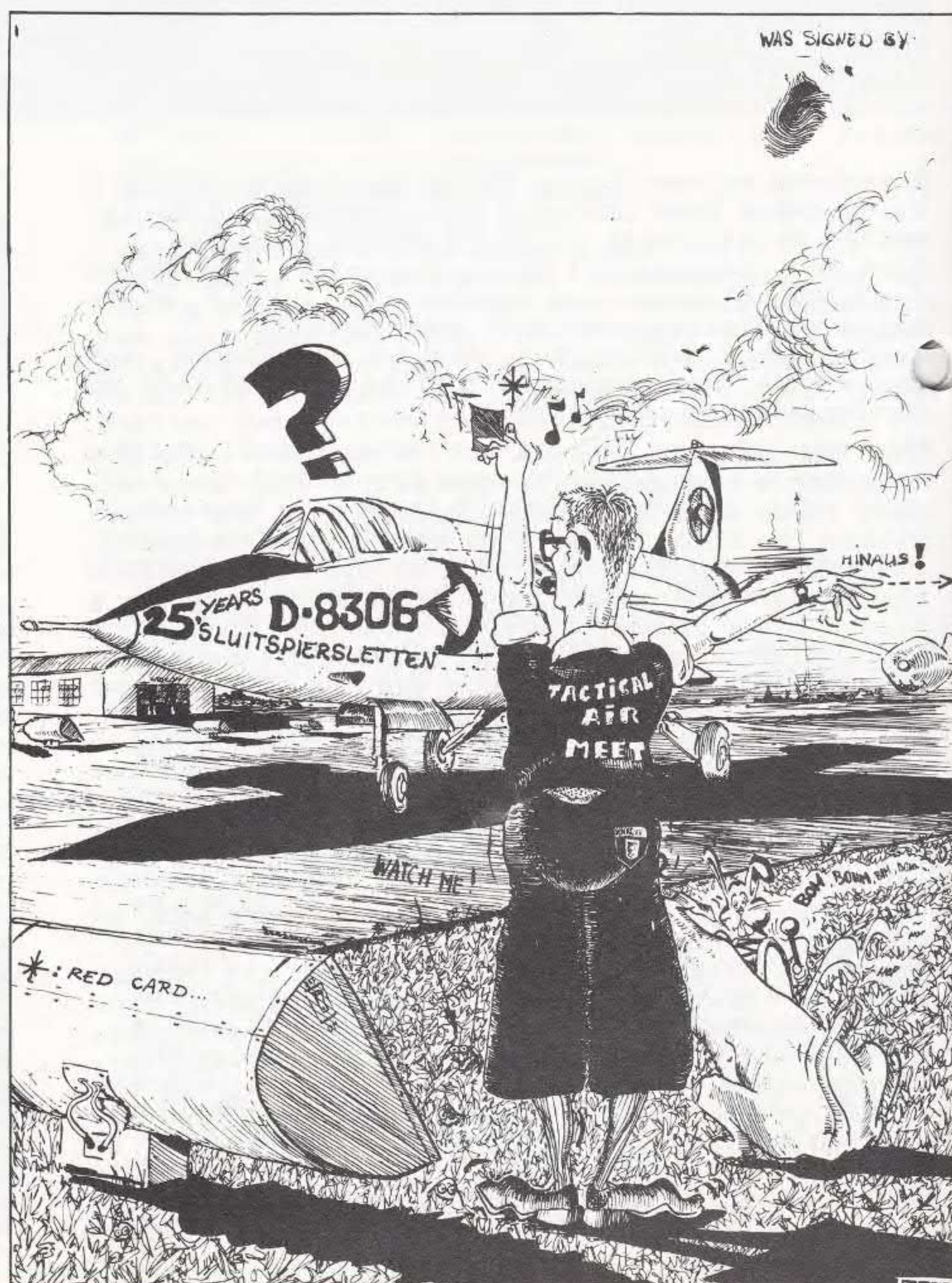


## TACTICAL AIR MEET 1978

A report from RAF Wildenrath by Frank Swinkels. Special thanks are due for Lt. Geert Jan Stoop and Lt. Frank Bakker for their willingness to cooperate in preparing and writing this article.

The TACTICAL AIR MEET 1978 marked the first time that the former TACTICAL WEAPONS MEET and the ROYAL FLUSH recce competition had been combined. The biennial exercise is meant as a test for the combat readiness and capabilities of 2 & 4 ATAF. Realism had been brought into it as far as possible in crowded Central Europe. Many people like to see TAM as the European version of the US exercise RED FLAG which is held in the Nevada desert. However, there are major differences: the area available in Nevada is equally large as Central Europe but it doesn't count a single inhabitant which allows low and fast flying. Furthermore in RED FLAG are taking part two 'opponent' parties: the attackers and the defenders. As a result the whole is highly realistic.

Back at RAF Wildenrath, FRG, the temporary home for all participants, some 1000 people took part in TAM 78 for the two weeks it lasted. All teams arrived on that hot Friday, 2 June with the Jaguars from Laarbruch as the first ones and late in the afternoon, even when the display of the Red Arrows had already taken place, as the very last aircraft arrived: NF-5 K-3023. At its homebase a very reliable part of the plane had ceased functioning. It had taken much time to replace it, but during the meet the aircraft behaved well.



The Meet had been divided in two parts. During the Tactics Phase (5-8 June), crews exchanged experiences with the several tactics as well as tried other, old and new tactics. This part of TAM 78 was considered as a tremendous success by everybody. Gen. Evans, commander AAFCE, stated that if it were up to him, TAM 80 would be one big tactics phase.

Due to the very bad weather, all flying activities had to be cancelled on Wednesday and Thursday. This took away from most aircrews the opportunity to show what they had learned after their first missions. Monday's sorties had been rather unsuccessful as all aircraft had been 'killed' by the ground-air or air-air defence systems. This was mainly due to the reason that restrictions concerning speed and height had to be obeyed. However, soon afterwards new restrictions were installed and losses rapidly diminished.

Good navigation only, not always assures you of arriving over your target. Additional obstacles formed the several ground-air defences as Hawk, Rapier (highly effective), Bloodhound and AAA as well as the interceptors like F-15, RAF Phantoms and Belgian F-104s from Beauvechain. Also EB-57Es and PD.808s operated as jamming aircraft. The attacks against Rheine Hopsten and Laarbruch were supported by Spangdahlem-based F-4Cs that cleared the air by confusing missile installations with their 'Wild Weasel' equipment.

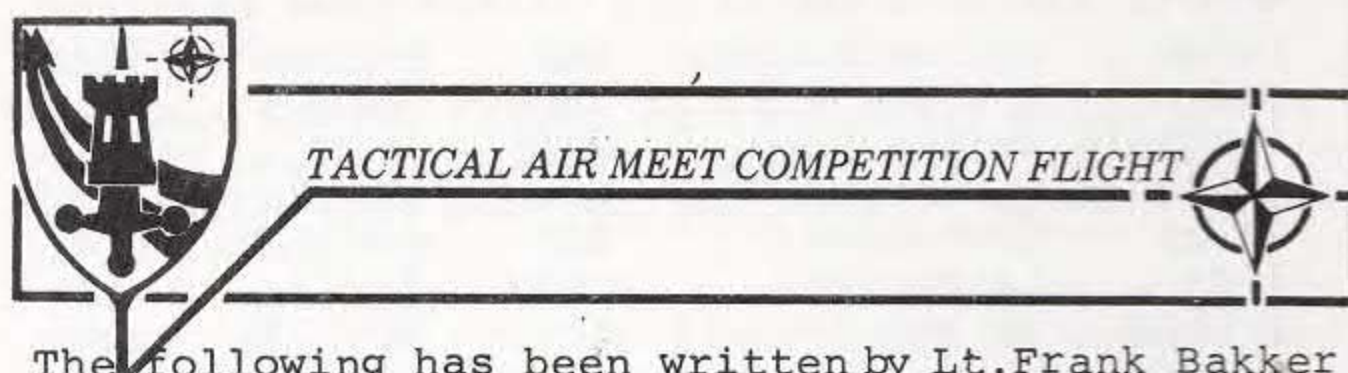
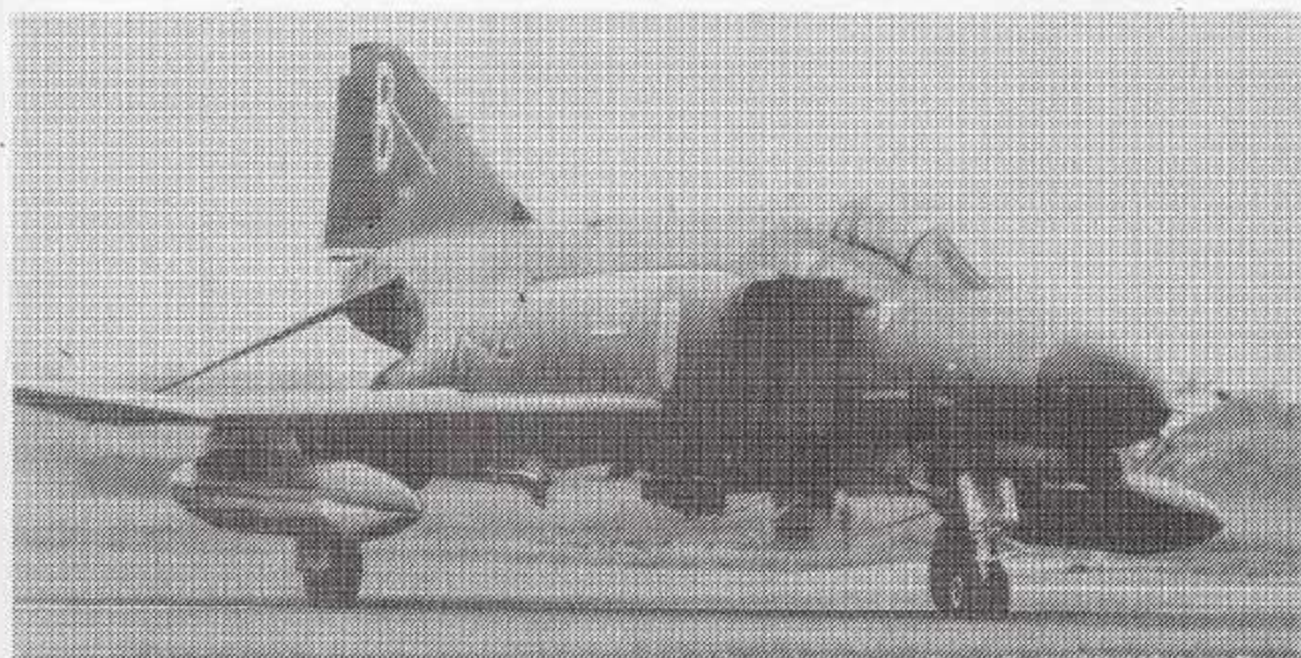
After the first week all participants were eager to continue with the attractive Tactics Phase, but the programme announced that the second part of the meet had to take place. The Competitive Flying Phase is the relic from the times of TWM and Royal Flush. For the fighter aircraft, a competition had been arranged between 2 & 4 ATAF while the recce competition was between four multinational manned teams. This was done in order to improve fair playing (especially winning a Royal Flush needed cunning and immodest acting). A remarkable thing that can be learned from the results is that there is very little difference between qualities and effectiveness of the seve-

ral units, despite that fact that the aircraft differ a great lot. An example: An F-5 cannot carry as great a load as an F-4 can, and therefore has a smaller chance of hitting the target. On the other hand, the NF-5 is not as huge as its BIG brother which makes it much harder to spot for the defence systems.

The TACTICAL AIR RECONNAISSANCE COMPETITION was, as told before, between four multinational teams. As in wartime, very little information on the target was available for the aircrews. The static target was to be overflown in one single pass with ground speed in excess of an ordered amount of knots (the slower you fly, the nicer the shots but the bigger the chance you get shot). Time Over Target (TOT) had to be within one minute of the given time. After a mission, each overflown target had to be given a report on within 10 minutes. 25 minutes after the first films entered Photo Interpretation (PI) room, all mission reports together with relating photographs, had to be handed to the Team Umpire. Marks were given when the target was located fairly well, as well as for good supporting imagery (photographic and/or Infra red). Per target 100 marks were available: 70 for the mission report, 20 for the visual report and 10 for the quality of interpretation. The results from this competition are rather uninteresting for those not directly involved. Anyway, scores were high and difference relatively small.

Unfortunately for the reconnaissance ground- and aircrews, the recce-men were more or less considered (and treated) as a collection for making TAM not merely another TWM. Something has to be done about that by the organizers and a greater involvement they certainly deserve!

The TACTICAL WEAPONS COMPETITION consisted of two parts. During the standard part, 5 missions were flown for weapon delivery at one of the ranges. Four of them were used by TAM competitors: Vliehors (NL), Elsenborn (B), Sennelager and Nordhorn (both FRG). The tactical part allowed both ATAFs to fly up to 15 missions against assigned targets with a flight of 4 aircraft.



The following has been written by Lt. Frank Bakker a Dutch AF pilot of 314Sqn, on a flight of four NF-5As to the Sennelager range in Germany.

It's 5:30 in the morning, 3 hours before our TOT (time over target), when the four of us enter Meet Operations Headquarters, to pick up our task. The operation officer has the same problem with the early hours as I have, noticing his small eyes and a slightly shaking hand as he hands out the task form and a couple of photographs. The form contains the mandatory route, targets and times. One picture shows us the E.Q. (Equivalent Target) a small bridge over a river. It looks easy enough but yesterday we found out, that these photographs were taken in March, when trees don't carry any leaves. By this time of the year, however, these trees take care that you won't be able to spot the target until the last couple of seconds. The second picture shows us the attack target: a column of vehicles on Sennelager tactical range. Lucky for us the 'enemy' had decided to give the vehicles a winter time camouflage. The bright white paint hurts the eye when you look at them. After a quick look at the weather forecast which promises an excellent flying day, we jump in the car that brings us to the Two ATAF planning room. Now starts an hour, that the outsider would describe as complete chaos, but believe me or not, there's a line in planning a mission, preparing the 1:50,000 maps and the rolling maps for our navigation system, because after this hour there are 4 sets of two small scale maps (one for the EQ and one for the attack target) and one large scale covering the whole area, a route, timing on the second plus all the figures for the navigation computer.



# PARTICIPATING TEAMS IN TAM 78



## 2ATAF

|          |                |      |         |        |
|----------|----------------|------|---------|--------|
| 10FBW    | Kleine Brogel  | BAF  | F-104G  | dual   |
| 20Sqn    | Brüggen        | RAFG | Jaguar  | dual   |
| JaBoG-36 | Rheine Hopsten | WGAF | F-4F    | attack |
| 314Sqn   | Eindhoven      | Klu  | NF-5A   | attack |
| 42Sqn    | Florennes      | BAF  | Mir.5BR | recce  |
| 2Sqn     | Laarbruch      | RAFG | Jaguar  | recce  |
| 306Sqn   | Volkel         | Klu  | RF-104G | recce  |

## 4ATAF

|          |                              |       |         |        |
|----------|------------------------------|-------|---------|--------|
| 1 CAG    | Söllingen                    | CAF   | CF-104G | dual   |
| 50TFW    | Hahn                         | USAFE | F-4E    | dual   |
| JaBoG-33 | Büchel                       | WGAF  | F-104G  | attack |
| JaBoG-35 | Pferdsfeld                   | WGAF  | F-4F    | attack |
| 10/26TRW | Alconbury and<br>Zweibrücken | USAFE | RF-4C   | recce  |
| AkG-51   | Bremgarten                   | WGAF  | RF-4E   | recce  |



PAGE 14: With 60 extra a/c the density on certain ramps at Wildenrath was extremely high as can be seen on this leading photo

PAGE 15: MIDDLE CF-104D 104634 attended the final ceremony on 15 June. It had not yet been camouflaged as it arrived from Canada only three weeks earlier.

BOTTOM: all RF-4Es of AKG-51 were equipped with pylon tanks, decorated with red/yellow flames.

PAGE 16: TOP during the meet all Canadian CF-104Gs got the special "TAM c/s".

PAGE 17: TOP 2nd ATAF recce flight-line (photo AFCENT)

BOTTOM RF-104G D-8143 with the Orpheus recce-pod.

(except one, all photos F. Swinkels)



Now we sit apart in a quiet room enjoying a mug of strong Dutch coffee (we always bring our own coffee machines) while the formation leader starts his briefing. He talks through the whole mission, explains the tactics he plans to use and covers frequencies, figures for weapon deliveries, emergencies etc. By now everyone knows exactly what he is supposed to do and slowly the tension starts growing. All the work we put into it starting a month ago, all the training, the planning, this all will be loaded in that last second on which we have to push the 'pickle' button, releasing the training bomb. And now, an hour or so before that second you feel the tension grow in your belly, you start worrying that you might have forgotten an important thing.

After the usual 'nervous pee' we walk out silently to the aircraft, every one with his own thoughts. I go quickly through the routine of checking the aircraft, prepared by my always smiling crewchief. I fire her up and go through my checks. A smile and a 'thumbs up' indicates the crewchief that the K-3023 is again ok, all systems work just perfectly. The aircraft hasn't let me down one time up till now. It's the same with the other guys. That means bad luck for the reserve 5th member of the flight. Until now he was hoping that one aircraft would break down. In that case he would have been in. Disappointed he stopcocks his engines. For him it will be one hour of picking his nose, wondering how well the rest will do.

We taxi out, pins removed by the armament people, line up, 30 seconds before take off-time. We wind up the engines, go quickly through the last checks. Four thumbs up, a nod of the leader and he starts to roll, 5 seconds later the next one, then me. I feel the pressure in my back, the nice feeling of acceleration. Runway markings flash by, the nose lifts, then the main gear is off and while the landing gear is cycling to the 'up' position a part of the tension drops.

The robot in me is taking over and I start to enjoy myself. Low flying always gives me a kick. I know we sometimes cause a nuisance to the people below. But it is a necessity. Radar is not able to look through mountains and they are looking for us eager to make a 'lock on' and perform a simulated missile launch. Once in a while we have to exercise this to check if our tactics are still useful and correct. We are also lucky this time that none of us is spotted by the air defence fighters which are circling in a low level fighter cap, half way our route. If one of them claims a kill on us the later scored points would be worthless. We come through and the lead hits E.Q. within 5 seconds. That's already twenty points scored! Now we split up the flights because we have to deliver our weapons with 15-20 sec. intervals between each other (exercise rules) and everybody is on his own from now on. I go over on the 1:50,000 map. Check

leading, check time.....5 seconds late so little more coal on the fire....there is the little village I was looking for.....time ok now.....still 30 seconds to go.....check switches. I hear the lead call: 'over target now' and in front of me I see the number two pull up. Now it is my turn. I pull up and shove the throttle in maximum mil. power. I see the bomb of number two flash. The advantage of this hit is mine because now it's easy to locate the target. There they are, the bright white vehicles of the photograph. I turn in on the third one, check speed, check dive angle, altitude wind correction.....hold it.....pickle.... pickle...now!

I break off sharply and look over my shoulder. I see nothing...what is wrong?? And then a flash. I go jubilant: slowly curls the smoke of the training bomb out of the windows of the truck I aimed at.

We join up the flight again and fly home, I feel happy, because of the results and I am eager to start the next mission and make it as successful as this one.

When I taxi in I notice the spotters gang shooting metres of film. 'Hello fans' I say in myself and I think back to the years I stood at the fence of an airfield myself watching the scene and wondering what had happened in the time I saw an aircraft take off and taxi in again.

Concrete results from TAM 78 cannot be expected for months. All experiences gathered together are to be worked on in order to improve existing tactics as well as to develop new ones. Already the people who actually took part in the meet, are bringing into practice several things they learned during the 2 weeks or even teaching them to fellow pilots. With better weather and a more extensive Tactics Phase, TAM 80 is bound to become an even bigger success than TAM 78.



# -- SHOW REPORTS --

## PORTES OUVERTES at Creil (France) on 28 May 1978 (P.v.Oers, N. & P. Peulemeule)

### STATIC:

AH/9 Mirage IVA FAS  
10-KY/17544 T-33A (ex 314-WE)  
30-MN/77 Mirage F.1C  
7-IP/A41 Jaguar A  
FX-79 F-104G BAF 1Wing  
10-RA/11, -RE/30, -RG/70 (silver)  
-RJ/10, -RL/60 (silver), -SF/42,  
-SH/85, -SI/65 (silver, and ex 13-PJ) all Mirage IIIC  
10-KF/119, -KJ/34 and -KK/166 all Magister CM-170R  
12-XJ/7 and -XK/126 CM-170R

### FLIGHT-LINE:

BT76-040 and 76-047 F-15A USAF  
7-IL/A32 Jaguar A  
30-MP/47 Mirage F.1C  
10-RF/31 Mirage IIIC (silver)  
10-KW/17546 T-33A  
10-KG/83 CM-170R  
312-BG/159 N.2501 Noratlas  
No.5 CAP-10

### HANGAR:

10-RC/67 (silver), -RI/58 (silver)  
-RM/53, -RS/89 (silver) all Mirage IIIC of EC.2/10

10-SB/25, -SG/41, -SU/49 (silver)  
all Mirage IIIC of EC.1/10  
10-KX/14060 T-33A

### GATE GUARD:

10-RS/139 Super Mystere B.2 (on the other side 10-SR; ex 12-ZB)



## PORTES OUVERTES at Dijon (France) on 11 June 1978 (P. Bigel, editorial)

### STATIC:

2-HG/24 CM170 Magister EEVSV.2  
2-HD/266 MD311 Flamant EEVSV.2  
2-HH/113 MH-1521M Broussard  
2-HF/41581 T-33A EEVSV.2  
2-ER/434 & -ET/418 Mirage IIIE  
2-LO/429 Mirage IIIE  
2-FP/213 & -FN/221 Mirage IIIE  
2-ZE/260 Mirage IIIBE  
12-ZD/82 Mirage F.1C EC.2/12

33-TA/352 Mirage 3RD ER.3/33  
13-SQ/13 Mirage 5F EC.3/13  
7-HH/A22 Jaguar A EC.1/7  
339-WL/115 Mystere 20 CPIR-339  
62-KI/130 N2501 Noratlas ET.62  
BZB/1012 SA.330 Puma ALAT  
26-79 F-104G WGNavy MFG-2  
HR68-514 F-4E USAFE 50TFW  
BT76-020 F-15A Eagle USAF 36TFW

### HANGARS:

2-EL/423, -ED/433, -EJ/499 all Mirage IIIE of EC.1/2  
2-LF/433 & -LG/427 Mirage IIIE SNV2 Mirage IIIE (nose only)  
2-HE/151, -HB/80 Magister  
No.10 CAP-10 EFIPN-307  
M202 Mirage 5DM and M203 Mirage 5M both Zaire AF

### FLIGHT-LINE:

2-EA/432, -EH/462, -EN/440  
-EQ/412 all Mirage IIIE EC.1/2  
2-LB/403, -LC/405, -ES/439  
-LA/402, -LD/401, -LE/404  
-LM/430, -LN/438, -LQ/494  
-LR/426, -LL/477 Mirage 3E EC.3/2  
2-FG/203, -FL/212, -FI/209  
-FM/206, -FR/213, -FT/226  
Mirage IIIB EC.2/2  
2-ZF/261, -ZA/270, -ZB/274  
-ZC/275, -ZD/264, -ZH/276  
-ZM/269, -ZN/271, -ZO/272  
all Mirage IIIBE EC.2/2  
2-HI/124 and 2-HA/143 CM-170R  
2-HC/14044 T-33A  
7-HO/A60 Jaguar A EC.1/7  
67-FA/1968 Alouette 3 EH.2/67  
VA/555, VB/529, VD/535, VF/567  
VJ/544, VL/546, VM/561, VO/564  
VP/565, -/576 CM-170R Part.d.Fr  
312-BJ/24 N2501 Noratlas GE312



## AT HOME DAY at RAF Honington (UK) on 17 June 1978 (West Midlands Aviation Group)

### STATIC & FLIGHT-LINE:

XV356 Buccaneer S.2B 208Sqn  
XV305 Hercules C.1 LTW  
XV242 Nimrod MR.1 42Sqn/SMNW  
91460 KC-135Q USAF 100ARW  
40519 C-130E USAF 62MAW  
LN73-0707 F-111F USAFE 48TFW  
XV406/A Phantom FGR.2 23Sqn  
XX738 Jaguar GR.1 6Sqn  
XL319 Vulcan B.2 230OCU  
XH134 Canberra PR.9 (no marks)  
WJ625/D Canberra T.17 360Sqn  
XX508 HS.135 CC.2 32Sqn  
XV160, XV352, XX901 Buccaneer S.2B 208Sqn  
XN976, XN983, XX895, XX896, XX899  
Buccaneer S.2B 12Sqn

### DISPERSALS:

XT273, XT284 Bucc. S.2A 237OCU  
XV165, XV349 Bucc.S.2B 12Sqn  
XW547 Buccaneer S.2B (12Sqn)  
XW404/77 and XW428/70 Jet Provost T.5A 1FTS

### HANGARS:

XL568 Hunter T7A 237OCU 'Arthur'  
WV322 Hunter T.8 237OCU (photo-mount)  
XF995 Hunter T.8 237OCU  
XX898 Buccaneer S.2B 12Sqn  
XT283, XT277, XT278, XV163, XV338  
XV355 Buccaneer S.2A 237OCU  
XV152, XV156, XV354, XV357 all  
Buccaneer S.A (237OCU)

XT270, XV340, XV342, XZ431, XV157  
XX900, XZ430 Bucc.S.2B 208Sqn  
XT274 Buccaneer S.2A (208Sqn)  
XV334 (ex 237OCU), XT281 (ex 12Sqn)  
XW527 (ex 208Sqn) Bucc.S.2A/B  
8180M (ex XN930/LM632) Bucc.  
S.1 (instructional airframe)  
XV332/- Buccaneer S.2D (no marks)

### GATE GUARD:

XK531/- Buccaneer S.1 700Sqn

NOTE: Aircraft units in brackets indicate that the unit marks were not visible and current unit has been assumed from hangar dispositions & records.

## KLU 65 at Deelen (Holland) on 17 June 1978 (E.Döll, editorial)

### STATIC:

70-16087 AH-1S 8 Combat AvBat  
B-71, 72, 75 Bo.105C GPLV  
A-267, 275, 301,390,514 Al.III  
77-32 Alouette II Heer HFS-10f  
70-15102 OH-58A 8 Com.Avn.Bat  
242 AH-12A Wasp MLD VSQ-860  
H-201 Hughes 500M RDanAF  
O-36 Hiller H-23 Raven  
P-172 F-84F 315Sqn  
BA-24 Mir. 5BA BAF 2Wing/2Sqn  
M-5/51-9028 T-33A  
N-122 Hunter F.4 (& a fuselage  
on a truck, prob. ex N-144)  
32-86 G-91R WGAf LEKG-43  
MT-50/224 CM-170R Magister BAF  
XZ394/CQ Jaguar GR.1 RAF 20Sqn  
XW630/G Harrier GR.3 RAF 3 Sqn  
XW545/O Buccaneer S2B RAF 16Sqn  
I-19 Meteor T.7  
L-17 Fokker S-14 Machtrainer  
D-8090 F-104G 322/323Sqn  
CR74-053 F-4E USAF 32TFS  
K-4029 NF-5B 313Sqn  
AT-154 TF-35 RDanAF Esk.725  
GT-842/63842 TF-100F RDanAF  
84-91 CH-53G Heer  
15847 CH-47C Chinook 205AvComp  
R-87/53-4785 Piper Cub L.18C  
S-6 Beaver MTS Art.FokkerSchool  
H-20 Alouette III SAR  
XM570 Vulcan B.2 RAF 35Sqn  
-3 F.27M Troopship 334Sqn  
BT76-022(r) F-15A USAF 36TFW  
(22TFS sqn leader's a/c named  
'Hands Honey')  
V255 SP-13A Atlantic MLD321Sqn  
MZ236 Auster Mk.III  
LN70-419(r) F-111F USAF 48TFW  
58-37 DO-28D WGAf  
14697 OV-10A USAF 601TFW  
D-6695 F-104G 'dismantled' in hangar  
K/265 AH-14A Lynx MLD 7Sqn  
B-71 Harvard



### SHOW:

H-67 Alouette III SAR  
A-292,302,342,350,391,398,406,  
494,499 Alouette III GPLV  
B-38,47,69,71,72,73,74,79 and  
80 Bo.105C GPLV  
84-90,84-74,84-76 CH-53G Heer  
FT-37 T-33A BAF  
98-33 Alpha Jet WGAf ES-61  
K-3031 & 3048 NF-5A 316Sqn (red  
white and blue tails)  
LN-70-415 F-111E USAF 48TFW  
A-374, 235, 319, 208 Alouette  
III 'The Grasshoppers'

K-3043, 3063, 3033, 3060 NF-5A  
316Sqn 'Hike 4'  
BT76-019 F-15A Eagle USAF  
XX745/05 Jaguar GR.1 226OCU  
XW763/K Harrier GR.3 RAF 3Sqn  
80224 C-5A USAF 436MAW  
485784/G-BEDF B-17G 'Sally B'  
151632 B-25 Mitchell  
D-8091 F-104G (red,white and  
blue tail)  
C-7 F.27M Troopship 334Sqn  
B-69 Bo.105C GPLV  
1,2,4,5,6,9,10,12,14,- G-91R/  
PANs ItAF 'Frecce Tricolori'

## PORTES OUVERTES at Lann-Bihoué (France) on 18 June 1978 (2nd TASW)

### STATIC:

XL482/LM Gannet AEW.3 RN 849Sqn  
Nos.4,51,59 Br.1050 Alize 4F  
330 and 566 P2V-7 Neptune 25F  
Nos.11,15,27 Br.1150 Atlantic  
24F  
903 (3S) and 904 (2S) Navajo  
Nos.45,63 and 85 Nord 262 2S  
No.39 Falcon 10 SRL  
No.40 MS.760 Paris SRL  
61-MH/F13 Transall C-160F ET61  
No.108 Etendard IVP 16F

### SHOW:

CC/56 Mirage IVA FAS (cam.)  
DJ/213 Mirage IIIB CIFS-328  
No.303 Alouette III 22S  
No.160 Alouette IIIASM 34F  
120/C SA.321G Super Frelon 32F  
No.39 Falcon 10 SRL  
315-XY/421 CM.170R GE.4/315  
314-VX/53104 T-33A GE.3/314  
(with a navy crew from 'Sec-  
tion de la Marine' at Tours)  
Nos.118 & 120 Etendard IVP 16F

No.25 F-8E(FN) Crusader 14F  
No.60 Nord 262 2S  
906 and 931 PA.31 Navajo 2S  
Nos.3,5,42 Atlantic 23/24F  
562 and 568 P2V-7 Neptune 25F  
Nos.17,30,60, and 87 Alize 4F  
XL500/LM Gannet AEW.3 RN 849Sqn  
F-ZBBC AL III Protection Civile  
F-ZBBS DO-27 Douane

### FLIGHT-LINE:

XL502/LM Gannet AEW.3 RN 849Sqn  
No.19 Br.1050 4F

## PORTES OUVERTES at Bretigny (France) on 18 June 1978 (A.Booy, P.Bigel)

No.52 Br.1050 Alize Aeronavale  
1306/UV & 1707/AV Alouette III  
116/CE Se.210 Caravelle  
BJ/187 (F-ZBJJ) Cessna 310  
AC/185 and AB/248 Cessna 411  
CA/45061 and CB/45367 DC-7C  
A-14 Jaguar A  
DQ/2, AN/39, -/46, AT/55,DG/61  
AR/384, AA/99 CM.170R Magister

NF-11-1, NF-11-N3, NF-11-9/BF  
and NF-14-747 Meteors  
No.02 Mirage IIIR  
10-SF/42 Mirage IIIC  
202, 232(F-ZACI) & 235(F-ZACL)  
all Mirage IIIB  
03, 49/12-YG Mirage F.1C  
CC/124, 138(F-ZACR) Mystere XX  
BS/05 N.2501 Noratlas  
DM/01 and MH/55 Nord 262A

IT/66, MI/67, MJ/58 Nord 262D  
332-DA/58, NB/68, LU/96,NG/100  
NI/113, NJ/114, NL/119 MS.760  
-/1024 (ex BAO), AW/1251 Puma  
PH/532, PL/557 Robin 100/250  
MA/6, MC/8 N260 SuperBroussard  
05(F-ZWWJ) Super Frelon  
61-BI/A04 and 61-ZP/98 C-160F  
348 (ex 30-FC) Vautour 2N  
DN/443 and DK/444 Wassmer 43

## OPEN DAY at Spangdahlem (W. Germany) on 18 June 1978 (E.Döll, N.A.Wiltens, G.Weinmann)

### STATIC:

SP63-7443(y) F-4C 52TFW  
96607 UH-1N 7086Oper.Squadron  
(70-)1626 CH-53C 601TCW  
51-47/MM6914 F-104S ItAF 51St.  
SP66-7733(r) F-4D 52TFW  
BT76-0052(r) F-15A 36TFW  
XV782/C Harrier GR.3 RAF 3Sqn  
31-28 G-91R WGAf LEKG-43  
XZ109/O Jaguar GR.1 RAF 2Sqn  
K-4005 NF-5B RNethAF 313Sqn  
21-67 F-104G WGAf JABOG-34  
83797 OV-10A Bronco 601TCW  
LN70-2415 F-111F 48TFW

XX887/N Buccaneer S.2B 15Sqn  
01534/34 F-5E Tiger II 527TFTAS  
AT-153 TF-35 RDanAF Esk.729  
ZR69-0374 RF-4C 26TRW

### HANGARS & SHELTERS:

SP63-7513, 63-7594, 63-7638  
64-0741 all F-4C 52TFW  
SP66-8765, 66-8756, 66-8748  
66-7667, 66-8711, 66-8768  
66-8714, 66-8710 blue  
SP66-7715, 66-8753, 66-7758  
66-7645, 66-7563, 66-7555  
red all F-4D

### FLIGHT-LINE:

XS101/1,XR991/3,XR540/4,XR993/5  
XP536/6,XR572/7,XS107/8,XP514/9  
XR987/10 and XR995/- all Gnat  
T.1s 'Red Arrows'  
A45,65,70,74,75,80,90,94 all  
Alouette IIs 'Blue Bees'

### OTHER AIRCRAFT ON THE FIELD:

LN70-2419 F-111E 48TFW  
XV307 Hercules C.1 RAF LTW  
24-60,26-20,26-23 F-104G JB-34



Special thanks to: RLS, RLD, ITASW & Fokker-VFW

TAMs and Tiger Meets seem to be the latest fashion. Civil section, flexible as always, adjusts itself quickly: DC-8-63CF Flying Tiger Line (N794FT) at RAF Mildenhall in July 1976. (J.P.v.Kempen)

#### SCHIPHOL

##### May movements (including military)

- 1: F-BHFG Beech 50 OE-DKP Cessna 206  
N702SW Boeing 747F Seaboard World Airlines
- 2: LN-SUL F.27 Busy Bee/AE F-BVPL SN-601
- 3: N903PA Boeing 747F PanAm A-336 Al III RAAF  
N103TV DC-10 Trans Int.Als D-HDDV MBB Bo.105  
N84MD Beech King Air 200
- 4: LN-LMS Partenavia P.68B N1273G Cessna 310
- 5: D-CLUB Sabreliner 75A HB-DWE Moony M.20  
D-IMBB Aero Commander AC-690
- 6: N791PA B.707 Maverick CCCP85222 Tu.154
- 8: F-BXOG V.952 EAS for Bastia OE-FHM Cessna 310  
C-GNDA Douglas DC-8 Nordair
- 9: CX-BJV CL-44 Aero Uruguay D-HBLK AB-206  
F-BVPU F-BYAT and OO-SRF of EAS and F-BVUY a  
V.952, full with Bastia supporters
- 10: 40 MS-760 French Navy D-CDAX Learjet  
G-BKTI and G-BCUZ Beech King Air 200s
- 12: OO-SLC DC-10-30 Sabena D-CBVK SD-330 DLT  
G-BEVN Boeig 707 Dan Air for IAS Cargo
- 13: N792FA Boeing 707 El Al
- 15: OH-MAP Lockheed Lodestar
- 16: HB-GEC Beechcraft Be.50
- 17: N794RN B.707 Uganda Airlines N 60CC Gulfstream  
40 MS-760 French Navy
- 18: N792FA Boeing 707 El Al OE-FAP Cessna 500  
F-BPNT N.262 Etat; CN de St-Yan  
N5152 Grumman G.1159 Gulfstream II
- 19: 904 PA-31 French Navy N821F DC-8 P.I.A.
- 20: XY-ADY F.27 Burma Aws del. N552CC Cessna 500  
OD-AGH Boeing 747 Saudia Airlines
- 21: N792TW B.707F Trans World Airlines Cargo  
HA-YSB Tu.134 Hungarian Govt G-JOHN Piper PA28
- 22: CX-BJV CL-44 Aero Uruguay 18025 U-21A Army  
N2615 Grumman G.1159 of Mobil Oil
- 24: F-BUFC SE-210 Euralair PH-EXG F27 white  
7T-VRN Fokker F.27 Algerian Government
- 25: LN-SAL Beech 99 N49MZ Merlin
- 26: HL7427 B.707 Korean Air Lines Cargo (weekly)  
D-CAVW Sabreliner 75 D-COME Mystere 10  
D-CHIC Sabreliner 75A (380-042)
- 27: HA-YSA Tu.134 Hungarian Government
- 29: N803FT Boeing 747 Flying Tiger Line
- 30: I-CGTT Piper PA-31T OO-STI Cessna 337

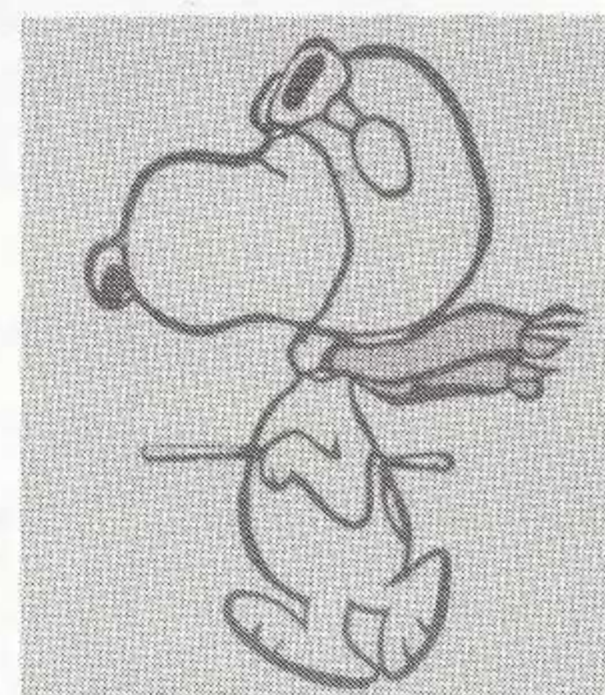
##### June movements (including military)

- 1: HB-VDP Mystere 20
- 3: 01 VC-11A US Coast Guard !  
HB-OQP, HB-OKL, HB-... & HB-PBE all PA-28s
- 5: N825AC BAC 1/11 SE-DEY Cessna 500
- 6: G-BDMF Grumman G.1159 Gulfstream II
- 7: HB-IHD DC-10-30 Swissair (operated for KLM)  
N759A G.1159 Gulfstream II Aramco
- 8: SE-GHU Mu-2 OH-HSS Enstrom 28
- 9: D-EMYU D-EMYE & D-EMYT Beech F.33C Lufthansa  
I-CGTT Piper PA-31T SE-GRB Beech 99  
G-CBBI HS.125 I-CCLL Cessna 421  
N801FT B.747F EL AL/CAL (leased from F.TigerL)  
D-IJON Cessna 500 Citation
- 10: N783FT DC-8 Flying Tiger L. N707BC B.King Air
- 11: F-BGOA Riley Dove, Nantes F-BTMA Beech 99

## HOLLAND

## FLY-INN

1978



There's a lot to say about the summer in Holland, but as this Fly-In started it was beautiful weather which resulted in an as beautiful show !

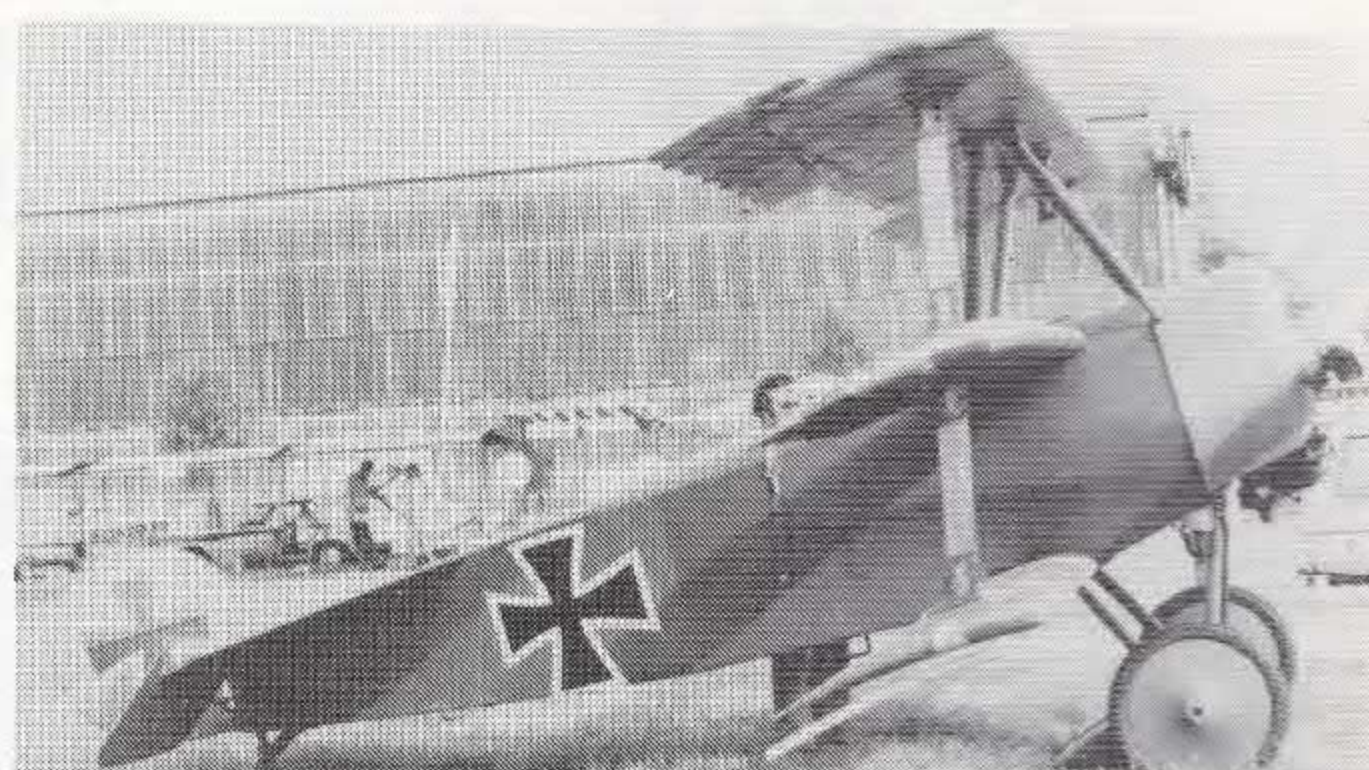
No less then eighty homebuilts and antiques were to be seen at Zestienhoven (Rotterdam) Apt. from 2 till 4 June. Beside the Tiger Moths and the usual 'Yodel-feast', this time coming from Belgium not Switzerland, England and France each with some eighteen of the rarest aircraft. Holland showed a few too from the few avialable ! It was therefore a great pity that PH-DMA a Fokker S.11 left this small collection as it crashed on four June.

It's unfeasible to discribe all or even a few of the aircraft, you have to go there yourself to believe it or.....(giving only a small impression) take a look at the photographs published.

All there's left for me to say is that the organisers ( RAC, KNVvL, NVAV, VHV and a newspaper...) made one fault; the day before the show started it was decided to charge for admission but it had been published being free. Fortunately this didn't scare the public, on the contrary.

Or should I say something about the demonstra-  
tion of 'close formation' flying by the local Aero Club..... Anyway it was perfect !





|                                                |                                                        |                                  |
|------------------------------------------------|--------------------------------------------------------|----------------------------------|
| D-ECCI Klemm KL.35D (1904)                     | G-AWDO Druine D.31 Turbelent (PFA/1633)                | OO-VDE D.112 Paris Nice (1461)   |
| D-EEEZ Rutan 'Vari-Eze'                        | G-AWKP Jodel DR.253 Regent (130)                       | OO-11 HM.293 Pou du Ciel         |
| F-AZAQ Fokker DR.1 replica                     | G-AXUY SAN Jodel DR.100A (51)                          | OO-40 Jodel D.9 Bebe (558)       |
| F-AZAS AT-6G Harvard '3 FI'                    | G-AXZT Jodel D.117 G.T. (607)                          | OY-ALD DHC-1 Chipmunk (CI/0902)  |
| F-BDTA Piper J-3C Cub (f/n 9971)               | G-AZHC W.Jodel D.112 Club (585)                        | ex R.DanishAF P-147              |
| F-BJMQ CP1310C-3 Emeraude (911)                | G-AZHH K & S SA.102 Point 5 Ca - valiar (PFA/1593)     | OY-ALS Piper PA-20-135 Pacer     |
| F-BMBM Jodel D.140C (129)                      | G-BAHL DR.400/160 Knight (704)                         | OY-ANE Luscombe 8E Silvaire      |
| F-BOHJ L.21B Super Cub (18-5324)               | G-BBMM DHC-1 Chipmunk (CI/0300)                        | OY-DFB DHC-1 Chipmunk (CI/0205)  |
| F-BOXI Fournier RF.4D (4061)                   | G-BBMX DHC-1 Chipmunk (CI/0800)                        | PH-AFS AT-16ND Harvard (ex B165) |
| F-BPDG 892E Ralley 220GT (12200)               | G-BDAP AJEP/Wittman TW.8 Tail - wind (PFA/3507 & 0387) | PH-AVE L.21B Super Cub (18-3859) |
| F-GAEE DR.400/160 Chevalier(1147)              | G-BDKM S.I.P.A. 903 (98)                               | PH-COR Dykhaster (homebuilt)     |
| F-PERV Blériot XI ½ replica (1)                | G-BDVA PA-17 Vagabond (17-206)                         | PH-CSL DH.82A Tiger Moth (86609) |
| F-PJXZ Piel CP.301 Emeraude (200)              | on tail: F-BFFE & CN-TVY                               | PH-CWA L.18C Super Cub (18-2085) |
| F-PLUL Jodel D.119 (1027)                      | G-BDWX Jodel D.120A (311)                              | PH-DKB L.21B Super Cub (18-3818) |
| F-PTER Jurca MJ-2D Tempête (34)                | HB-SPG HM.19C Pou-du-Ciel (01)                         | PH-DKC L.21B Super Cub (18-3790) |
| F-PTXM Jurca MJ-2D Tempête (21)                | HB-YAP Breezy RLU-1                                    | PH-DMA S.11.1 Instructor (6276)  |
| F-PVQB Potez JD.60 (1)                         | HB-2004 Fournier RF.4D (4097)                          | PH-HOG S.11.1 Instructor (6275)  |
| F-PVQS Heintz Zenith 100 (03)                  | N82AM DH.82A Tiger Moth(86568)                         | PH-KMA AT-16ND Harvard(14A-1216) |
| F-PXKA Jurca MJ-2D Tempête (08)                | OE-AXB Westermayer WE-3 (03)                           | PH-NKD AT-6ANT Harvard (78-6922) |
| F-PXKQ Heintz Zenith 90 (20)                   | OO-CAR Jodel DR.1050M-1 (605)                          | PH-PLK GY-80-180 Horizon (239)   |
| F-PYBC Heintz Zenith 100 (28)                  | OO-EVE DH.82A Tiger Moth (85953)                       | PH-TRT PA-22-160 Tripacer (5933) |
| F-PYEF Pottier P-70S                           | OO-LRF Jodel DR.1051 (511)                             | PH-UCH Piper L-4J Cub (13045)    |
| G-AESE DH.87B Hornet Moth (8108)               | OO-MDM Aeronca 7AC (3623)                              | PH-UEG SAAB 91A Safir (91.143)   |
| G-AHCR Gould-Taylorcraft Plus D, Special (211) | OO-MON Stampe SV.4B (1172)                             | PH-VER Verlaan Boomerang (-)     |
| G-AIRI DH.82A Tiger Moth (3761)                | OO-MOU Jodel DR.1050 (399)                             | - Van Ommeren (Bensen) VO2       |
| G-APMX DH.82A Tiger Moth (85645)               | OO-NDE Jodel DR.1051M-1 (611)                          | S-6 DHC-2 Beaver (1620)          |
| G-ARDZ SAN Jodel D.140A (49)                   |                                                        | SE-BCD Globe GC-1B (1065)        |
| G-ARZW Phoenix Currie Wot (1)                  |                                                        | SE-FTY Pitts S-2A (2049)         |
|                                                |                                                        | SE-XCU Pazmany PL-2              |



# DUTCH REGISTER



## NEW REGISTRATIONS -- MAY 1978

PH-BGP PA-32-260 (780007; ex N9656C) del. 24-5-78  
N.E.A.S. BV, 6/78 Hollandsche BetonGroep  
PH-FTF F.27-600 (10571) ex PH-EXB, Fokker-VFW,  
15-5-78 o.o.r. to Egypt Air Charter  
PH-GAZ Piper L.21B (18-3537; ex 54-2337) R-109  
Stichting Vliegspot Gilze-Rijen 23-5-78  
PH-HAT PA-25-235D (7556207; ex N9877P) 19/5 of  
J.Mastenbroek, f/f in Holland 18 May.  
PH-KDK F.172N (F.1691; ex PH-AYG) 11/5 ASH BV



PH-LIA PA-28-181 (780196; ex N9889K) OO-HCK of  
NEAS BV. 25 May to G.Huizinga  
25 May to Vliegdiens Holland Noord BV  
PH-NPT F.172N (F.1641; ex PH-AXF) 18/5 ASH BV



PH-PLX Cessna T.210L (61148; ex N217S, D-EATX,  
OO-ADI) 26 May to Air Service Holland BV  
PH-SAG SA.330 Puma (1361; ex F-WTNN) del. 26 May  
30/5 Schreiner Airways BV. Left 1 June to ?  
PH-TGA (2) F.150M (F.1394; ex PH-AYH) 29 May to  
Noord Nederlandse Aero Club 'Avio Eelde'

## NEW OWNERS -- MAY 1978

PH-AVL FR.172G (F.0216) 12/5 of Vergunst Aviation  
PH-DPA F.172N (F.1622) Dutch Airlines Pilots AC  
PH-EDI FR.172J (F.0352) 23/5 of H.E.M.Smit  
PH-HAI FR.172E (F.0022) 18/4 Armita Nederland BV  
PH-HLG F.150L (F.1106) 12 May of A.S.H. BV  
PH-JET FR.172K (F.0624) 23 May of J.M.Simons  
PH-KDE F.150M (F.1058) 25/5 Air Service Holland  
PH-MJB PA-28R-201 (7837227; ex N30028) M.J.Buys  
PH-OII Cessna 182P (62722) 8/5 of G.C.J.H.v.Hest  
PH-OTD Cessna U.206A (0653) Vergunst Aviation  
PH-PDW PA-28-181 (7690211) Ch.HJM van Kempen  
PH-TOK Piper L.21B (18-3793) T.K.van der Meulen  
PH-TRT PA-22-160 (22-5933) B.Ydis & R.Leistikow  
PH-VDK F.172M (F.0994) 12/5 Air Service Holland  
PH-VST F.150M (F.1199) 12 May to Air Service Hol-  
land BV, 7 June to Denmark & o.o.r.  
PH-VVD F.150M (F.1372) S.Vliegschool Zestienhoven  
PH-WCU PA-28R-201T (7703094) Brainware Nederland  
PH-YET FRA.150M (F.0312) General Package Ned. BV

## RESERVATIONS -- MAY 1978

PH-EAT PA-25-235D (7405785; ex N9622P) Mastenbroek  
PH-KNL L.21B Super Cub (18-3870; ex 54-2449, R-159  
PH-KNO L.21B (18-3875; ex 54-2462, R-172) delivered  
by road to Gooise Zweefvliegclub 14 April  
PH-MBT DC-10-30CF (46985) Martinair Holland  
PH-RAF FR.172K Hawk-XP for J.D.van AS (PH-RAS??)

## MISCELLANEOUS -- MAY 1978

PH-ADP PA-32RT ex N9619C PH-FEJ PA-34 ex N9620C  
PH-AUK F.177RG to G-BFPZ PH-ILE B.95A to G-BFLZ  
PH-BUS PA-24 to G-BFKR PH-LTV C.310Q to D-IELW  
PH-EMA DHC.6 to 9M-AVT PH-LTZ C.402B to D-ICLW  
PH-EMB DHC.6 to 9M-AVU PH-VHN F.172K to G-BFPH  
PH-GAS PA-30 to OO-ABF PH-ZBG F.28 to F-GBBX  
PH-CSL DH.82A (86609) f/f after rebuilt 28 April  
PH-DMA S.11.1 (6276) crashed 4 June at 16hoven  
PH-EHH F.172L (F.0882) rolled-over while landing  
at Lelystad 1 April; brought to ASH/Teuge  
PH-GON F.172M (F.0953) based at Rotterdam for the  
Aero Club (ASH-owned)  
PH-HBG FA200-160 (224) to NEAS BV  
PH-MVA PA-28-181 (7790437) crashed Teuge 1 May,  
between two poles will be repaired  
PH-PCB PA-28R-200 (7635226) to NEAS BV  
PH-SRM DR.400/140 (870) crashed Hilversum 1 June  
PH-NSK PA.28-140E (7325387) ditched at R'dam 2/5

## CANCELLED -- MAY 1978

PH-CEP BÖ.208C (700) C. of A. suspended 20-6-75  
PH-DTG DC-10-30 (46556) to YV-134C of VIASA 27/5  
PH-KFF Cessna P.206 (0141) CofA suspended 5-4-76  
PH-NDL Fairchild 24R-46A Argus III (961) C.of A.  
suspended 30-6-74; will be restored  
PH-PLY PA-32R-300 (7780314) crashed 29 April



## BRAN-TUG

On 17 April the RNethAF lent it last twenty  
L.21Bs to the KNVvL. Most of them will be re-  
assembled with Air Service Holland and appear  
on the Dutch Register. Direct to some gliding  
Clubs went: R-183 and R-186 to Terlet

R-131 and R-172 to Hilversum 14 April  
Already seen at Teuge during April/May & June  
were R-130/135/138/149/159/163/165/175/182.

A Piper PA-31-310 was delivered on 8 June to  
KLM Aerocarto; YK-ARA (31-7300942)

On 2 June a Trush Commander, N5593X started  
a demonstration in Holland for a.o. H.Bogaerds,  
and Tom's Vliegbedrijf.



A Dutch company is currently flying with an  
Irish registered PA-31-350, EI-BDW (7852082) ex  
N27606. The aircraft was bought via NEAS in May.

PanAm started a campaign selling cheap tickets  
for Schiphol-Boston, for no less than Fl.115,-  
(one way) and Fl.325,- (retour). Due to this, a  
lot of troubles occurred for waiting people at  
Boston and Schiphol. Some passengers were camping  
within the departure hall at Schiphol until it  
was their turn to go!

KLM Helicopters is currently using a Bo.105  
D-HDDV (S-128) leased from MBB.

PH-LZE a F.172E (F.0058) is the first non-Super  
Cub to appear in Reclamair c/s. It was seen at  
Teuge 9 June. Reclamair/Martinair will start a  
flying school at Beek with this aircraft and a  
few Super Cubs for banner-towing.

The Rijksluchtvaartschool is quoting PH-BNN as  
the Beech F.33C which crashed near Gander, seen  
at Eelde so far are: BNB/C/D/F/J/K/L/P/H but not  
PH-BNM/N/O. Anyway the insurance company ordered  
a new one.

Deelen Open Day on 17 June did show civil  
aircraft too PH-NGV a NHI-3 (3007). PH-GER/PSW/  
LET/BKT/KLU/ACG/GRB/RLS/CEX/BND/HOI/NZD/ RPD/RPF/  
ULS, F-AZAQ a DR.1, N96240 a Beech C-45, G-BEDF  
B-17G '485784', '151132' B-25, G-AHOU DH.89A  
Rapide, G-ANCS E-1 replica.



corrections to number 90,91 and 93 Friendship ;  
10311 f/f 27-10-66, 10324 now registrated as OO  
-PSF, 10334 PH-EXC, oor 1/8, delivered 06-08-70  
10340 bought 01-05-75 by BIAS. 10354 Nigeria Aw  
back to Alia 26-02-69.

10373 5148 PH-FMV, f/f 04-10-68, 11-10-68 to  
F-BPUC of Air France/CEP, current  
10374 5148 PH-FMW, f/f 14-10-68, 21-10-68 to  
F-BPUD of Air France/CEP, current  
10375 5151 PH-FMX, f/f 18-10-68, 30-10-68 to  
F-BPNE of Air Inter, current.  
10376 5151 PH-FMY, f/f 23-10-68, 01-11-68 to  
F-BPNF Air Inter , bomb explosion  
at Quimper Airport 05-08-74 w/o.

10377 5148 PH-FMZ, f/f 03-11-68, 13-11-68 to  
F-BPUE of Air France/CEP, current  
10378 5148 PH-FNA, f/f 14-11-68, 22-11-68 to  
F-BPUF of Air France/CEP, current  
10379 5148 PH-FNB, f/f 27-11-68, 11-12-68 to  
F-BPUG of Air France/CEP, current  
10380 5151 PH-FNC, f/f 09-12-68, 18-12-68 to  
F-BPNG of Air Inter, current.  
10381 5151 PH-FND, f/f 06-01-69, 10-01-69 to  
F-BPNH of Air Inter, current.  
10382 5148 PH-FNE, f/f 14-01-69, 24-01-69 to  
F-BPUH of Air France/CEP, current

10383 5151 PH-FNF, f/f 28-01-69, 18-02-69 leased Air Inter , 01-07-69 bought as F-BPNI, current  
10384 5151 PH-FNG, f/f 13-02-69, 07-03-69 leased Air Inter , 01-07-69 bought as F-BPNJ, current  
10385 6152 PH-FNH, f/f 28-11-68, 06-12-68 to VH-TQN of Trans-Australian 'John Batman' , current  
10386 6152 PH-FNI, f/f 09-12-68, 17-12-68 to VH-TQO of Trans-Australian 'Augustus Gregory' curnt  
10387 6152 PH-FNK, f/f 17-12-68, 24-12-68 to VH-TQP of Trans-Australian 'John McKinlay' , current  
10388 6152 PH-FNL, f/f 02-01-69, 08-01-69 to VH-TQQ of Trans-Australian 'David Collins' , current  
10389 5148 PH-FNM, f/f 21-02-69, 07-03-69 to F-BPUI of Air France / CEP, crashed Nantes 24 July  
1974, rebuilt with fuselage 10528, f/f 08-04-76, 15-04-69 back to F-BPNI , current.  
10390 5148 PH-FNN, f/f 14-03-69, 28-03-69 to F-BPUJ of Air France/CEP , current.  
10391 6153 PH-FNO, f/f 29-01-69, 20-02-69 to 9Q-CLK of Air Congo, 25-10-71 Air Zaire, current  
10392 6153 PH-FNP, f/f 05-02-69, 20-02-69 to 9Q-CLL of Air Congo, 25-10-71 Air Zaire, current  
10393 6153 PH-FNR, f/f 03-03-69, 12-03-69 to 9Q-CLM of Air Congo, 25-10-71 transferred to Air  
Zaire , crashed Boende, Zaire on 9 January 1975, written off.  
10394 6153 PH-FNS, f/f 03-03-69, 17-03-69 to 9Q-CLN of Air Congo, 25-10-71 Air Zaire, current.  
10395 6153 PH-FNT, f/f 05-03-69, 01-04-69 to 9Q-CLO of Air Congo, 25-10-71 Air Zaire, wo 3-3-76  
10396 6155 PH-FNU, f/f 11-03-69, 04-04-69 to Danish Aero Lease as OY-DHW, 06-04-69 leased BIAS  
25-04-69 leased to Sabena, 05-05-69 subleased to Linair, 06-04-71 back D.A.L., 14-04  
1971 leased to BIAS/Linair, 06-05-71 leased to Maersk Air, 04-11-71 back D.A.L., 08  
January 1972 leased to Linair, 14-08-72 back Linair, 14-08-72 leased as EC-CAU to  
Aviaco, crashed 23-10-74, repaired, 26-03-76 stored at Ypenburg without engines, 13  
August 1976 back D.A.L. as OY-DHW, 23-11-76 leased as PK-JFH to Sempati Air Transport.  
10397 5148 PH-FNV, f/f 18-04-69, 16-05-69 to F-BPUK of Air France/CEP, 23 April 1970 leased to  
Fokker, 04-05-70 back Air France/CEP, current.  
10398 5148 PH-FNW, f/f 19-06-69, 10-07-69 to F-BPUL of Air France/CEP, current.  
10399 6160 PH-FNX, f/f 10-04-69, 22-08-69 to 5N-ABA of Nigeria Airways, current.  
10400 6160 PH-FNY, f/f 17-04-69, 29-07-69 to 5N-ABB of Nigeria Airways, current.



