

# FLY

101

February



aviation

magazine





COVER: An new type of aircraft being used as targets during gunnery practising, is the T-38A Talon. Ex-USAf a/c like this QT-38A 591596 were seen at China Lake in October 1978. (A.Wilderdijk)

PAGE 2: 'BUNDESMARINE'. SH-34J 80-94 during the Heli Meet at Lee-on-Solent in 1972.

Pembroke C.54 5423 as it was at Mönchengladbach on 20 November 1971.

BACK-PAGE: '25 YEARS F-100 SUPER SABRES': F-100D 11-EE/42174 of Armee de l'Air. Turkish AF F-100C 41798 on exchange at Nörvenich in 1973. F-100D 63610 Missouri ANG at Aviano, Italy on 29 May 78. (G.Zannetti)



WANTED: Colorslides of F-84 series (especially Greek/Turkish) and F-86 series. For trading or exchange. I have many spares from military aircraft from about 15 countries. Write to: Walter W. Cromwell, P.O.Box 489, MADOC, Ontario, Canada K0K 2K0.

#### FLASH BACK-ISSUES

Available, though in very small amounts are the following back-issues: 1977 - April, May, June, July/August, September, October, November, December. 1978 - January, March, April, May, June, July/August, October, November, December. All at DFL.2,50 each.

#### FLASH BOOK SERVICE

AIRSHOWS 1978 - compiled by David Sargent. Midland Counties Publications. DFL.9,25.

This new idea from MCP is well worth the modest cost involved. For the first time we have a listing of all air shows in Great Britain and the major European events all under one cover. Over 200 events (incl. visiting aircraft carriers, deployments, exercises) are given on 44 pages added with 120 black and white photos.

Also available are:

Dutch Military Aviation	DFL.15,95
German Military Aviation	DFL.15,95
Belgian Military Aviation	DFL.13,50
Spanish & Portuguese Mil. Aviation	DFL.13,50
British Civil A/c Register	DFL.15,95

The 2nd edition of French Military Aviation is not yet out but if you are interested, a copy can be delivered within days after the book is published.



# FLASH

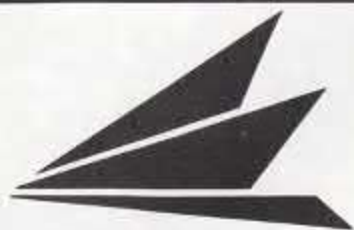
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Sample copies are free obtainable on request.

## A FIGHTER PILOT'S DREAM



#### A DREAM????

"Then I get visual contact with the plane which appears to be an F-15. I go to full power and try to get at his six o'clock. Apparently he has also noticed me, as he starts to perform some 'high-G' turns while pulling his bird up into an accelerating spiral climb.

'No chance, mate', and my gun sight camera will clearly show this 'kill'. Another F-16 victory! This could very well be the case somewhere in the 1980s. Any fighter pilot maybe eager to fly an aircraft as the F-16. It must be a great thrill, flying an aircraft with such outstanding manoeuvrability and performances. A dream for any fighter pilot especially for those who are still in the progress of being trained on the SAAB Safir as myself.....

Recently many important events involving the F-16 took place. Therefore in this issue four pages devoted to the F-16. In the May or June issue another such special on this plane is planned on occasion of the first a/c to be delivered to the Klu. The special has been split up due to an expected lack of space in the May and June issues.

Frank Swinkels

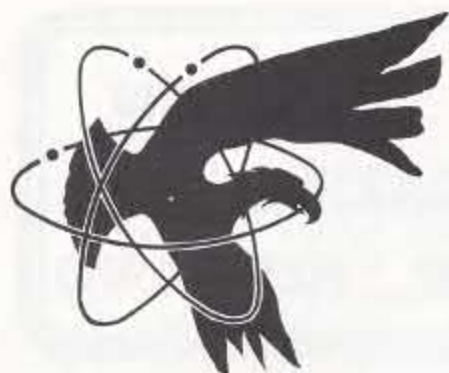
The editorial staff wishes to thank all those, who in one way or another, co-operated in this issue:

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# MILITARY NEWS

## Holland

• In the coming air-show season, the Dutch air force will of course be well represented. Last year, there were two Dutch air display performers Major Piet Smith with his NF-5A K-3031 and Kapt. Hans van der Werf with his F-104G D-8091.

Kapt. v.d. Werf gave his last performance in September last year. In March of this year, he will leave the air force and become a KLM pilot. No successor has been appointed as next year a demonstration act can be expected on the Dutch F-16.

Major Smith will only do one or two displays this year and his performances will be carried on by ELt. Leeuwenbergh (316Sqn) and ELt. Köning (315Sqn) taking turns at the various air displays. Both are expected to operate own aircraft painted with the red-white-blue tail.

A special request has been received to repeat the performance Maj. Smith and ELt. Leeuwenbergh did at Deelen with their 2 NF-5s. The request now depends on an air force decision whether this unique act can be seen again.

A third Dutch air force air display act is the F.27 Friendship flown by Major Boy Soons. Last year only one demonstration was given abroad but more demonstrations abroad might be possible this year.

• Early February, 314Sqn moved from Eindhoven to Gilze-Rijen. All their NF-5s will operate from this base for two months. In this period, the construction will start for a completely new runway. The move was necessary as the new runway crosses the existing runway. Operations from the new runway should be possible next year.

Mid-March, a detachment of 314Sqn will go to Bodø, Norway, to fulfil their commitments to Allied Mobile Forces. Later this year, another temporary detachment has been planned.

• Two additional F-15A Eagles were delivered to 32TFS on January 17: CR77-087 and 77-095.

Four aircraft departed from Langley AFB, of which one was a reserve. One aircraft went broke and returned to Langley with the reserve one. Two others are expected to complete 32TFS.

Early February six Eagles left for Zaragoza, Spain to catch up their training courses with Weapons Training School which is run by 406TFTW.

For the last time Langley's deployment at Soesterberg. Returning on 20 December were: FF-74-098 FF74-106, 74-131, 75-0024, 75-032, 75-034, 75-038 FF75-039, 75-046, 76-056, 76-058 and 76-059. The latter was the one suffering from a serious fuel-leak. The leak was of such extent it had to stick to a Mildenhall tanker all the way back to Soesterberg. All three remaining FF-Eagles finally left of December 22.

## Belgium

• On 12 December 1978, Starfighter FX-13 of the 1st Wing crashed near Gosselies; the pilot was killed.

• Alouette A77 of the Belgian Army was damaged in an emergency-landing near Deurne on 13 December; the chopper will be repaired.

• Kleine-Brogel's well-known gate-guardian. Thunderjet FS-2/KB-1, is in fact FS-17, ex 51-9599. This aircraft crashed at Kleine Brogel on 9 April 1956 and was subsequently transported to Saffraanberg where it was used as an instructional airframe and reserialled FS-2. The Thunderjet was brought back to Kleine Brogel in April 1963 and parked in front of the officers-mess.

The real FS-2 is ex 50-1826, which was returned to the USAF in 1956.

• Latest acquisition of the Luchtvaartmuseum in Brussels is a Swedish Draken; this aircraft, of the 161st squadron at Uppsala, landed at Melsbroek on 20 November 1978. It came via Angelholm and Wittmundhafen. Aircraft in concern is

*D-8091 as it was painted in September 1978. Originally only 'Klu 65' was inscribed. But on a deep-dark July-night, members of 312Sqn, added a plus sign indicating the Klu is pensioned off. (R. Portengen)*







Two Thunder Mirages at Kleine Brogel. Seen on 23 June last year were the following decoys: BA-02/FU-???, BA-03/FU-???, BA-05/FU-048, BA-06/FU-183, BA-07/FU-185, BA-58/FU-???, and FU-197. (S. Meester)



• Much of the materials to support ReForGer arrived at Antwerpen harbour. Subsequently an invasion of military transport aircraft flew in and out of Deurne/Antwerpen airport:

Jan. 17: 37849 C-130E USAF 22931 C-12A USArmy  
18071 U-21A USArmy 22337 UH-1H USArmy  
18: 22944 C-12A USArmy 21569 UH-1H USArmy  
18021, 18037 and 18059 all U-21A USArmy  
58-17 and 58-19 DO-28D Luftwaffe  
19: 10934, 40540, 96582, 96583, 40504 C-130E  
50-99, 50-93 and 51-09 C-160D Luftwaffe  
22952 CH-47C Chinook USArmy  
21950 and 22262 C-12A USArmy  
18071 and 18037 U-21A USArmy  
22337 and 21569 UH-1H USArmy  
20: 40540, 96582, 96583, 10934, 01274 C-130E  
50-06 and 51-14 C-160D Luftwaffe  
22: 40504, 01274, 10934, 40527, 96582 C-130E  
18071 U-21A USArmy 21569 UH-1H USArmy  
50-09, 50-79 and 51-14 C-160D Luftwaffe

• Disposal of the Pembroke appears to have been as follows:

RM-1 to N51973	RM-6 to N51962	RM-10 to N51966
RM-2 to N51948	RM-7 to Helch-	RM-11 to N51970
RM-3 to N51951	teren	RM-12 to N51972
RM-4 to museum	RM-8 to N51963	
RM-5 to N51965	RM-9 to N-1964	

Way-up in the air. Pembroke RM-7 at a recreation park near Helchteren, Belgium. (J. Schoofs)



## Alpha Jet deliveries

### FRANCE:

5 a/c (E1-E5) to CEAM at Mont-de-Marsan  
14 a/c delivery to GE.314 in May  
9 a/c delivery to Patrouille de France in August/October  
17 a/c delivery to GE.314 in March 1980  
17 a/c delivery to GE.314 in September 1980  
17 a/c delivery to GE.314 winter 1980  
14 a/c delivery to CEVSV.338 in 1981  
30 a/c delivery to EC.8 in 1982  
?? a/c delivery to GE.313 in 1982/1983

The last of the E-series is expected to roll off the production-line at Toulouse-Colomiers by the end of 1984.

### WEST GERMANY:

2 a/c to ES-61 at Manching  
2 a/c to TslW.3 at Fassberg  
50 a/c (A5-A54) delivery to JABOG-49 between February and August 1978  
17 a/c (A55-A71) delivery to Decimomannu, Sard.  
104 a/c (A72-A175) delivery to JABOG-43 (1980) & JABOG-41 (1981)

Despite serious set-backs as engine troubles and troubles with the ejection system, delivery of Alpha Jets to the Luftwaffe is still on schedule. So far 4 aircraft have been delivered and this month flight operations were to commence as well as an air force test programme. In July the first squadron should be equipped with 18 aircraft.

### FOREIGN:

Belgium (33 a/c) delivery between December 1978 and April 1980

Togo 5 (a/c) delivery between May and Oct. 1980

Ivory Coast (12 a/c) delivery starting Oct. 1980

Morocco (24 a/c) delivery late 1979

A fourth African country, Nigeria, ordered the Alpha Jet. Twelve of these twin-jet trainers will be delivered to the air force in 1981/1982. Traditionally good relations between Germany and Nigeria contributed to selecting this aircraft over the British Hawk and other competitors. The Alpha Jet will replace the Czechoslovakian L-29 trainers.





Alpha Jet AT-02 at Brustem on 2 February. (J. Schoofs)

• The two Stamps SV-4Bs recently sold to civil have become OO-BPL (V-52) and OO-EIR (V-4).

• Alpha Jet 1B AT-01 was officially handed over to the Belgian government on 30 June 1978 and flown to Brustem on 13 December. The aircraft serialised AT-02 made its first flight at Gosselies on 27 November and was handed over to the air force on 14 December 1978; this was the first of the type built in Belgium. If further deliveries take place according to schedule, 18 aircraft will have been delivered by the end of August. In June, all T-33As of 11th Escadrille will be withdrawn and in December the same fate will overtake all Magisters of 7th Escadrille.

• F-16B FB-01, which made its official flight at Gosselies on 11 December 1978 was handed over to the air force at Gosselies on January 26.

## Italy

• Movements at Bari-Palese included:

- Nov. 6: 15-09 IL.14 Albanian AF  
31-26/MM61922 C-118A 31Stormo  
VV-80/MM61980 S.208/M  
SP-39/MM61873 (207Gr.) and 36-70/MM61882 (636SC) both P.166/Ms  
7: 41-76/MM40114 Br.1150 Atlantic 88Gruppo  
31-12/MM62012 and 31-13/MM62013 DC-9  
9: Ex-666 and Ex-667 AB.205s on delivery to Greek AF  
13: VV-35/MM61935, VV-37/MM61937 and VV-85/MM61985 all S.208/Ms CMVV  
17: 36-72/MM61918 P.166M (36-74/MM61871 24.11)  
25: 31-54/MM61954 PD.808TA 31Stormo  
26: EI-550/MM80611, EI-580/MM80641 & EI-591/MM80859 AB.206A.1s. EI-277/MM80529, EI-321/MM80692 AB.205s. EI-417 and EI-434 SM.1019s. All Esercito.

Aircraft operated by 512th Squadriglia Autonoma on January 5: RB-70/MM62007, RB-71/MM61941, RB-72/MM62008, RB-76/MM62010, RB-78/MM61970 all S.208/Ms  
RB-49/MM80329, RB-52/MM80352 AB.204Bs

Agusta-built CH-47C Chinook LC-011 of Lybion AF. (P. Druif via A. Ciarini)



• Movements at Rivotto included:

- Oct. 1: 46-06/MM61992 C-130H 50Gruppo/46AB  
Nov. 8: EI-341/MM80712 AB.206 Esercito  
21: 15-14/MM51-7253 HU-16A Albatross 84Gruppo  
27: 46-93/MM52-6029 C-119G 98Gruppo  
Jan. 15: 46-05/MM61991 C-130H 50Gruppo

## United Kingdom

• Movements at RAF Bruggen included:

- Dec. 4: XS603 Andover E.3 115Sqn  
XL450/042 Gannet AEW.3 (ex 849Sqn). On delivery to 431MU at Bruggen  
XR442 Heron C.2 781Sqn (Gannet-crew ferry)  
5: FT-36 T-33A and BD-04 Mirage 5BD both BAF  
K-4030 NF-5B RNethAF 315Sqn  
6: XV420/J Phantom FGR.2 568Sqn (approach only. Delivery flight to Wildenrath and subsequently became 'A' of 19Sqn)  
K-3013, 3045 and 3055 NF-5A RNethAF 314Sqn  
FX-15 and FX-51 F-104G BAF 10Wing  
24-42 and 22-08 F-104G Luftwaffe JABOG-31  
37-73 and 38-37 F-4F Luftwaffe JABOG-36  
XW904 Gazelle AH.1 AAC 664Sqn  
A-383 Alouette III RNethAF GPLV  
7: BA-31, 45, 61, 44 Mirage 5BA BAF 3rd Wing  
K-4030 NF-5B RNethAF 315Sqn  
8: XS712/A, XS727/D, XS730/H and XS737/K all Dominie T.1s of 6FTS  
11: WH902/N Canberra T.17 360Sqn  
WH793 Canberra PR.7 13Sqn (approach only)  
70-68 UH-1D Luftwaffe HTG-64  
12: XV808/W Harrier GR.3 3Sqn  
BA-44 and BA-35 Mirage 5BA BAF 1Sqn/3Wing  
K-3059 and K-4027 NF-5A/B RNethAF 315Sqn  
15: FX-95 and FC-12 T/F-104G BAF 10Wing  
XW328/22 and XW357/5 Jet Provost T.5A RAPC  
XB656/35 and XG164/36 Hunter FGA.9 1TWU  
XV471/F Phantom FGR.2 19Sqn  
XR520/AB and XR517/AN Wessex HC.1 72Sqn  
19: K-4019 NF-5B RNethAF 314Sqn (approach only)  
CR77-158r F-15B USAF (approach only)  
XZ134/P Harrier GR.3 3Sqn  
20: XT275/A Buccaneer S.2B 15Sqn  
FX-85, FX-90 and FC-12 T/F-104G BAF 10W  
33-CN/345 & 33-... Mirage IIIR FAF ER.1/33  
28: FX-33, FX-100, FC-02, FC-08 T/F-104G 10Wing  
A-177 Alouette III RNethAF GPLV  
Jan. 4: CR77-089 and CR77-090 F-15A Eagle USAF  
5: XW412/15 & XW358/18 Jet Provost T.5A RAPC  
10: XV471/F and XV484/G Phantom FGR.2 19Sqn  
11: XV439/D Phantom FGR.2 19Sqn  
XV181 Hercules C.1 LTW

• Finally the Harrier is getting an international reputation. Long standing interest of the Indian Navy resulted in a firm order of 8 Sea Harriers late December (including two trainers). This was an initial batch and is likely to be increased to the originally expected order for 24 aircraft. A replacement was needed for the ancient Sea Hawk which the Indian Navy still operates with No.300Sqn aboard HMS Vikrant. However, the Sea Hawks are still serving excellently and will not be replaced. The eight Sea Harriers will therefore go to a newly-formed unit No.306Sqn.

Since the change in its foreign policy, China is looking for large military supplies to update their armed forces. Of course America would be the first choice to deal with. But the Soviet Union heavily protests against arms-delivery to China and so China turned to France and the UK. For a fighter aircraft the final choice narrowed to the Mirage 2000 and the BAe Harrier. The Harrier was finally selected and the British government got national and international allowance to supply an initial batch of 80 aircraft.

Selecting the Harrier China took a grand decision. As a unique aircraft design the Harrier still suffers the problems proceeding from it. On the other hand the aircraft doesn't need the conventional large air bases and can easily operate from forward open field locations. Thus not necessarily requiring the standard complex operation facilities to get an aircraft airborne.

All eyes will be focused on China as it will built up a 'new' air force based on the Harrier concept. Finally the Harrier gets a real chance to prove itself.





*Belfast C.1 XR364 while in open storage at RAF Kemble on 28 June 1978.*

• After withdrawal of all ten Belfast C.1s from RAF service in November 1976, all went to RAF Kemble for open storage. Soon three were bought by Euro Latin Commercial: XR362/G-BEPE, XR368/G-BEPS and XR369/G-BEPL. All three flew to RAF Manston for conversion to civil cargo transport aircraft. However, work was stopped as financial troubles turned up. Later on the sale was cancelled. All Belfasts have moved from Manston last year as they did from RAF Kemble:

SH1816 XR362 G-ASKE/XR362/G-BEPE. Flew Manston-Stanstead 1.9.78  
 SH1817 XR363 Kemble-Hucknall 3.8.78  
 SH1818 XR364 Kemble-Hucknall 1.8.78  
 SH1819 XR365 Kemble-Hucknall 22.8.78  
 SH1820 XR366 Kemble-Hucknall 1.8.78  
 SH1821 XR367 registered to Euro Latin Aviation as G-BFYU 13.11.78  
 SH1822 XR368 G-BEPS. Flew Manston-Stanstead 31.8.78  
 SH1823 XR369 G-BEPL. Flew Manston-Hucknall 23.8.78 To Cosford Museum  
 SH1824 XR370 Kemble-Hucknall 3.8.78  
 SH1825 XR371 Kemble-Hucknall 25.8.78. To Duxford Museum.

• Within a few month's, No.216Sqn, a new Buccaneer squadron will be working up at Honington. This extra squadron was needed to house some 15 ex-RN Buccaneers that were recently delivered to the RAF.

Once 216Sqn attains full operational status, it will move to RAF Lossiemouth to join 12Sqn which will move there later this year. The ex-RN Navy Buccaneers are presently being de-navalized at St. Athans. A change which we haven't reported earlier is the split-up of the TWU at RAF Brawdy. Too many aircraft and bad weather forced this unit to create a detachment at RAF Lossiemouth. Some thirty Hunter FGA.9s and T.7s moved up North to form 2nd TWU. Operating the remaining Hunters and all Hawks, 1st TWU stayed at RAF Brawdy.

• Half-a-mile line-up of 25 C-130s, is aimed at by the committee of the IAT at Greenham Common. USAF's first production C-130, 55023, 'City of Ardmore' will be the focus. Over 46 air forces and 13 civil companies have been contacted and in January several replies had been received incl. Brazil, Australia, New Zealand,

*Also, RAF Germany operates a Phantom FGR.2 (XV418 of 92Sqn) in the experimental all-grey air defence colour scheme. (RAFG)*





Norway, Portugal and Israel.

The USAF announced it hopes to participate with a Boeing T-43C, B-52, U-2, KC-135, C-5 and C-141. The Portuguese AF with Asas de Portugal and a C.212, German Navy F-104s and Atlantic. Dutch Navy Neptune and Lynx. Norwegian F-104s and three F-5s. There is also a possibility for a Swiss AF Venom. Of course this is all still provisional.

## United States of America

• No funds for AV-8B production. The defence budget for Fiscal Year 1980 has now been presented to the congress. The list for aircraft to be purchased, differs only little from the one given in FLASH Nr.98/November 1978. Once the budget has passed congress we will give the definit. list.

As usual the discussions got started once the budget was officially announced. Taking money from that project, adding some to the other. Only one point was remarkable: no money had been earmarked for the production of the AV-8B Advanced Harrier. Again a mysterious decision in the V/STOL projects. A rather vague policy has been outlined by America on this subject. Several companies developed such projects and one of the latest and well-known is Rockwell's XPV-12A. A prototype rolled out in August 1977 but due to lack of enough funds the aircraft is still not ready for a free flight. Every one is convinced of the necessity to develop a VTOL or at least a (Very)STOL aircraft. As it now looks America tried to reduce the research and development costs as much as possible and therefore acquired the Harrier. It modified the design and now a new course will be set out to develop their own VTOL aircraft.

Meanwhile, in particular the US Marine Corps is at it's wits' end. For the USN it must have been a shock too as last year a fourth big nuclear powered aircraft-carrier was cancelled in favour of small less vulnerable aircraft-cruisers. However, they still have their F-18 programme. USMC can only turn to the much simpler A-4M Skyhawk while they were so well contented with the Harrier. Plans have therefore been issued to extend the operational service life of the AV-8A into the late 1980's by modifying them to AV-8Cs.

• Visitors at Ramstein on 24 January:

40612/437MAW, 40615/437, 40628/438, 40646/437, 50218/437MAW, 60166/438, 60167/437, 60183/438 & 70004 all C-141A Starlifters  
ZR69-365, 69-367, 69-375 RF-4Cs 26TRW (all had a white tail-tip with green stars)  
SP63-443 F-4C, SP66-753 F-4D and SP74-047 F-4E (all 52TFW; note three different Phantom-versions operated within one wing)  
20-38, 20-39, 22-00, 22-56, 22-59, 24-77, 26-07 & 26-24 all F-104G Luftwaffe JABOG-31  
LN70-403, 74-180 F-111F 48TFW HR68-515 F-4E 50TFW  
32-06 G-91R Luftwaffe ES-61 38-38 F-4F JABOG-35  
14650 OV-10A 601TCW 80216 C-5A 60MAW

In November, December and January, following F-4Es of 86TFW have been noted:

RS68-378y, 68-382y, 68-386(noted 12/78, ex HR)  
RS68-393y, 68-401y, 68-405(noted 12/78, ex HR)  
RS68-446y, 68-447y, 68-475y, 68-497y, 68-512y, RS69-249y (noted 1/79, ex HR)  
RS74-0650r, 74-0652r, 74-0656r, 74-0659(noted 1/79)  
RS74-0662r, 74-0663y, 74-0664r, 74-1041x, 74-1045r  
RS74-1049r, 74-1052r, 74-1637x, 74-1638x, 74-1639x  
RS74-1640r, 74-1641x, 74-1642r, 74-1643, 74-1644r  
RS74-1648r, 74-1649x, 74-1650x, 74-1651, 74-1653x  
(y=yellow fin tip, r=red and x=new c/s)

• A small interim ReForGer was held from 29 January till 5 February. Some 14,000 soldiers of the 1st Infantry Division from Fort Riley and 2nd Brigade/1st Cavalry from Fort Hood were transported to Germany. No helicopters or fighter accompanied the reinforcement.

ReForGer supported the big NATO exercise Certain Sentinel which was held from 30 January till 7 February in the area near Nürnberg, W.Germany. Participating in this exercise were 95 aircraft and 535 choppers.

Part of these 95 aircraft were 18 A-10A Thunderbolt IIs of 354TFW from Myrtle Beach. These 18 Warthogs were based at Nordholz from 19 January till 14 February as part of deployment Coronet Hoof:

MB76-535, 76-550, 76-553, 77-185, 77-186, 77-187  
MB77-188, 77-195, 77-196, 77-198, 77-199, 77-202  
MB77-206, 77-208, 77-216, 77-217, 77-220 all of 354TFW/355TFS

Initially only 17 arrived as MB77-184 had gone broke at Lajes when on their way to Nordholz. The latter flew to Bentwaters on 25.1 joining the delivery flight of A-10s to 81TFW.

Another deployment was to take 14 F-111Fs from Cannon AFB to Greenham Common on 24 January. Unfortunately nothing turned up and the whole was probably only an 'exercise-on-paper'. The USAF announced more of this kind of exercises will take place under a new programme called Silver Flag.



Illustrated twice is MB77-187 on arrival at Nordholz on 19 January. The deployment started only shortly after the severe winter period that isolated the entire northern part of Germany. (Above - A.Booy; Below - G.v.d.Veen)





## A-10ing in Europe

Again a lot to report on service-entry of the Fairchild A-10A Thunderbolt II in Europe.

On January 25, 14 A-10As of 92TFS were flown over from Davis Monthan AFB to RAF Bentwaters. The big Atlantic-crossing was made from Myrtle Beach AFB, to Lajes AB, Azores. After a rest at Lajes, all 15 A-10As resumed their journey while one had to abort its take-off. Arriving at RAF Bentwaters: WR77-228, 77-229, 77-235, 77-236, 77-237, 77-238, 77-239, 77-240, 77-242, 77-244, 77-245, 77-246, 77-247, 77-248.

Four others had already been delivered early December: WR77-227, WR77-230 and WR77-232.

Four Forward Operation Locations for A-10As have officially been announced. The main one is Sembach AB and additionally Leipheim, Ahlhorn and Nörvenich. Operations from the latter three should start in 1980 with a permanent detachment of eight aircraft. 81TFW's Detachment No.1 at Sembach started operations on 29 January when three A-10s, WR77-227, 233 & 192 arrived there. Together with some Thunderbolt IIs of 354TFW they participated in exercise Certain Sentinel.

At the moment 510TFS is training at Davis Monthan and will be the second unit to assign to 81TFW. 91TFS and 78TFS will start their conversion before the end of the year. Differently from previous reports 509TFS & 511TFS will be the other two new units (not 512TFS, which already exists at Ramstein). In September of this year, 72 aircraft will have been delivered making the wing operational. Additional deliveries till September 1980 will bring the unit's equipment to a grand total of 109 aircraft.



A-7E Corsair II 159277/AC312 of VA37 'Bulls' aboard USS Saratoga during its visit to Trieste, Italy. (EISG/Udine)

VS-22 S-3A: 160600/700, 160601/701, 160602/702  
160604/704, 160605/705, 160606/706, 160122/710  
160142/711  
HS-7 SH-3H: 149705/730, 149711/731, 149708/732  
148967/733, 149931/734, 149690/735  
VAW-123 E-2C: 160697/010, 160415/011, 160420/012  
160698/013 All aircraft coded AC

## West Germany

• Movements at Pferdsfeld included:

Oct. 3: 37-57(JB-33) and 37-19 (JG-71) both F-4F  
35-38 RF-4E AKG-51 27-87 TF-104G JB-34  
34-33 G-91T LEKG-43 58-87 DO-28D WS-50  
58-21(JB-31), 58-80(JB-34), 58-53(JB-32)  
and 58-57(JB-33) all DO-28Ds  
5: 31-79 and 31-23 G-91R LEKG-41  
11: 37-77 F-4F JABOG-36 70-69 UH-1D HTG-64  
Nov. 29: 26-03(JB-33) and 25-25(JB-32) both F-104G  
27-13 TF-104G JB-32 76-77 ALII HEER  
Dec. 19: 58-16 DO-28D JG-74 38-73 F-4F JB-36

Noted locals on these days:

37-13, 37-18, 37-22, 37-26, 37-30, 37-34, 37-38  
37-42, 37-46, 37-50, 37-54, 37-58, 37-62, 37-66  
37-70, 37-74 37-78, 37-82, 38-02, 38-06, 38-14  
38-18, 38-22, 38-26, 38-30, 38-38, 38-42, 38-46  
38-50, 38-54, 38-58, 38-62, 38-70, 38-74, 38-75  
All F-4F Phantoms of JABOG-35  
58-27, 58-75 and 58-94 DO-28D JABOG-35  
70-78 UH-1D SAR Pferdsfeld  
94-26/91 and 95-00/04 T-33A WPU

• Noted T/F-104Gs at Büchel in October & November:  
20-43, 20-58, 20-70, 20-71, 20-74, 20-81, 22-05  
22-07, 24-05, 25-18, 25-30, 25-44, 25-82, 26-03  
(all blue badge)  
25-23, 26-53, 27-34, 27-74 (all red badge)  
22-01, 24-00, 26-19, 26-28, 27-23, 28-24 (without  
badge). All of JABOG-33  
58-57 and 58-57 DO-28D (red badge) of JABOG-33

## Open Days -- Open Days

May 24: 'Open Deur' at Saffraanberg (Belgium)  
May 25&26: 'Air Fete' at RAF Mildenhall (UK)  
June 9-16: 'Paris Air Show' at Le Bourget (France)  
June 16: 'Open Day' at RAF Waddington (UK)  
June 18-25: 'NATO Tiger Meet' at Cambrai (France)  
June 22: 'Open Deur' at Kleine Brogel (Belgium)  
June 22&23: 'Vliegmeeting' at Florennes (Belgium)  
June 23&24: 'Int. Air Tattoo' at Greenham Common (UK)  
July 8: 'Flugtag 79' at Ramstein (W.Germany)  
July 31: 'Open Day' at Hahn (W.Germany)  
Aug. 3&4: 'Int. Air Days' at Yeovilton (UK)  
Aug. 18: 'Open Day' at RAF Valley (UK)  
Aug. 18: 'Open Day' at RAF Upper Heyford (UK)  
Aug. 31: 'Open Deur' at Goetsenhoven (Belgium)  
Sept. 12: 'Open Deur' at Florennes (Belgium)  
5: 'Open Deur' at Bierset (Belgium)

Note 1: All open days marked with an asterisk(x) have not yet officially been confirmed.

Note 2: From previous years, many cases are known of people wanting to attend an air show that had been postponed or cancelled. So, please keep in mind: ALWAYS CHECK BEFORE GOING.

• Movements at RAF Mildenhall included:

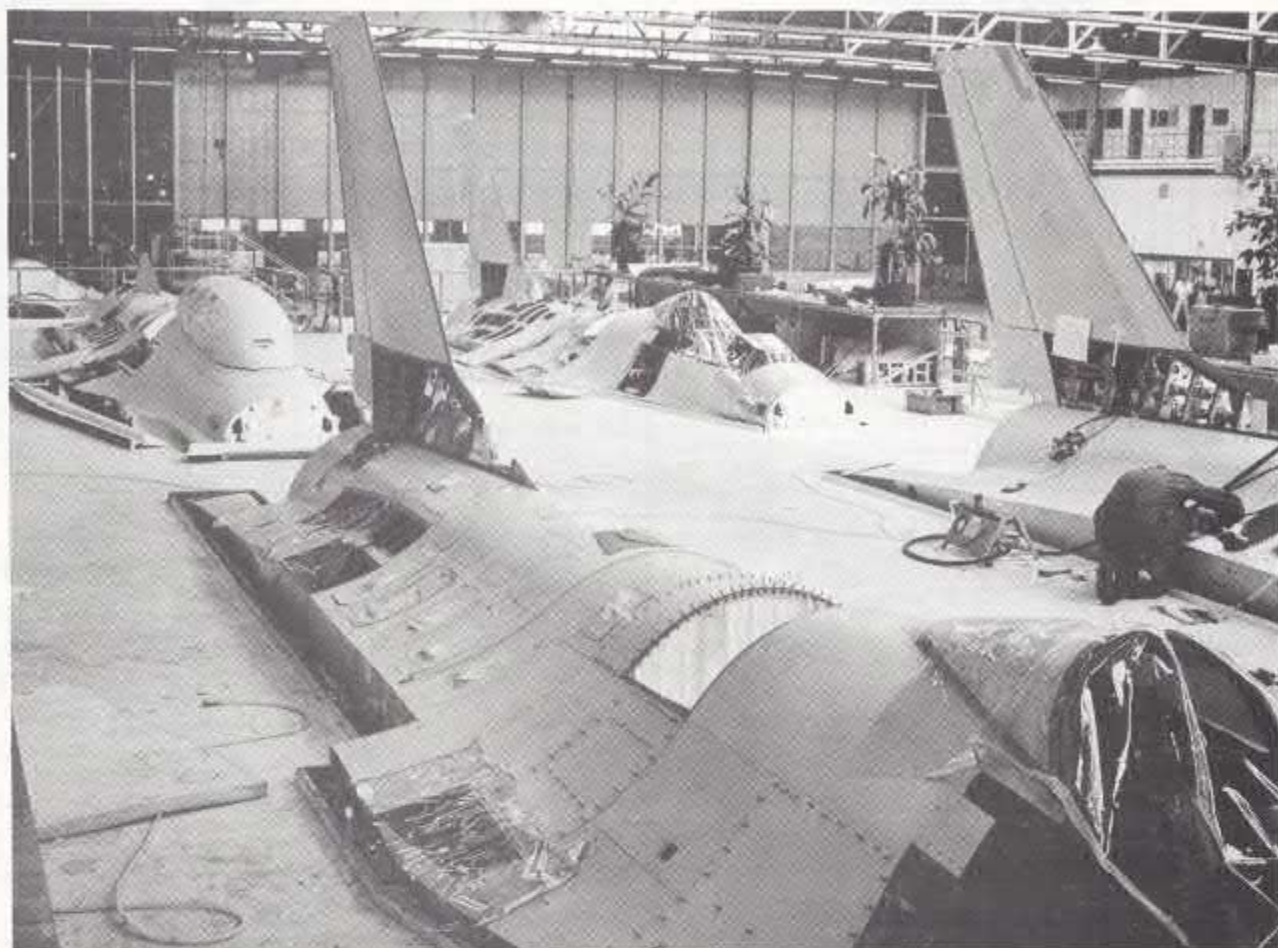
Jan. 4: WR77-227 A-10A Thunderbolt (approach only)  
23568 KC-135A 301ARW 21860 C-130E AFRES  
5: 13555 & 14679 OV-10A Bronco 601TCW  
12: 115465 DHC-5 Buffalo CAF  
13: 159889 P-3C Orion USNavy NADC  
17: 72593 KC-135A 68BW  
19: 21857, 21809 EC-130E 7ACCS (support for  
deployment Coronet Hoof - A-10s)  
22: 80753 C-130B West Virginia ANG  
24: 95828 HC-130N 55ARRS (left 31.1)  
80087 KC-135A New Jersey ANG  
27: 00296 C-130B AFRES/433TAW  
29: 80032 KC-135A Wash.ANG 4X-FBT C-130H  
31: 104806 and 104824 CF-104G CAF

• Arriving at RAF St.Mawgan on 20 January, were four F-15A Eagles of 1 TFW - FF74-103, 74-132, 75-019 and 75-038. Later in the week they moved to Alconbury where they stayed until 30 January when all four departed to Langley. The reason for all this moving around is not known but it stands a good chance the aircraft were involved in a deployment to Saudi Arabia. Around that time a demonstration detachment of 1TFW was expected there to familiarize air force personnel with the Eagle. The four attending the UK might have been reserve aircraft.

• Early November, USS Saratoga CV-60 visited Trieste harbour, Italy. During Christmas and New Year's Day it was in Portsmouth harbour, UK. At the latter occasion about 20 a/c were deployed to Rota, Spain. Noted aboard this aircraft-carrier on those two visits:

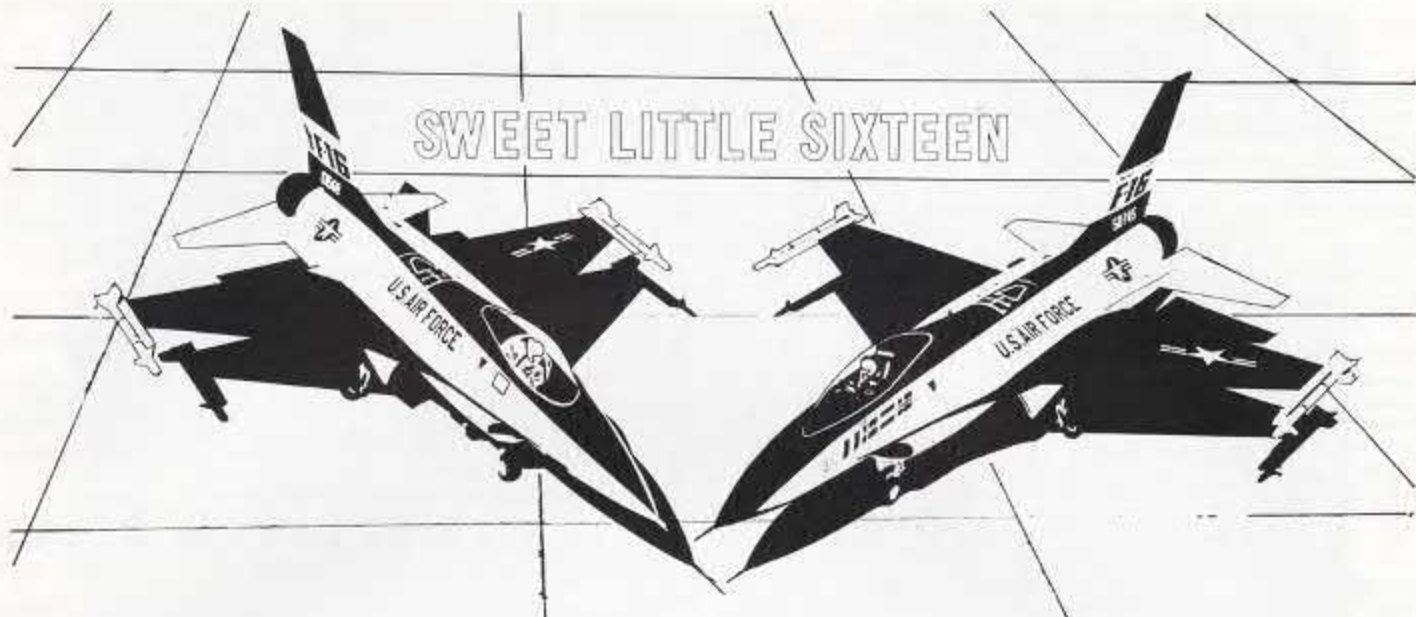
VF-32 F-4J: 155773/101, 153835/102, 155841/103  
155529/106, 153899/107, 153891/111, 157282/112  
VF-103 F-4J: 155854/200, 153808/201, 155864/202  
155510/204, 155757/205, 155574/206, 153824/207  
153877/210, 153884/211  
VA-37 A-7E: 157478/301, 158820/303, 158663/306  
158830/307, 158672/310, 157545/311, 159277/312  
VA-105 A-7E: 159283/401, 158673/402, 159291/403  
156882/405, 157567/406, 157569/409, 158829/410  
VA-75 A-6E: 158051/500, 158050/501, 158529/502  
151807/503, 158795/504, 152929/505, 158043/510  
158539/511  
VA-75 KA-6D: 152606/520, 151589/521, 152934/522  
152618/523  
VAQ-136 EA-6B: 158034/614, 158033/615, 158036/616  
158542/617







## SWEET LITTLE SIXTEEN



In January, General Dynamic's F-16 was many times in the news. It all started with the delivery of the first F-16 to 388TFW at Hill AFB. Second production a/c, 80002, was delivered to Edwards and is the first USAF a/c with Belgian-built wings. The Belgian air force took delivery of its first F-16 at Gosselies. An extensive trials programme started in Europe.

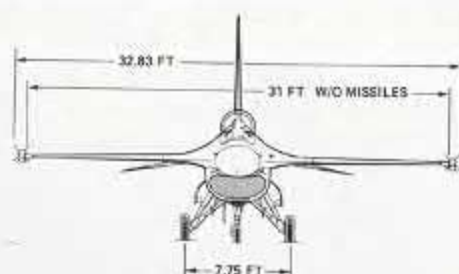
Below these items are widely described but first a small historical introduction. In May/June a similar special is planned but that will take a closer look at the future of the F-16.

The idea from which the F-16 was born, dates back to 1972 when the Light Weight Fighter Programme started. Originally the USAF was thinking about what they call an 'off-the-shelf' aircraft. So all existing systems combined in a new design. But the F-16 can hardly be called that way. The fly-by-wire system was not exceptionally new as other aircraft like the F-111 already entered production with such a system. But the bubble canopy was new, giving the pilot an  $360^\circ$  all-round vision,

$40^\circ$  down-over-the-side and  $15^\circ$  down-over-the-nose vision.

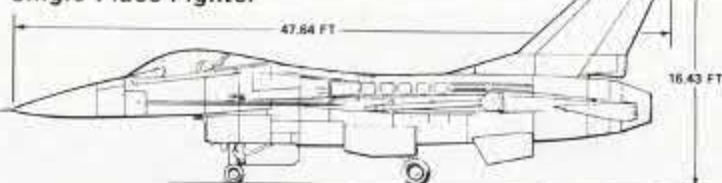
A Head-Up-Display, giving the pilot all data he needs to know during a dog-fight, projected in front of him. A Pratt & Whitney F.100-PW-100 afterburning turbofan engine. A very advanced engine with all the latest technologies included, easily maintainable and a high weight/thrust ratio. During the test & development programme problems occurred with this engine. Both Pratt & Whitney and General Dynamics did everything to give the impression the engine was alright but in operational service (F-15) the engine suffered many flame-outs. The F-15 Eagle has two F.100 engines so can afford one flame-out. The F-16 cannot and the engines will therefore be equipped with a safety against flame-outs.

The aerodynamical shape and advanced composite materials allow the aircraft to make turns up to 9G. This means the pilot in the aircraft is a limit and not as usual the aircraft itself. For a short period 9G can be sustained by a human body but the



### F-16A

Single-Place Fighter



WING AREA.....300 Sq Ft  
ASPECT RATIO.....3.0  
L.E. SWEEP..... $40^\circ$   
F-16A

WEIGHT EMPTY.....14,567 Lbs  
INTERNAL FUEL.....6,972 Lbs

F-16B  
WEIGHT EMPTY.....15,141 Lbs  
INTERNAL FUEL.....5,785 Lbs

TAKEOFF WEIGHT (A-A w/o Tanks)

F-16A.....22,785 Lbs

F-16B.....22,160 Lbs

DEMONSTRATED LOAD FACTOR.....9.0 "G"

MAX T.O. WEIGHT.....33,000 Lbs

SERVICE LIFE.....8,000 Hrs

ENGINE.....F100-PW-100(3)

## F-16 GENERAL ARRANGEMENT

### F-16B

Two-Place Fighter/Trainer





effects of long-term high-G gravity are presently being studied. Many times it's stated that positioning of the pilot's seat at an angle of 30° was done to compensate this problem. In fact this was only done as it was necessary due to the special lay-out of the F-16. With the air-intake under the front fuselage, a normal 13° positioned seat would increase the front profile area. Such a large front profile would considerably increase the drag thus reducing the aircraft's manoeuvrability.

Although the seat is positioned at 30°, the pilot sits nearly straight up in 'his office'. Only at 45° degrees or more serious advantages are gained.

Unique about the F-16 programme is the excellent management by General Dynamics. The programme still runs on a time-schedule which was set several years ago and the price of the aircraft has not yet exceeded the limit set by the USAF and all foreign air forces. However, since Iran cancelled the entire order for 160 F-16s this is likely to chance.

..00o.

On January 6, 388TFW at Hill AFB, Utah, accepted the first F-16 and will be the first wing to become operational on this type. 103 F-16As and F-16Bs will replace the F-4D Phantoms presently operated. The first batch of 30 aircraft are to be delivered to a training squadron. The remaining aircraft will go to three other squadrons. Also located at Hill AFB, is Ogden Air Logistics Center which is responsible for supporting the F-16 in service through out the world. So Hill AFB will be an important F-16 location as 388TFW is to train all USAF and many foreign F-16 pilots.

..00o.

Six month behind the Belgian programme, the first Dutch Air Force F-16 will be handed over at Schiphol early June. This means the first flight of a Dutch assembled F-16 will take place late April/early May.

Fokker will produce 174 F-16s: 102 for Holland as interceptor/fighter-bombers of 311,312,322,323Sgns and reconnaissance of 306Sgn. 72 for Norway as interceptors. Delivery of the first Norwegian F-16 should be in January 1980.

Late January the assembly-line at Fokker contained eight F-16s. Once fully production is reached, three aircraft will be completed every month.

..00o.

PAGE 10: Two photos illustrating the production-line at Fokker-VFW/Schiphol. (Fokker-VFW)

BELOW: On 7 August, first production a/c, 80001, made two maiden flights. Here seen while landing for a second time concluding a total of hours and five minutes of flight. (GD)

## F-16 program milestones

Apr 1972	US Air Force selects two prototype competitors for Lightweight Fighter Program
Dec 1973	Rollout of YF-16 number one (01567)
Feb 1974	First Flight of YF-16 number one (01567)
Feb 1974	YF-16 attains supersonic speed (01567)
May 1974	First flight of YF-16 number two (01568)
Jan 1975	US Air Force selects YF-16 as its Air Combat Fighter - announces plans to procure at least 650 aircraft
May 1975	First transatlantic flight
May 1975	YF-16s complete 500 hours of flight
Jun 1975	Paris Air Show (01567)
Jun 1975	Belgium, Denmark, Norway & The Netherlands announce plans to buy 348 F-16s
Jul 1975	Longest flight with refuelling 89 hours
Aug 1975	F-16 manufacturing begins (first chips)
Dec 1975	Assembly of F-16 number one begins (50745)
Jul 1976	First European co-production contract signed
Oct 1976	Rollout of F-16 number one (50745)
Oct 1976	Iran announces plans to buy 160 F-16s
Dec 1976	First flight of F-16 number one (50745)
Jan 1977	USAF announces plans for an additional 738 F-16s
Feb 1977	First flight of F-16 number two (50746)
Feb 1977	F-16 number one and YF-16s surpass 1,000 total hours of flight
May 1977	Belgium, Denmark, The Netherlands and Norway sign contracts for a total of 348 F-16s.
May 1977	First F-16 non-stop, unrefueled flight across the US
Jun 1977	Paris Air Show (01568)
Aug 1977	Maiden flight of first two seat F-16
Oct 1977	Department of Defence endorses F-16 full-scale production
Nov 1977	F-16 prototype launches all-weather AIM-9F Sparrow missiles
Jan 1978	Ship first complete F-16 fuselage to Europe for final assembly
Feb 1978	F-16 assembly line opens at Sonaca/SABCA facilities in Belgium
Apr 1978	Second European assembly line opens at Fokker-VFW in The Netherlands
May 1978	F-16 static durability aircraft completes two life-times of testing
Jun 1978	Eight and last development F-16 completes maiden flight
Jul 1978	Assemblers attach first major European produced F-16 components (wings from Belgium) to a USAF F-16
Aug 1978	F-16 becomes first single-seat fighter to achieve accurate, unassisted delivery of laser-guided weapons
Aug 1978	First production F-16 completes maiden flight (80001)
Aug 1978	USAF accepts first of 1388 production F-16s
Aug 1978	Israel announces plans to procure 75 F-16s
Jan 1979	First F-16 delivered to a USAF fighter squadron at Hill AFB, Utah
Jan 1979	Belgian Air Force accepts first European-built F-16 (FB-01)







On 11 December, FB-01 made its first flight. This F-16B was built by General Dynamics and shipped to Gosselies where it was re-assembled. The first European-assembled F-16 was flown by Belgian test pilot Serge Martin of SABCA and General Dynamics chief test pilot Neil K. Anderson in the rear seat. A 70-minute flight over Southern Belgium was made.

At the SABCA's Gosselies plant, Lt.Gen. Marcel de Smet, Belgian Air Force Chief of Staff, accepted the first Belgian F-16 on January 26. On this occasion, FB-01 gave 'acte de presence'. Also present in Belgian air force colours was F-16A FA-01. Furthermore, four unmarked F-16s were parked outside the plant on this day.

SABCA will produce 174 F-16s; 116 for Belgium as interceptors of 1Wing and fighter-bombers of 10Wing. 58 for Denmark as interceptors of Esk.727 & Esk.730. Delivery of the first Danish F-16 should be in January 1980.

General Dynamics is expected to display a Belgian built F-16 at the Paris Air Show in June.

### F-16 deployment

At Pease AFB, a four month's F-16 tour through Europe started on February 6. F-16A 50746, 50749, 50750 and F-16B 50752 made a non-stop flight to RAF Mildenhall. After the night-stop they continued the trip to their final destination Bodø, Norway. After two weeks winter-trials at Bodø, three F-16s will move to Skrydstrup, Norway.

50746 has been brought up to Norwegian standards including a drag chute and will return to the States once the trials at Bodø are completed. During April/May, the trio will operate from Alconbury, UK and Hahn, W.Germany.

All four Edwards-based machines are in all-blue finish and pilots during the various tests will be recruited from Norway, Denmark, Belgium & Holland.







## BRITISH MILITARY AIRCRAFT SERIALS 5

Spread over four issues (nrs.89-92), we have published a series of articles concerning RAF serials starting with XS101. Written by Mr. Thornley it contained a complete survey on all serial blocks supplemented with some additional information. UK-agent Barry Bailey-Hickmann collected all up-dates, corrections and additions and compiled a fifth part.

XS115-128 Westland Wessex HAS.1/HAR.3  
149-154 121 - correct w/o date 2.72 - most likely correct as this was the third HAR.3 conversion. 124 - w/o 16.9.68 off HMS Eagle. 126 - w/o 9.9.69. 151 - thought to have been w/o in collision with XS154 on 12.4.65.

XS159-174 Hiller HT.2  
700-706 160 - w/o 30.5.74 (bits to G-BDOH). 162 - w/o 3.9.74. 163 - w/o 15.11.69 (fell off lorry). 171 - w/o 9.2.70 702 - w/o 11.1.67 (used in composite as noted)

XS175-186 Jet Provost T.4  
206-229 226 - broken up 3.71 at 27MU

XS230-231 Jet Provost T.4  
230 - built as T.4, converted to BAC164 standard, first flight as such 28.2.67. 231 - ex G-ATAJ model BAC166 first flight as such 7.67.

XS349 Hughes 269A  
684 349 - ex/to G-ASBL. 684 - ex/to G-ASBD

XS241 Westland Wessex HU.5  
479-500 486 - bits on Fleetlands dump 5.76 (a/c w/o or rebuilt). 494 - w/o 4.4.68 ditched off HMS Albion. 497 - w/o 14.12.65 at Bau, Sarawak. 519 - damaged beyond repair 18.3.69 possibly in Far East.

XS412 Westland Whirlwind HAR.10  
w/o 18.6.68 c/n WA420

XS463 Westland Wasp HAS.1  
476 531 - w/o 29.3.77 off Portland. 533 - w/o 15.11.69 in Lyra Bay and not to Brazil! (date also quoted as 15.11.68?) 562-572 562 - w/o in 1969.

XS576-590 DH Sea Vixen FAW.2  
590 - with FAA museum at Yeovilton.

XS650-652 Slingsby T.45 Swallow  
C/ns 1386, 1387, 1373(ex BGAl107) & 1397 (ex BGAl136) respectively.

XS674-679 Westland Wessex HC.2  
678 - was loaned to Omani AF

XS655 Westland SPN-3 Hovercraft  
C/n N3-001

XS681-683 Brantly B.2  
681 - ex/to G-ASHK. 683 - ex/to G-ASHJ

XS688-696 HSA Kestrel  
695 - w/o 15.3.67

XS726-739 HSA Dominie T.1  
Batch missed out

XS856 VA-2. C/n VA2-001(not VA-3 as originally printed).

XS941 Miles Student  
ex G-APLK

XS944-973 BAC TSR.2  
It has never been confirmed that these 30 aircraft run in one sequence. Possibly they are in two blocks.

XT101-150 AB Sioux AH.1  
C/ns 1563-71, --, 1575, 1577-92, 1535, 1537-41, 1544-49, 1551, 1550, 1553-62. 101 - w/o 18.4.74 140 - SOC 29.3.76 107 - not to Malaysian 141 - cr. 3.8.65 AF; to civil 9M-AUN the SOC 29.3.76 125 - date was 6.12.66 127 - date also given as 7.3.67 128 - did not crash but was scrapped 15.3.66 150 - w/o 6.2.68 133 - w/o 22.7.66 (then to 7923M) (then to Arborfield as instr. 136 - w/o 11.7.66 (airframe))

The dates given for XT122,123,128,161 and 173 are Struck Off Charge dates, not dates of crash or w/o.

ABOVE: Phantom FGR.2 XT910 at Coningsby on 26 July 1978. (F. Elving)  
BELOW: Basset CC.1 XS770 of A&AEE at Abingdon on 16 September 1978. (B. Bailey-Hickman)





XT151-250 Westland Sioux AH.1  
 498-516 164 - date also 238 - w/o 7.7.73  
 540-570 quoted as 19.6.65 242 - w/o 15.4.75  
 798-820 169 - not w/o, broken 498 - date also  
 824-849 up at Wroughton quoted 2.9.71  
 10/76 502 - date also  
 174 - w/o 18.4.73 quoted 5.5.73  
 175 - w/o 12.10.68 513 - w/o 20.1.71  
 177 - date also (not to civil)  
 quoted 8.4.69 547 - w/o 30.5.75  
 184 - w/o 11.6.71 809 - w/o 12.8.68  
 200 - w/o 29.3.76 813 - w/o 29 or  
 204 - date also 30.1.69  
 quoted 3.4.69 818 - w/o 18.12.75  
 208 - w/o 17.3.72 836 - w/o 27.2.73  
 216 - date also 840 - w/o 27.3.75  
 quoted 30.7.66 845 - date also  
 219 - w/o 26.2.67 quoted 24.11.69  
 (1.3.67 is SOC) 849 - w/o 30.9.75  
 225 - w/o 17.3.75

XT401-405 DID NOT EXIST. Yemen serials were 401-406  
 not as published c/n WA580-585.

XT294-325 Northrop D.1 Shelduck

XT400-414 Batch allocated for drones but not  
 taken up

XT414-443 Westland Wasp HAS.1  
 778-795 C/ns should be prefixed 'F' e.g. F9584  
 (F stands for Fairey).  
 416 - not to Brazil. 432 - to Cornwall  
 Aero Park. 795 - cannibalized forspares.

XT448-487 Westland Wessex HU.5  
 755-774 462 - w/o in ground accident at Culdrose  
 on 20.1.66. 758 - w/o date also quoted  
 as 12.1.76.

Four of this type also operated by No.38qn of 2FTS

XT595-598 McDonnell-Douglas Phantom YF/F-4K  
 C/ns 1449, 1527, 1611, 1669 resp. 595 &  
 596 are YF-4K. 597 & 598 are F-4K (FG.1)  
 596 not w/o in 1971 - seen at Holme on  
 Spalding Moor in 5.74.

XT601-607 Westland Wessex HC.2  
 667-681 677 - w/o 25.4.68 (then to 8016M). 678--  
 scrapped by 8.77.

XT614-649 Westland Scout AH.1  
 C/ns F9620-9655  
 641 - w/o date also quoted as 7.10.66  
 646 - w/o 2.67

XT653 Slingsby T.45 Swallow  
 C/n 1420

XT657 Westland SRN-5 Hovercraft  
 Missed from article

XT717-748 MQM-36A Drones  
 Missed from article

XT891-914 McDonnell-Douglas FGR.2/F-4M  
 Built as F-4M and NOT CONVERTED!

XT877-890 McDonnell-Douglas FG.1/FGR.2  
 915-919 877-890 never allocated, therefore all  
 reference to these aircraft should be  
 deleted.  
 915-919 cancelled order

XV118-141 Westland Scout AH.1  
 C/ns F9693-9716  
 125 - w/o 2.1.70 & SOC 8.2.72

XV332-361 HS Buccaneer S.2  
 XV335 w/o 1.7.69

XV172 Cushioncraft CC.2 Hovercraft  
 Missed from article

XV176-223 Lockheed Hercules C.1/C-130K  
 194 - w/o 12.9.72. 216 - w/o 9.11.71  
 198 - w/o 10.9.73

XV226-263 HS Nimrod MR.1  
 Now believed that seven of this batch  
 are to be converted to AEW.

XV269-273 DHC-2 Beaver AL.1  
 269 - w/o 5.7.67

XV285 Cushioncraft CC.2. C/n 003

XV310-324 Westland Sioux HT.2  
 312 - not to civil but to Fleetlands  
 Apprentice School.

XV371-373 Westland Sea King HAS.1  
 642-677 Only 371-373 existed, therefore delete  
 all mention of 374. 371-373 were not  
 Westland SeaKing, they were Sikorsky  
 SH-3D c/ns 61-394, 395 & 396 resp.  
 642-677 & 695-714 have c/ns WA630-685  
 372 - w/o 15.1.69 707 - cr. 22.7.74  
 644 - cr. 19.11.74 believed w/o  
 645 - cr. 13.1.72 712 - w/o 26.10.77  
 667 - cr. 12.74

XV393-442 McDonnell-Douglas FGR.2/F-4M  
 460-501 427 - w/o 22.8.73 near Siegen  
 440 - w/o date also quoted as 25.4.73  
 477 - w/o 20.11.72. This aircraft origi-  
 nally thought to have been w/o 22.8.73  
 but subsequently it turned out to be  
 XV427.

XV614-617 Westland SRN-6 Hovercraft  
 859 614 - was run over by a lorry and w/o  
 15.6.69. 859 - c/n N6-027

WEATHER HERK. Hercules W.2 XV208 at Greenham Common on 31 July 1976.





XV622-639	<u>Westland Wasp HAS.1</u> C/ns 9717-9734 XV626 with AES 12.75 & 7.77 therefore presumed WFU.	XW566	<u>BAC Jaguar T.2</u> C/n B08
XV719-734	<u>Westland Wessex HC.2</u> 727 - w/o 31.1.69 during cold weather trials in Norway. 732 & 733 - built as HCC.4 not converted.	XW635	<u>Beagle Husky</u> C/n 3690 - ex G-AWSW
XV738-762	<u>HS Harrier GR.1</u> 776-810 XV776 w/o 9.4.75 at Church Stretton, Salop.	XW640	<u>Schleicher Ka6CR</u> C/n 6525 ex BGA1348
XV870-881	<u>HS Buccaneer S.2</u> Batch cancelled	XW660	<u>Hoverair Hawk</u> c/n 058
XW198-237	<u>Westland Puma HC.1</u> 212 - not w/o - current as 'CJ' 33Sqn 215 - not w/o - current as 'CM' 33Sqn 229 - c/n is 1185 not 1188	XW630	<u>HS Harrier GR.1/T.2</u> 763-770 916-924
XW246	<u>Hovercrafts</u> 249 255 Exact types: Westland SRN-5, Cushioncraft CC.7 (c/n 001) and BH-7. 659 does not exist.	XW664-666	<u>HS Nimrod R.1</u> Not PR.1
XW660	<u>Hoverair Hawk</u> C/n 058. Missed from article	XW788-791	<u>HS.125 CC.1.</u> Not Dominie C.1
XW280-284	<u>Westland Scout AH.1</u> 612-616 795-799 C/ns P9735-9739, P9740-9744 and P9758-9762 resp.		
XW179-195	<u>Westland Sioux AH.1</u> C/ns should be prefixed 'WA' as with previous batches. XW194 - cr. 5.10.73		
XW287-336	<u>Jet Provost T.5</u> 351-375 404-438 297 - w/o 17.9.70 331 - w/o 11.4.73 in landing accident 356 - w/o 12.9.72 426 - w/o 23.12.77		
XW525-550	<u>HS Buccaneer S.2</u> 532 - w/o date not as printed. Crashed 25.3.71 near Wansum (NL). Wreck with wreck investigation people at Farnborough 5.72.		
XW174-175	<u>HS Harrier T.2</u> 264-273 925-927 C/ns T1-T2, T3-T12 and T14-T16 resp. 274 - did not exist - no connections with G-VTOL.		
XW555	<u>Cushioncraft HM-2</u> C/n 010. Missed from article.		
XW560	<u>BAC Jaguar GR.1</u> 563 C/ns S06 and S07 resp.		



ABOVE TOP: Wasp HAS.1 XV633/441 at Isevilton on 5 August 1978. (B.Bailey-Hickman)  
ABOVE: Scout AH.1 XW513 at Greenham Common on 24 June 1978.  
BELOW: 'Tiger' Puma HC.1 XW228/DB of 230Sqn at Greenham Common on 24 June 1978.







- XW835-839 Westland Lynx prototypes  
C/ns 1/02, 1/04, 1/06, 1/03 & 2/09 resp
- XW933-934 HS Harrier T.4  
C/ns T17-T18
- XW938 Piper Twin Comanche  
Also ex G-ATMT
- XW983 Slingsby Venture T.1  
C/n 1735 ex G-AYUP
- XX153 Westland Lynx prototypes  
469 C/ns 2/11, 1/07, 3/13, 3/18, & 4/20 resp  
510, 904 and 911
- XX466-467 Hawker Hunter T.7/T.66B  
XX466 - ex G-9-215 then to Saudi as 70-616, later became Jordanian before re-entering RAF service with a new serial. The original RAF serial for this aircraft was XL620.  
XX467 - ex XL605, G-9-214, Saudi 70-617 Jordanian 836 before returning to the RAF with a new serial.
- XX475-500 HP/SA Jetstream T.1  
500 - should c/n for this a/c be 420???
- XX505-508 HS.125 CC.1/CC.2. NOT Dominie CC.1!  
XX505 c/n 25252 & XX506 c/n 25271 are mark CC.1. XX507 & 508 are CC.2. The c/ns for these are 256006 & 256008. The '6' underlined indicates series 600, therefore HS.125 CC.2.
- XX907 Westland Lynx AH.1/HAS.2  
910 C/ns 1/08 and 3/16 resp.
- XX513-562 SA Bulldog  
611-640 623 - also crashed 22.7.76 - saw wreck of XX618 and tried to land nearby, but  
653-672 performed a ground loop.  
685-714



- XZ128-139 HS Harrier GR.3  
C/ns P187-198. XZ140-142 - never allocated.
- XZ145-147 HS Harrier T.4  
C/ns T27-T29
- XZ240 Schleicher Ka3 Glider  
Missed from article.
- XZ280-287 HS Nimrod  
Never allocated XZ200-207. This was a case of someone trying to crib information from Woodford and misreading details.
- XZ290-349 Westland Gazelle AH.1  
This badge does not end at 337 but goes up to 349. As far as XZ337 were built at Yeovil, the rest were built at Weston-Super-Mare.
- XZ930-942 Westland Gazelle AH.1 (further badge)
- ZA101 HS Hawk. G-HAWK for trials
- ZA250 HS Harrier T.2 G-VTOL for trials
- Credits: John Dyer, John Downey, Paul Jackson, Chris Kitchen, Simon Warren. W.M.A.G.

TOP PAGE: Nimrod XZ283 visiting RAF Wyton on 27 July 1977. ABOVE: Bulldog T.1 XX526/C of Oxford UAS at RAF Abingdon on 16 September 1978 (B.Bailey-Hickman). BELOW: Demonstration Harrier ZA250/G-VTOL at Yeovilton on 5 August 1978 (B.Bailey-Hickman).





## On 2nd Thought

Compiled by N.A.Wiltens,  
With special thanks to  
P.Jackson and F.Smith.



### G-91 ARTICLE (Oct.78-page 12/15)

G-91Y serials: the second badge should read MM6851 to 6868 (not up to 6968).

Aircraft noted at Treviso 9.8.78: 2-60 correct serial is MM6307 - the concerned aircraft crashed. Code 2-32 is listed twice - 2-32 is MM6283 and MM6302 is 2-22. Noted on 22.9.78 at the celebration of 20 years G-91s with 2 Stormo, the following were noted:

#### 14 Gruppo:

2-01/MM6416	2-02/MM6408	2-04/MM6388
2-05/MM6393	2-06/MM6417	2-07/MM6381
2-10/MM6415	2-13/MM6409	2-16/MM6409
2-21/MM6300	2-22/MM6302	2-23/MM6306
2-24/MM6312	2-25/MM6303	2-30/MM6280
2-31/MM6275	2-32/MM6283	2-33/MM6287
2-34/MM6277	2-35/MM6274	

#### 103 Gruppo:

2-36/MM6424, 2-37/MM6377	2-40/MM6411
2-41/MM6390	2-42/MM6420
2-44/MM6394	2-54/MM6309
2-56/MM6291	2-60/MM6307 (w/o, noted as wreck)
	2-62/MM6292
	2-63/MM6308
	(until at least 9.8.78, 2-63 was MM6269)
2-64/MM6397	2-65/MM6276
2-67/MM6269	2-70/MM6272
	2-66/MM6285

Known G-91T crashes are as follows:

MM6289 NC2 RS-8	13.04.64 near Latina (coll. with G-91R MM567)
MM6318 NC48 SA-18	12.6.65 at Pratica di Mare
MM6320 NC50 SA-20	19.6.65 at Le Bourget
MM6324 NC54 SA-24	26.10.67 at Amendola
MM6331 NC61 SA-31	02.08.68 at Amendola (coll. with G-91T MM6334)
MM6334 NC64 SA-34	02.08.68 at Amendola (coll. with G-91T MM6331)
MM6335 NC65 SA-35	04.04.71 at Rimini
MM6345 NC75 SA-45	26.09.67 at Amendola

MM6347 NC77 SA-47	21.12.67 at Treviso
MM6352 NC82 SA-52	05.09.66 near Foggia
MM6354 NC84 SA-54	18.06.74 at Luqa (Malta)
MM6358 NC88 SA-58	near Capo Frasca range (Sardinia)
MM6365 NC95 SA-65	29.06.67 at Amendola
MM6367 NC97 SA-67	05.12.66 at Amendola
MM54396 NC123 SA-96	???? Wreck seen at Amendola on 02.08.76

#### LOOSE ENDS

Nov.78 page 5: News/Belgium - the Hunter at Zellick is ID33 (not ID26).

Page 6: News/France - movements Lann-Bihoué Oct.10 144 was U/31F - in 6.78 it was noted uncoded with 33F. 142/P has been at Rochefort as an instr. airframe since 9.74. 124/G progressed to code '2' by 6.76 and still noted as such in 6.78. 134/B noted as 'R' in 6.78 (previous code was 'B'). 459/A should be 453/A - last seen 5.77 (459 does not exist)

page 18/19: Belgian Light Aviation - Alouette II A19 collided with A91 near Vieww-Genappe on 30.05.68, killing both pilots.

Dec.78 page 5: 323Sq anniversary/static-the serial of the Lightning was somewhat erased during the printing. LTP's 'Charlie' is XR716.

page 6: News/Holland - movements Soesterberg Oct.5 242 and 246 are both AH-12A Wasps (not Lynx)

page 9: News/USA - movements Ramstein Oct.13 156528/LL-40 is a P-3C Orion (not P-3B)

page 14: C.A.L.E. Viterbo 18.5.78 - delete EI-137/MM53-7759 as being an O-1E; it is an L-21B Super Cub.

page 15: Loose ends/93-12&13: the Magister crashed on 8.4.63 is MT-28 (not MT-8)

page 16-19: Belgian AF:- Dakota K-8 is CW-H (not CW-A). Code IS-P was applied to Thunderjet FZ173 (not FZ175). DDH Dove was c/n 04506 (not 04606).



ABOVE & LEFT: two air-to-air photos of two G-91Ts of SVBAA based at Amendola (M.Grino)





Several ex-Japanese F-86F Sabres have been delivered to VX-4 and are operating from China-Lake as flying targets. Illustrated is F-86F 553865. (A.Wildderijk) The next On 2nd Though will include a more comprehensive article on remotely controlled a/c and especially the PQM-102.



PHOTO COMMET (Dec.78)

Closer inspection of the Hornet photo on page 9 showed the aircraft while landing instead of taking off as mentioned. The leading-edge is dropped 18%, increasing the aircraft's angle of attack thus reducing the landing speed. Many readers must have wondered what that funny ugly looking chopper on page 14 actually

ugly looking little chopper on page 15 actually was. So did we! Soon we found the following info: Luaidi L.59, a four-seat version of the L.57. Two of these helicopters were built by Macchi at Varese. Unique about this chopper was the absence of a tail-rotor; instead a gyroscopic system was installed. Results of this new system must have been insufficient as the planned production of 50 aircraft never took place.

The AV-8B on page 15 was published upside down but who didn't notice?

#### GANNET ARTICLE (Nov.78-page 11/14)

WN464, XA459 & XG831 are all AS.6; XA470 is COD.6. XT752 never sold to Indonesia, but used to train Indonesian pilots at White Waltham. XG888 worth mentioning that this Gannet spent the period 1957-1967 with the Royal Australian Navy. The missing Gannets: XL498 to Brawdy ASU 14.3.67 and the accident at Withybush was later that month. Repaired by NASU and flew and flew again 16.1.67. To XG888 worth mentioning that this Gannet spend the period 1957-1967 with the Royal Australian Navy. The missing Gannets: XL498 to Brawdy ASU 14.3.67 and the accident at Withybush was later that month; repaired by NASU and flew again 16.11.67; To 767/BY; then to Fairey Hayes where struck off charge; to Lee-on-Solent on 1.5.69 and scrapped. XR431 w/o 6.9.64 (not 6.9.74) XG890 not to Indonesian Navy - fate now unknown.

#### EB-57Es IN EUROPE (Loose ends, Dec.78-page 15)

The five EB-57E aircraft which were in Europe during last autumn are of 17th DSES and are based at Malmström AFB, Montana, so not at Forbes Field. The latter used to be an EB-57E base for 117th DSES/Kansas ANG but this unit recently became operational on the KC-135A and subsequently was re-titled 117thARS. The ex-117thDSES EB-57Es were passed on to the 134thDSES/Vermont ANG based at Burlington, the only remaining ANG-unit to operate the type.

Visiting RAF Binbrook on 18 August 1978 was this EB-57E 54263 of 17th DSES. (M.Skinner)









At Manchester lots of foreign aircraft can be seen. For example, this Beech which was there on 23 November '77. Photo Don Murgatroyd.

If it wasn't for the Lockheed Electra, the Dutch Navy would never had to make a choice between the Orion and the Atlantic. N5514, was seen at Hollywood/Burbank on 25 August '76. Photo Ben Ullings.

Although the aircraft nowadays flies for Air Shetland, this photo shows it before its delivery by CSE Aviation, the British agent for the Embraer EMB.110P.2. Photo Henk Ruiken.

## DUTCH REGISTER



### SCHIPHOL

Movements in November (military ones included):

- 1: YU-AID 73312 Antonov 12, Yugoslavian AF
- 2: 4X-FBX 428 C-130H Hercules, ID/FAF  
N17072 Grumman G.1159 Gulfstream II
- 2: N811BN Douglas DC-8-51, Braniff
- 3: D-ABYM Boeing 747-230B/SCD, Lufthansa (new)  
PH-BUL Boeing 747-206B-SCD, K.L.M. (delivery)  
G-BDAE BAC.1/11-518FG Dan-Air
- TC-JBU B.707-321B T.H.Y. G-JOHN PA-28R-201
- 6: G-ARIR Viscount, Dan-Air c/s but no titles  
HB-LEH Cessna 340
- 7: G-ANSZ de Havilland DH-114, Peters Aviation  
F-BXOL Beech 200 OY-ASR Cessna 500
- 8: N448M Boeing 707-321C Maverick  
F-BRAX Beech 60, T.A.T. (?)
- 9: G-BPAT & G-BEVN Boeing 707-321C, Pelican A.T.  
F-BPNU Nord 262, S.F.A. HB-LEZ Cessna 414  
83 Nord 262, Fr.Navy DM-STC IL.18 Interf
- 11: N15713 Boeing 707, G.I.A.
- 13: VP968 Devon C.2/2, RAF G-BSAL Grumman G1159  
N864F DC-8, Seaboard N445CC Cessna 500  
N600SR Cessna 500 Citation
- 14: G-AWDK Cl.44-D4 Tradewind N5034 BAC.1/11, TAG
- 15: X8640 Andover E.3, Royal Air Force, new c/s  
N759A Grumman G.1159 Gulfstream II
- 16: TY-BBI F.27, Air Benin N73M Grumman G1159  
5N-ANI F.28 Fellowship, Nigeria Airways
- 17: G-AXAA Cl.44-D4, T.A.C; N600SR Cessna 500  
EC-DEM DC-8, Aviacco, delivery (ex PH-MAU)
- 18: G-GVER Cessna 500 HB-IEY Grumman G1159
- 25: G-WIND B.707, Tradewinds N64 Sabre, FAA  
PH-SYB PA-44 Seminole (based)
- 27: G-BFRK Herald, E.A.S.
- 28: YV132C DC-8, VIASA N427MA Boeing 707  
EL-AIL B.737 Air Liberia (rough field version)
- 30: G-BFDS Fokker F.27, N.L.M. Cityhopper

Movements in December:

- 2: G-ASWU HS.125, British Airways (ex Cyprus)  
LZ-TUS Tu.134, Balkan G-AWAP SA.318
- 4: 92 Nord 262, Fr.AF PH-EXT F.28, NLM
- 5: HB-VEX Cessna 500 OY-DVL Cessna 500  
N9175 Cessna 404
- 8: LX-FCV Boeing 707, Aero Uruguay  
JA8055 Douglas DC-8, Japan Air Lines
- 9: PH-ARO F.27, NLM (new) OE-FIX RC.690  
G-AYOX Viscount, BMA LN-ALL Cessna 210  
EC-BIG Douglas DC-9, Iberia, new colours
- 11: D-ABKN Boeing 727, Lufthansa (new a/c)  
YU-AGI Boeing 707, J.A.T.
- 12: 65 F-BRAN Nord 262, French Air Force  
F-BEEA Boeing B.17G, I.G.N.
- 13: G-DJBI Cessna 500-II SE-DEO Cessna 500
- 14: 65 'F-YDOW' Nord 262, French Navy  
G-BFEA Beech 200 HB-LIW Piper PA-31  
OE-FPO Cessna 500 Citation
- 16: XT-ABH Piper PA-31, Ins.Geogr. de Haute Volta  
D-COOL Learjet SE-GEO Beech 99
- 17: OY-KGS DC-9, SAS new c/s OD-AGJ B.747 Saudi
- 18: 4X-FBT 435 C-130H Hercules, ID/FAF  
I-PKET Mystere 20 HB-VDH Learjet
- 19: 44/LH 'F-RBLH' MS.760 Paris, French Air Force  
XT-ABH PA-31 (still present)  
G-BEIZ Cessna 500 YU-BIH Learjet 24
- 20: G-AMRA DC-3, Eastern Awa F-GRLA Learjet 24
- 21: PH-MBT DC-10-30, Martinair (delivery)  
N4995V Mooney M.20F G-TAMY Cessna 421B  
T10-4 /301-04 (EC-ZNK) C-130H Spanish AF
- 22: ST-AHG B.707, Air Malta (in full colours)  
PH-EXD F.27 Maritime, Spanish SAR
- 25: 4X-FBT 435 C-130H Hercules, ID/FAF
- 26: 61/LY 'F-RBLH' MS.760 Paris, French Air Force
- 27: 7T-WAS F.27 Algerian Air Force
- 28: 7T-WAQ F.27 Algerian AF PH-TSM Piper PA-31
- 29: ST-AHG B.707, Air Malta G-BSKY DC-8, IAS
- 30: G-AMRA DC-3, Eastern Awa ST-AHG B.707, AirM.

### NEW REGISTRATIONS ----- DECEMBER 1978 -----

- PH-ARO F.27-400 (10270; ex PH-FGM, D-BARO, PH-ARO, G-BFDS) BV Nederlandse Luchtvaart Mij NLM.  
PH-CHB F.28-4000 (11138; ex PH-EXT) KLM/BV NLM.  
PH-EDY PA-38-112 (78A0467) Netherlands Europ.AS.  
PH-FTK F.27-200 MARITIME (10581) Fokker - VFW  
PH-IOO F.172N (F.1758; ex PH-AXJ-II) A.S.H. BV  
PH-LTP Cessna 402B (0855; N5198J, I-ASBN) A.S.H.  
PH-MBT DC-10-30CF (46985) Martinair Holland NV.  
PH-STV Mudry Cap.10 (89; ex F-BXHW) S.G.Vonken  
PH-TZC L.21B (18-3839; ex 54-2439, R-149) Twentsche Zweefvliegclub  
PH-VDC Cessna T.201M (210-62368; ex N761MR, PH-AXZ-II (ntu) Duikbedrijf Vriens BV  
PH-ZEY Piper PA-36-375 (36-7802064) A.Heijboer

### CHANGES ----- DECEMBER 1978 -----

- PH-CAT Cessna 182P (54128) to Air Service Holl.  
PH-GAV PA-18-135 (18-559) to Skylight BV  
PH-HVP F.150M (F.1194) to A.Wijntjes  
PH-IBU Rayley 235E (13125) Rayley Flight Center  
PH-JMR F.172N (F.1749) to A.M. van der Wouw  
PH-JTG MS.893E (13182) to De Groote Molen BV  
PH-KLU Harvard IIB (14-664) to A.C. Groeneveld  
PH-OOG Cessna F.172RG (F.0116) to N.E.A.S.  
PH-PAW PA-25-260 (25-2203) new engine installed  
PH-TVM Cessna F.152 (F.1498) Transavia Vliegclub

### CANCELLED ----- DECEMBER 1978 -----

- PH-BAJ PA-18-135 (18-5512) to Skylight BV, oor.  
to G-SUPA of Colton Aviation Services  
PH-GAA F.150L (F.1136) o.o.r. 13-12-78 to OO-LWM  
PH-GAX L.21B (18-3847) to Skylight BV, to G-SCUB  
PH-KAV F.150K (F.0569) to A.S.H. BV, to G-BLAL  
PH-LTY F.150L (F.0682) o.o.r. to G-SALL  
PH-PUT Wassmer WA-40 (47) o.o.r. to Belgium  
PH-SRO F.172N (F.1528) o.o.r. 13-12-78 to OO-LWC  
PH-WAG F.172M (F.1352) o.o.r. 14-12-78 to G-....  
PH-ZBS F.28-3000 (11137) o.o.r. to 5H-CCM





# NEW REGISTRATIONS ----- JANUARI 1979 -----

PH-CHD F.28-4000 ( 11139 ; ex PH-EXU ) K.L.M./N.L.M.  
 PH-FEJ PA-34-200T ( 7870203 ; ex N9620C, PH-FEJ )  
 J.Pover . Change of adress was the cause of  
 this new registration by the R.L.D.  
 PH-KNB Piper PA-18-135 ( 18-3810 ; ex 54-2410 and  
 R-120 ) Eindhovense Aero Club .  
 PH-LTO Cessna 414A ( 0097 ) Air Service Holland .  
 PH-SSB SA.330J Puma ( 1583 ; ex F-WXFM ) Luchtvaart  
 maatschappij Schreiner Airways BV. Delive-  
 red 14 January and left 24 Jan for Indonesia

# CHANGES ----- JANUARI 1979 -----

PH-BSX F.177RG ( F.0095 ) to Air Service Holland .  
 PH-JBF F.172N ( F.1757 ) to Aero Club Teuge B.V.  
 PH-LEO F.150M ( F.1238 ) to Air Service Holland BV  
 PH-MIE F.172M ( F.1122 ) to Air Service Holland BV  
 PH-SMD PA-32-300 ( 7840196 ) to J.G. Storken .  
 PH-SYB PA-44-160 ( 7995084 ) Flyyourself Holland BV  
 PH-VDW F.172H ( F.0626 ) to Air Service Holland BV  
 PH-VIR Cessna 421B ( 0506 ) Air Service Holland BV  
 PH-VIT F.172H ( F.0620 ) to Netherlands European  
 Air Services BV.  
 PH-WEC Cessna 210L ( 59793 ) to J.Mastenbroek .

CANCELLED ----- JANUARI 1979 -----  
 PH-FEJ PA-34-200T ( 7870203 ) to PH-FEJ ( : )  
 PH-HLG F.150L ( F.1106 ) o.o.r. to G-ETUP  
 PH-PFS BN.2A-26 ( 788 ) to Germany , OLT .  
 PH-TGR F.150M ( F.1255 ) o.o.r. to G-HULL  
 PH-VDK F.172M ( F.0994 ) o.o.r. to G-FOXY



# ----- TEMPORARY REGISTRATIONS -----

The second PH-AX. block of Air Service Holland .

reg	type	c/n	ex	to
PH-AXA	F.172N	F.1718		OY-AZM
PH-AXB	FR.172K-XP-II	F.0625		09-01/G-KERR
PH-AXC	F.182Q-II	F.0080		29-01/CO-TWR
PH-AXD	F.172N	F.1699	SE-GYH	ntu. PH-BAX
PH-AXE	F.182Q	F.0089		30-11/G-THAM
PH-AXF	F.182Q	F.0092		17-12/OY-...
PH-AXG				
PH-AXH	F.172N	F.1673	F-BNGR	PH-SKC
PH-AXI	F.172N	F.1751	D-EMSP	24-10/D-E...
PH-AXJ	F.172N	F.1758		23-11/PH-ICO
PH-AXK	F.172N	F.1744	F-BRQG	18-10/PH-BIR
PH-AXL	F.152	F.1498	I-SCDY	ntu. PH-TVM
PH-AXM	F.150	F.1391		26-10/PH-JDM
PH-AXN	Cessna 340A-II	0508	N6339X	PH-AXN was not officially permitted as the Cessna 340A was built in America. D-ICER
PH-AXO	FR.172K-XP	F.0632		
PH-AXP	Cessna T210M	62673	N6065B	PH-AXP was not permitted, see PH-AXN. D-EGOM
PH-AXQ	F.152-II	F.1551		D-E...
PH-AXR	F.172N	F.1769		19-01/D-EICL
PH-AXS	F.152-II	F.1556		
PH-AXT	FR.172K	F.0635		
PH-AXU	F.182Q	F.0106		
PH-AXV	FR.172K	F.0638		
PH-AXW	FR.182Q	F.0022		
PH-AXX	FR.182Q	F.0023		
PH-AXY	F.172N	F.1775		
PH-AXZ	Cessna T.210M	62368	N761MR	PH-AXZ was not permitted, see PH-AXN PH-VDC

In fact, this photo should have been published in  
 the January issue, so look there under the news  
 column for D-EBYP . A Cessna 182 P.



# RETROSPECTION 1978



590 MOTORIZED AIRCRAFT - 360 GLIDERS - 11 BALLOONS

This was registered in Holland on 31 December  
 1978. 590 aircraft - twice as much as eleven years  
 ago. Let's take a look what has been necessary  
 to reach that figure.

During 1978, 137 new aircraft were registered.  
 Eight re-entered. The air force sold 10 L.21B Super  
 Cubs. The Rijksluchtvaartdienst took delivery of  
 15 Beech F.33C Bonanza's. These Beeches will take  
 over from the SAAB Safir which are presently used  
 for the last pilot training course on that type.  
 Piper and Cessna took the largest share of the  
 newly registered aircraft: 32 and 42 resp, raising  
 their share of aircraft in Holland to 156 & 203  
 resp. Together more than half the entire register.  
 New types were the Ayres S.2R, Falcon 10, CAP-10  
 Piper PA-38 and finally the PA-44 of Fly Yourself  
 Holland. The CAP-10, PH-STV, has not yet got a  
 C. of A. According to it's owner, Mr.Vonken, the  
 RLD is concerned about the lightning protection  
 of the aircraft. STV, however, operates already  
 six months in Holland....in French markings!



87 aircraft were cancelled, leaving Holland without  
 a single Wassmer, Cessna SkyWagon, Twin Otter and  
 Emeraude. The latter will probably be repaired and  
 hopefully re-enter the register. There's a small  
 chance the Wassmer will re-enter too. The new owners,  
 the Belgian Aeroclub Sanicole, found itself in  
 trouble importing the aircraft into Belgium. After  
 a Dutch export-inspection, a second inspection is  
 required in Belgium. To obtain a C. of A. (Certi-  
 ficate of Airworthiness), the aircraft needs a  
 complete overhaul of its wings and several other  
 items such as the installation of a new radio. The  
 aeroclub therefore considers the possibility to  
 have it re-registered in Holland.  
 Of the 87 aircraft, 13 were cancelled due to an  
 accident. Six of them will be rebuilt in the UK.  
 33 aircraft were sold in the UK which is a remark-  
 able amount compared to the two other neighbour  
 countries Germany and Belgium with each five  
 aircraft.

A new record was set by PH-AAI, a DC-10-30 that  
 entered the register and was cancelled only a few  
 hours later. It never actually saw Holland. To end  
 with, we commemorate PH-BNN, a Beech F.33C that  
 'passed away' in an attempt to reach its new  
 home - Eelde, Holland.



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

10525	5224F	f/f 10-02-76 as PH-EXF, 21-02-76 to N702A of Aramco, current
10526	4226M	f/f 02-03-76 as PH-EXR, rereg PH-FRC, 18-03-76 to 7T-WAO of Algerian AF, current
10527	6228	f/f 24-03-76 as PH-EXS, rereg PH-FRD, delivered as 7T-WAN to Algerian Government, in service 13-04-76 as 7T-VRN with Air Algerie, current
10528	0000	"not used". In fact c/n 10389 which crashed on 24-07-74 and was rebuilt with Fokker, f/f 08-04-76 and on 15-04-76 back to Air France/CEP as F-BPUI, current
10529	4226M	f/f 17-05-76 as PH-EXT, rereg PH-FRK, 14-06-76 to 7T-WAM of Algerian AF, current
10530	5225CRF	f/f 04-05-76 as PH-EXK, 20-05-76 to N737A of Aramco, current
10531	5225CRF	f/f 17-06-76 as PH-EXM, 01-07-76 to N739A of Aramco, current
10532	5224F	f/f 01-06-76 as PH-EXO, 18-06-76 to VH-FCC of Ansett AL of New South Wales, current
10533	5224F	f/f 18-06-76 as PH-EXS, 28-06-76 to VH-FCD of Ansett AL of New South Wales, current
10534	5229F	f/f 26-07-76 as PH-EXW, 09-09-76 to VH-EWP of East West Airlines, current
10535	6231	f/f 23-09-76 as PH-EXX, 16-11-76 to G-524/E of Ghana Air Force, current
10536	4230M	f/f 20-07-76 as PH-EXA, Ghana Air Force cancelled. Reregistered PH-FRL (18-08-76/13-10-76) and on 03-09-76 to T-2701 of Indonesian AF (TNI-AU), current
10537	4230M	f/f 12-08-76 as PH-EXB, rereg PH-FRM, 10-09-76 to T-2702 of the TNI-AU, current
10538	4230M	f/f 12-08-76 as PH-EXC, rereg PH-FRN, 23-09-76 to T-2703 of the TNI-AU, current
10539	5229F	f/f 15-09-76 as PH-EXY, 02-10-76 to VH-EWQ of East West Airlines, current
10540	4230M	f/f 30-09-76 as PH-EXD, rereg PH-FRQ, 16-10-76 to T-2704 of the TNI-AU, current
10541	4230M	f/f 12-10-76 as PH-EXE, rereg PH-FRP, 27-10-76 to T-2705 of the TNI-AU, current
10542	4230M	f/f 25-10-76 as PH-EXF, rereg PH-FRR, 29-11-76 to T-2706 of the TNI-AU, current
10543	4234M	f/f 29-11-76 as PH-EXS, rereg PH-FRU, 07-12-76 to 7T-WAQ of Algerian AF, current
10544	4230M	f/f 08-11-76 as PH-EXB, rereg PH-FRS, 25-11-76 to T-2707 of the TNI-AU, current
10545	2233	f/f 07-12-76 as PH-EXC, TP-SYN (misprint), 14-01-77 to TF-SYN of the so-called Landhelgisgæslan - Icelandic Coast Guard, current.
10546	4230M	f/f 02-12-76 as PH-EXH, rereg PH-FRT, 05-02-77 to T-2708 of the TNI-AU, current
10547	4234M	f/f 27-12-76 as PH-EXG, roll out in Air Algeria c/s. 29-12-76 to Ypenburg for Algerian Air Force colour scheme, 03-03-77 to 7T-WAS of Algerian AF, current
10548	4232	MARITIME, f/f 14-06-77 as PH-EXD (06-12-76/16-09-77) on 17-09-77 to AE-560 of the Peruvian Navy/Coast Guard. First production Maritime Friendship.
10549	4232	MARITIME, f/f 28-09-77 as PH-EXE, rereg PH-MPA for demonstrations to the Philippines (11/77) and French Navy. 25-02-78 to AE-561 of the Peruvian Navy, current
10550	5235F	f/f 21-01-77 as PH-EXF, 23-02-76 to N734A of Aramco, current
10551	5237F	f/f 01-03-77 as PH-EXA, 30-03-77 to ZK-NFA of New Zealand National Airways, current
10552	5237F	f/f 25-03-77 as PH-EXB, 22-04-77 to ZK-NFB of New Zealand National Airways, current
10553	4234M	f/f 11-03-77 as PH-EXO, rereg PH-FRW, 02-05-77 to 7T-WAT of Algerian AF, current





