

# FLY

105

MAY



aviation



magazine





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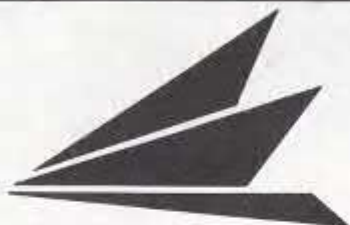
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# FLASH

## AVIATION MAGAZINE

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1 JUNE 2004: "Last operational B-52 has been withdrawn from use today. The aircraft will be handed over to the Confederate air force".

This could be a headline of a journal as the USAF is planning to update their Superfortress fleet for active service for another 25 years.

Discussions for a possible successor started already during the production of this bomber. The FB-111 is not a successor as both types have their own rôle in SAC. Both B70 and B1 were defeated by Senat and it is not foreseen when another new generation bomber can be built.

So the USAF is planning to update their B-52s as follows: In a \$3.000 million dollar plan, all 269 remaining G & H models will have a new Offensive Avionics System, and 173 B-52Gs will be modified to carry ALCM cruise-missiles. Maybe the 80 D models will be rebuilt for ECM missions.

Recently tests have begun with three modified G models having dummy cruise-missiles on pylons & in the bombbay. In these tests also 4 modified F-4s and one EC-135 will act as tracking a/c.

So it seems that when the Eagle and F-16 are phased out for years, the Superfortress is still the backbone of SAC operations and that this aircraft built as a bomber for the sixties, will break all longlivity records.

Peter v/d Krommenacker

#### IMPORTANT:

Since the introduction of this magazine in its present form we have managed to keep the price on the same level as March 1977. But prices of paper and printing kept increasing and subsequently we are now also forced to raise the subscription fees.

Starting with this issue, the prices per year are:  
Benelux DFL. 29,-  
Europe DFL. 33,-

We advise readers in those countries with FLASH agencies to pay their renewals to the agents. This to avoid delay in posting.

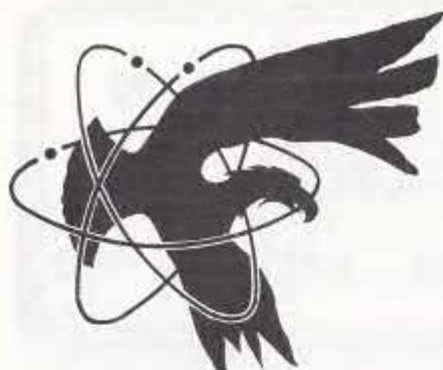
New agency: Switzerland - Stephan Kunz  
Altweg 762  
4805 Brittnau

COVER: Illustrating this month's leading article is this G.222 of RSV. This particular aircraft is the second prototype (c/n 4002) and is still on evaluation. It is also involved in training 46AB's personnel. (F.Smith)  
PAGE 2: Three pictures taken at Brasschaat on May 19.  
BACK-PAGE: Lockheed RP-3D Orion of USNavy's Project Magnet seen at Kemayoran 22.10.78. (A.P.I./B.Ullings)

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

K.Anders	B.Bot	R.Kok
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B.Berkemeijer	S&M.Crino	B.Ullings
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# MILITARY NEWS

## Holland

• The first F-16 for the Dutch air force, J-259, made its maiden flight on May 3. The F-16B took off from Schiphol Airport with Henk Tammen, Fokker's testpilot and Dave Palmer, General Dynamics on the controls.

On a 90-minute flight, the aircraft achieved supersonic speed at maximum altitude of 40,000 ft. The first F-16 will be handed over to the air force on June 6 at Schiphol. The following day it will leave for Leeuwarden AB.

• On April 6, the very first ten Dutch student pilots arrived at Sheppard AFB, to become fighter pilot in a combined training programme with German students. Among them is a VIP, our military editor Frank Swinkels. He will be one of the students trying to make 260 hours on T-37 and T-38. The first German air force squadron, part of 80th Flying Training Wing, has available 35 T-37s and the same number of T-38s for combined training.

• Two Starfighter-exchanges at Volkel. From 18-28 April, 4 F-104S 53-04, 53-11, 53-15 and 53-16 were hosted by 312Sqn. From 22-31 May, 4 F-104Gs of JABOG-34 stayed with 311Sqn: 20-05, 22-41, 22-44 22-55 and 24-98.

Visitors in connection with these two exchanges:

Apr. 19: 22-61 and 27-22 T/F-104G Luftwaffe JBG-34  
23: 53-12 and 53-20 F-104S AMI 53Stormo  
24: 4-3 and 4-10 F-104S AMI 4Stormo  
20-15 TF-104G AMI 20Gruppo  
May 22: 58-59 DO-28D Luftwaffe JABOG-34  
(leaving for Memmingen were D-8022, 8048 D-8266 and 6684)

The following was recently sent in by Spotting Group Ypenburg:

*Herewith we want to warn everybody, spotting is very dangerous in Denmark. During a two day's stay at Vastrøse, we were arrested and kept in prison for 24 hours. At daytime in the police station of Frederiksund, at night in cells of the house of detention.*

*We have been accused of military espionage. Pictures were taken of us as were some fingerprints. During the interrogation a lawyer (on request) was present as was a translator. As laid down in the regulations we were set free after 24 hours but the process is still current. The Danish authorities were more angry about our writing down registrations than making photos. The latter, our notebook, a magazine about Danish aircraft and a map (on which several airports were marked) were temporarily claimed.*

**Editorial:** This once again clearly shows the fact that some countries still don't recognize aircraft spotting as a hobby. Be aware of this whenever you go abroad.

• Movements at Soesterberg included:

Mar. 20: XM608 Vulcan B.2 RAF  
30-77 Fiat G-91R Luftwaffe (till 23.03)  
22: 35-17 RF-4E Luftwaffe AKG-52  
37-52 and 38-04 F-4F Luftwaffe JG-74  
26: RS74-651, 58-391 and 74-640 F-4E 86TFW  
Apr. 2: D-8089 F-104G 322/323Sqn  
11: WR77-230, 77-232 and 77-235 A-10A 81TFW  
01533, 01551, 01553, 01534 F-5E 527TFTAS  
24: D-6656, 8058, 8093, 8342, 5809 T/F-104G  
May 14: 22-89 and 25-02 F-104G Bundesmarine MFG-2  
R-851 and RT-684 TF/CF-104G RDanAF  
70165 C-141A Starlifter USAF 438MAW  
17: XV439/D & XV484/G Phantom FGR.2 RAF 19Sqn  
22: 34-34 and 34-42 G-91T Luftwaffe JABOG-49  
From 12-24 May, 6/8 F-15 Eagles of 32TFS operated in Greece taking part in NATO exercise 'Dawn Patrol'. The exercise was held in the central and eastern Mediterranean and involved British, Italian, Dutch, Portuguese, Turkish, American, Greek and French forces.



Visiting Zestienhoven/Rotterdam earlier this year, Grumman VC-11A 01 of US Coast Guard. (D.Booster)





One flight-line at Cold Lake during Maple Flag: 2 F-5Es, 21 CF-5s, 6 CF-101s and a C-141. (Sgt. Sparring)

#### ◆◆◆ NO OPEN DAY AT KLEINE BROGEL ◆◆◆

Despite various reports in FLASH and other magazines, there is no open day planned for Kleine Brogel on June 22. This year there will be no open day at this air base.

## Canada

• For a third time USAF and CAF organized a Maple Flag air force exercise. From April 28 - May 26, some 70 aircraft operated from CFB Cold Lake, Alberta. Maple Flag III for the first time included European participation: RAF Buccaneers of 208Sqn. Maple Flag shows strong resemblances with Red Flag at Nellis AFB but due to location of Cold Lake Maple Flag is much more suitable to create scenarios similar to those in Europe. An extensive report on this air force exercise will appear in the June issue.

• Till March next year, three CP-140 Aurora aircraft will be involved in a 525-hours flight test programme. Completing these scheduled tests, delivery of 18 Auroras (140101-140118) to CFB Greenwood will commence, lasting till March 1981. The history of the aircraft started in 1972 when

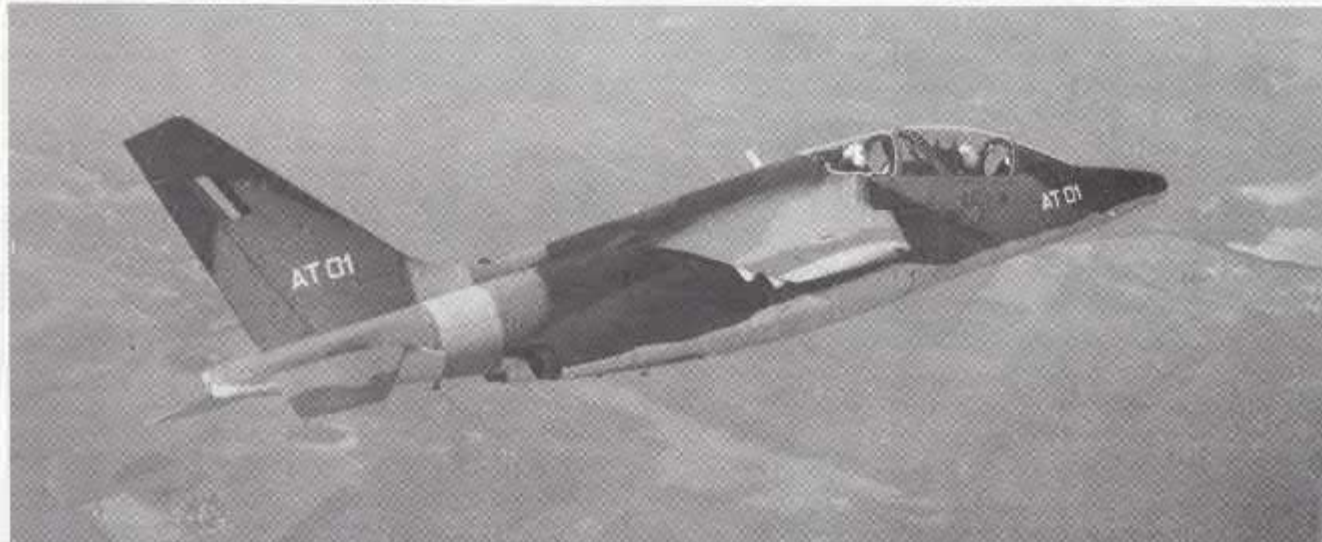
the Canadian government launched the Long-Range Patrol Aircraft (LRPA) programme. In 1975 it was announced, Lockheed's P-3 Orion (for airframe and mission concept) and S-3A Viking (for electronic systems/data processing) meet the Canadian requirement.

Although 23 aircraft was the minimum to be ordered, the budget allowed only 18 a/c. The budget also prevented the installation of three systems which had originally been called for in the requirement. But all CP-140s have additional wiring and the budget for 1985 is expected to include money for updating the fleet.

With complete new equipment, a great difference arose between USN's P-3C and Canadian Forces' P-3C. To distinguish it from other long-range patrol a/c a new name was adopted: Aurora - personifying the dawn and sister of Helios, the sun.

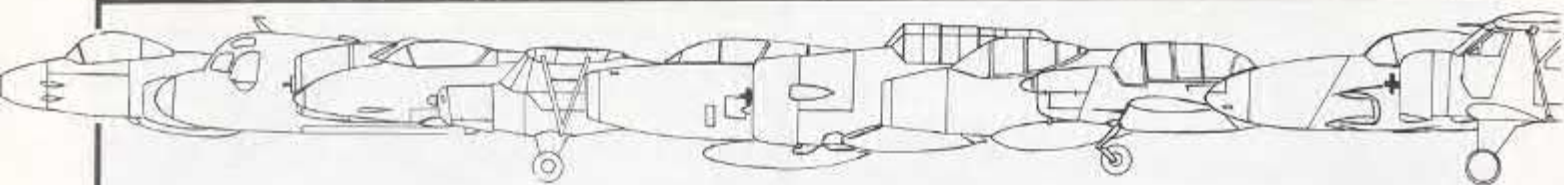
Late 1980, the Auroras will take over service from the Canadair CL-28 Argus with Nos. 404 & 405 Sqn (at CFB Greenwood), 415Sqn (at CFB Summerside) and 407Sqn (at CFB Comox). With an modified version of S-3A's central digital computer as director and analyzer of all systems aboard, the Aurora is able to fly various kind of missions:

- |                            |                      |
|----------------------------|----------------------|
| o Sub-surface defence      | o Forestry-Wildlife  |
| o Surveillance and control | o Land use-planning  |
| o Ocean and hydrology      | o Emergency detect.  |
| o Earth resources          | o Ecological quality |



Again....Belgian Alpha Jet AT-01. By May, 8 Alpha Jets had already been delivered to St.Truiden. (BAF)





## DUTCH MUSEUM'S STORAGE

Thanks to the Netherlands Air Force and F. Roos (Dutch wrecks and relics). CvdH



In the early sixties a decision had been made by the Royal Netherlands Air Force to preserve some aircraft they once had in service.

This idea has been realized through the takeover of a hangar at Soesterberg AB, and by using it as exhibition-hall for a few aircraft. Through the years, however, the amount of preserved planes increased in such way, that either a second hangar at Soesterberg should be taken into service, or they had to find a place where they could store some of the aircraft. Unfortunately for the public the latter became reality during 1968/69.

In that year one of the hangars at Woensdrecht was appointed to 'hide' the aircraft from the public, and from the ones whose hobby is to collect a piece of some (if possible: old) aircraft..., sometimes resulting into the possession of the carcass, being left over after a year! So only few men had the opportunity to visit this 'secret' spot. No wonder that the first report about this hangar did not appear until '72. This list can be seen in the chart below. All military aircraft mentioned in this list came directly out of the Dutch Air Force except for the Mosquito which came from the T.H. Delft (Technological University).

### ■ WOENSDECHT 1972 ■

TA-122	DeHavilland Mosquito FB.mk.6
I-19	Gloster Meteor T.7
N-122	N-144 and N-281 all Hawker Hunters
N-305	Hawker Hunter T.7
6-14	Hawker SeaFury
B-64	B-165 and B-182 all Harvards IIBs
R-87	and R-213, both Super Cubs
K-18	Republic F.84E Thunderjet
P-134	Republic F.84F Thunderstreak
DU-24	Republic F.84G Thunderjet
D-EDEC	Fieseler Storch
PH-NET	Auster V
PH-UDT	Beechcraft D-18S

Later on, some aircraft left the museum's storage. The Mosquito, of which only the fuselage was re-presented, left during 1978 for England. It can be seen there in the Mosquito museum. Harvard B-165 left in July 1972 for the Anthony Fokker School, while B-182 was used by the L.E.T.S. before going to the Aviadome at Schiphol.

Sea Fury 6-14 had already been at the Aviadome before that time, but it has been exchanged with another one, 6-43, which formerly belonged to the TH. Delft. Not known, however, is the fate of both Thunderjet K-18 (TH Delft?) and Hunter N-281 (broken up or being the Starhunter at Volkel?).

Meanwhile the storage was to be replaced as the hangar at Woensdrecht had to be used for other purposes. Most aircraft were, probably in late '72 brought to Gilze Rijen, or better: 'homebase', regularly there are aircraft coming from the museum to Gilze Rijen, or just the other way around: leaving for Soesterberg AB. Beside this, some aircraft appears on a static at one of the Dutch airshows from time to time. While last year some had been loaned to LIPS Autotron, as could be read in previous Flashes.

### PHOTOCOMMENT :

- Fokker S.14 L-17 at Gilze Rijen March 1970
- Thunderjet DU-24 during 'overhaul' Dec. '77
- Lockheed T-33A on display at LIPS Autotron
- Fieseler Storch in poor condition, Dec. '77
- On of the latest additions; Tracker H-160.
- Harvard B-177 while stored at Leeuwarden.
- Beaver S-8 and a Stampe seen this year.
- P-230 when it was in service with the KLu.
- N-305 being hidden at Gilze Rijen.



Between these moves, there is often an aircraft undergoing maintenance. Sometimes this lasts a year like Thunderjet DU-24. This is mainly due to the fact that maintenance is carried out in spare hours of the air force's personnel. A chart of the situation in March this year has been given below.

# ■ GILZE RIJEN 1979 ■

MZ 236	Auster mk.3
S-6	DeHavilland Canada DHC.2 Beaver
E-22	Fokker S.11.1 Instructor
L-17	Fokker S.14
I-19	Gloster Meteor T.7
N-122	and N-144 Hawker Hunter
N-305	Hawker Hunter T.7
M-5	Lockheed T.33
B-118	B-64, B-177 and B-184 all Harvards
R-87	R-138 and R-213 all Super Cubs
P-134	Republic F.84F Thunderstreak
DU-24	Republic F.84G Thunderjet
PH-NET	Auster V
PH-UDT	Beechcraft D-18S
--	Stampe & Vertonge SV.4



MZ 236's civil live as PH-NGH ended during 1971 when it was stored at Veen. Due to the 60th anniversary of the Netherlands Air Force, it was restored in its original colors; MZ 236 as it once flew during WW II. After display at Deelen, June 1973, it was brought to Gilze Rijen.

The Beaver, Fokker S.11 and Super Cub R-138 were stored at the end of their service live. As was the T-33 M-5, but the latter went to Soesterberg (spring 1975), Gilze Rijen storage (1976), LIPS Autotron (1978) and again Gilze.

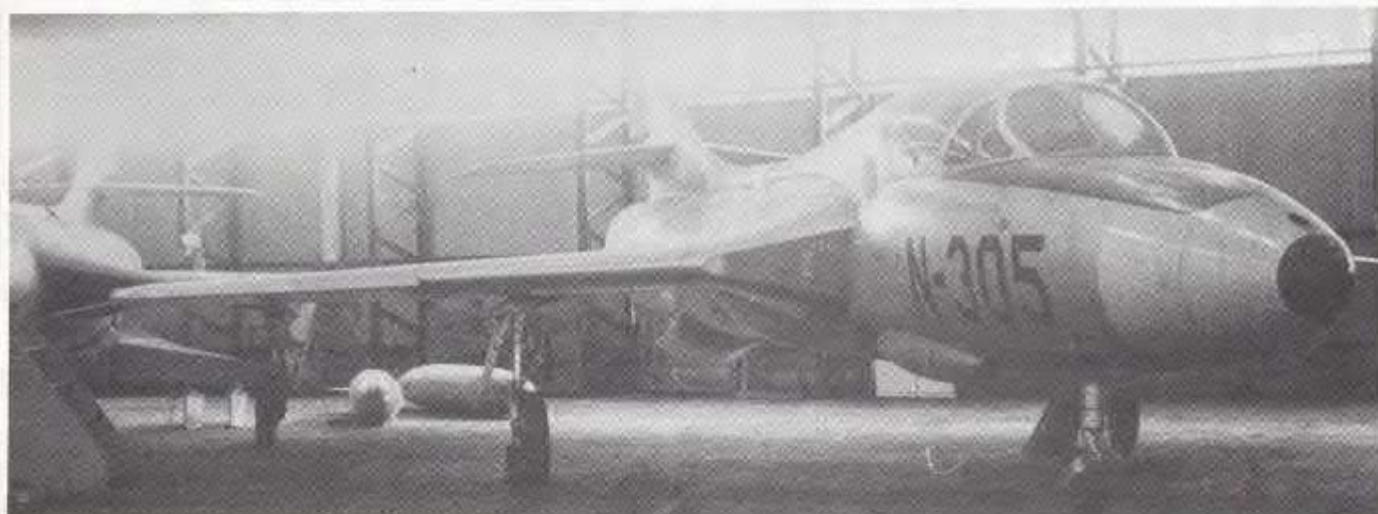
Two Harvards arrived at Gilze Rijen during 1976; B-118 came from the LETS at Deelen, while B-177 arrived from Leeuwarden where it belonged to a scouting group. B-118 was recently bought by the St. Vliegsvport Gilze Rijen, and the aircraft will be made airworthy this summer.

The third Harvard, B-184, could be seen in the museum since 1968. Ten years later it has been loaned to LIPS, and later on it went to the storage.

Although the Thunderstreak P-134 appears on both lists, a small sidestep has been made; on 11 March 1976 it was brought to Schiphol for technical training. P-230 arrived at Gilze during 1978.

In the civil section the four civil aircraft are discussed, if you are interested... page 22. Please be aware that the list of 1979 can't be used next year, with a little luck it than consist some five aircraft only: The museum is to have a new home during 1980, at camp Zeist. This move will be made due to the lack of space at Soesterberg and it's therefore most likely that more aircraft can be seen.

The new home will thus give us more interesting, good preserved aircraft, although there are still some aircraft to be left in storage, if necessary, they will be used as exchange for an other plane.





## France

● As a replacement for the President's Caravelle, GLAM.1/60 will receive a Falcon 50 at the end of 1979. It will be the second full production a/c (No.5) and gives the VIP-flight the possibility to cross the Atlantic non-stop.

● To replace the Mirage IIIR/R, 30 Mirage F.1R have been ordered. In 1983, Escadre 33 will re-equip with this new type and will be reduced to a wing with two squadrons.

● From April 21-28, exercise 'Extensia'79 took place over Brittany. Participation included 200 fighter aircraft, 70 helicopters, 16,000 soldiers, PA 'Clemenceau' and other ships.

○ Based at Rennes St.Jacques were 12 Mirage F.1Cs of EC.2/12: 12-2A/79, -2B/80, -2C/81, -2D/82, 12-2E/83, -2G/21, -2H/52, -2J/90, -2K/85, -2P/38, 12-2Q/45 and -2R/47

Additionally noted on 22.04: LD/26 and LE/34 MS.760 GAEI; 12-XK/126 CM-170R; 341-EE/2076 Al.III; JAN/1212 Al.II Gendarmerie; AGC,AGE, AGF,AGK Al.II 3GALREG; AGX O-1 Bird Dog 3GALREG.

○ Based at Landivisiau for several days were 10 Etendard IVMS of 17F: Nos.5,11,14,15,16,21,29, 40, 52 and 59.

● NATO Tiger Meet 79 will be held at Cambrai from June 18-26. Apart from the well-known Tiger units, two new teams have accepted the invitation to participate: Super Etendards/French Navy and Wessex/Royal Navy.

An old Tiger-unit re-joining the club will be 335sqn, Greek AF which has promised to come over with 1 TF-104G and 1 F-104G. Other participants are Italian-tigers with only a T-33, Portuguese G-91s and Norwegian F-5s. Whether the USAF-teams would turn up with aircraft was not yet known at the time of writing.

Saturday June 23, Cambrai will be open to the public.



Two strange visitors at Bari: IL.14 15-09 (top) and 31-61 (above) of Albanian AF. (M.Crino)

## Italy

● During their display at RAF Mildenhall, UK, on May 26, one G-91 of Frece Tricolori crashed. Doing a bomb-burst, -/MM6254 hit a tree and lost a wing. The pilot was killed.

● Movements at Bari-Palese included:

Feb. 6: ES-669 AB.205 Greek Army (ES-670 on 17.03 ES-671 on 24.03, ES-672 on 10.04) all on delivery flight to Greece

14: 33/MM54222 MB.326 Sez.Aut.Volo Trapani

22: VV-80/MM61980 & VV-83/MM61983 S.208/M CMVV

Mar. 5: 15-09 IL.14 Albanian AF

7: GN-7952 and GN-7953 DHC-6 Argentina AF

19: GF-74/MM80998, -76/MM81000, -50/MM80849 and -104/MM81062 all NH-500MC Guardia di Finanza

Apr. 8: 36-71/MM61973 P.166M 636SC/368Stormo

13: 41-05/MM40120 Br.1150 Atlantic 88Gruppo

17: 41-77/MM40115 Br.1150 Atlantic 88Gruppo

21: EI-321/MM80692 AB.205 20Gr.Sq. Esercito

22: 41-76/MM40114 Br.1150 Atlantic 88Gruppo

May 5: 31-61 IL.14 Albanian AF

● Not until a few weeks ago it divulged that in the night of December 31, 7 German Starfighters were sabotaged by two crewmen at Decimomannu. Fortunately, the sabotages were noticed during routine checks

● Again an aircraft type withdrawn from use. On February 13, the last T-6 Harvard landed at Cameri. The aircraft MM53846 of 653SC/53Stormo was piloted by Col.Ponzio.

● Both MB.339s were officially handed over to AMI at Guidonia on February 19. The machines will be evaluated by RVS which badge is already applied on the tails. The MM-serials MM54401 (S-001) and MM54402 (S-002) originally belong to G-91Ts but were given by Aer-macchi on AMI HQ's order!

● Seen at Agusta's factory at Cascina Costa was an AMI AB.212 coded AWTI-01/MM81072. The colour scheme is white with yellow bands. It will operate from Decimomannu for SAR duties.

● All F-104Gs of 154Gruppo/6Stormo as noted on April 19:

6-01/MM6511	6-07/MM6568	6-15/MM6510	6-22/MM6528
6-02/MM6553	6-10/MM6546	6-16/MM6577	6-23/MM6527
6-03/MM6532	6-11/MM6542	6-20/MM6552	6-24/MM6558
6-04/MM6590	6-12/MM6545	6-20/MM6540	6-25/MM6502
6-05/MM6565	6-13/MM6572	(2nd 6-20!)	
6-06/MM6507	6-14/MM6551	6-21/MM6525	



Swiss air force F-5E J-3001 taking off from Emmen. Note tiger-head on nose and the long range ferry tanks. By April, some 14 Tigers had been delivered, most of them flying at Payerne. (S.Kunz)





Deliveries of F-15Cs and -Ds will start after mid-1979. First this 78-468 will go to Edwards AFB for trials. By April, production was started of Eagles for Japan and Saudi Arabia. (McDonnell-Douglas)

## United Kingdom

• Originally the British AST-403 requirement called for a Harrier and Jaguar replacement. Two different aircraft replacing by one would have meant a choice between either a VTOL strike a/c or a STOL strike a/c. Clearly it was the intention to provide BAe with a good basis for developing a new VTOL aircraft.

However, there were some clouds in the sky. With an enormous fleet of strike aircraft like Tornados, Vulcans, Buccaneers, Phantoms, the RAF was not in a great need for a strike a/c. AST-403 therefore heavily depended on foreign interest. In the past few months there has been extensive contact between UK, W.Germany and France as both other countries are also looking for programmes to keep their aviation industries going and fulfil national air force requirements.

Both France and Germany clearly objected against a VTOL aircraft as according to their saying such an aircraft always lacks proper fighter capabilities.

The RAF decided to drop the Harrier replacement and both German's TKF-90 programme and British AST-403 are now very comparable. Teaming up with Germany would mean a new fighter aircraft will not be ready earlier than 1990. Meanwhile the Lightnings and Phantoms in the air defense rôle need urgent replacement. There is a strong indication the purchase of F-18L Hornets is strongly favourite within the RAF.

• A few days and Europe's biggest military air event will attract numerous aviation enthusiasts from all over Europe. On June 23rd and 24th, Greenham Common (near Newbury, 100km west of London) will house a madly interesting collection of aircraft. At the time of writing the following was expected:

Hercules meet:	Brazil, Australia, New Zealand, Norway, Portugal, Israel, Jordan, Belgium, Denmark, USAF, Norway, RAF.
LC-130D with skies and a civil L.100-30.	
USN: F-14A, A-7E, EA-6B	RDanAF: Al.III, Saab T-17 and Hughes 500
S-3A, RF-8G, E-2C, P-3 and C-131	Venezuela AF: Canberra
USAF: F-105	SpAF: C-101, C-212, F-4C RF-4C
WGAF: RF-4E, Canberra F-4F, F-104, G-91 and Transall	CAF: Argus, F-104 & T-33
BAF: Mirage 5 and T-33A	German Army: CH-53D and UH-1D
SwissAF: Venom	

Note: this participation is with usual reserve.

## United States of America

• With 20 per cent more internal fuel plus fittings for FAST pack pallets, 78-468 was the first F-15C to fly on February 26. The FAST packs are fitted under the wing against the fuselage and can house electronic or any other equipment. If filled with fuel the F-15C has twice the fuel capacity as an A-version. Standard version of the F-15C is without external fuel tanks but if USAF decides to add such tanks, the fuel capacity can be tripled. Starting delivery after mid-1979, the 366th F-15A will have fittings to carry FAST packs and additional internal space for 2,000lb fuel. There will also be a dual version, the F-15D starting from the 60th F-15B.

• News on deployments are still very vague. Italy is supposed to have had a deployment with APRES F-105s at Brindisi. Early June should have seen the arrival of another F-105 deployment to Karup, Denmark. Mid August, 132TFG/Iowa ANG will deploy to RAF Waddington (not Wittering). On May 9, 3 B-52Ds of 96BW, 60659, 50677 & 50107 arrived at Upper Heyford using call sign Eerie 55, 56 and 57 resp. They returned May 23. On June 5, three B-52s arrived at RAF Marham to enter the annual RAF Bombing competition.

• Movements at Aviano included:

Jan. 17:	35-38 and 35-45 RF-4E Luftwaffe AKG-51
25:	LN70-374, 70-409, 70-401, 72-451, 72-444 and LN74-182 all F-111Fs 48TFW
Feb. 3:	56-0468 C-130A 185TAS/Oklahoma ANG
5:	BT75-060, 75-076, 76-019, 76-124 F-15A/B
12:	UH68-067, 68-006, 68-065 F-111E 20TFW
22-74 and 22-87	F-104G Bundesmarine MFG-1
13:	TJ66-539 F-4D 401TFW
18:	57-0486 C-130D 139TAS/New Jersey ANG
Mar. 8:	158690/JM690 RH-53D USNavy VR-24
9:	FX-34, 45, 64 and 86 F-104G BAF 10Wing
11:	RS74-647, 74-643, 74-041, 74-648 F-4E 160049/JV049 C-9B USNavy VR-58
13:	35-05 and 35-80 RF-4E Luftwaffe AKG-52
34-01	G-91T Luftwaffe
30:	28-11 TF-104G & 58-66 DO-28D Luftw. WS-10

• Two F-111Fs LN70-2367 and 73-0724 collided over Dornoch Firth, Scotland and crashed into the North Sea. All four crewmembers ejected safely and were picked up by an RAF helicopter. The accident occurred on April 20.





Two EA-6B Prowlers flew joined evaluation missions with Phantoms of 50TFW during mid-April. Illustrated is 158813/AG-003 from the brandnew USS Dwight D. Eisenhower at Bahn on April 19, 1979.



WR77-264 Thunderbolt II at Sembach. Note ECM pod and the Pave Penny adaptor under cockpit. (K. Anders)

## A-10ing in Europe

At all time 32 of the 108 A-10s of 81TFW will be based in W. Germany. Six squadrons will be on each of the four Forward Operation Locations with eight aircraft.

At these FOLs much attention is paid to the maintenance possibilities. Maintenance detachments should be able to handle severely damaged aircraft and must be able to fly out and do maintenance in the field. For the latter purpose an ex-French AF F-100 Super Sabre, 11-MO/42204 was transported to Woodbridge to practise field structural repairs to get aircraft sufficiently repaired in the field to be flown to the main operating base.

'COBRA' mission lead another nine A-10As to Bentwaters. Arriving April 26 were: WR77-234, 77-243, 77-249, 77-255, 77-266, 77-268, 77-269, 77-271 and 77-273. Support a/c were WC-130H 50963, HC-130N 95819 and EC-130E 21825.

Night/Adverse weather A-10B made its first flight on 1st May. This dual version is converted pre-production A-10A 31664 and will be tested at Edwards AFB. The aft seat is for a weapon system operator, responsible for navigation, weapon & target selection and counter-measurements. Thus giving the pilot the opportunity to concentrate on flying in combat.

Noted at Sembach on April 19, were the only two A-10As of 81TFW on the first operational FOL: WR77-264 and 77-256. Soon Sembach will work up to eight A-10As.

• USAF in Europe recently issued a detailed report on all five losses of F-15 Eagles of 36TFW in 1978. Here is a short summary:

April 17: BT75-059 was engaged with F-5Es in the Aggressor Training Area, 125 n.m. north-east of RAF Alconbury. After reporting the two accompanying aircraft that remaining fuel was 100lb below the prebriefed state for returning to base, the starboard engine flamed-out followed by the port engines two minutes later. Anticipate the aircraft would soon be lost from control, the pilot ejected safely.

June 15: In engagement with two F-5Es, one of two F-15s, BT76-047 caught fire. Adler 53 reported engine stagnation and an attempt to re-start the other had failed. While descending the pilot ejected safely.

July 6: Four F-15s left Bitburg for an Air Combat Tactics/Air Refuelling mission. After troubles with radar contact, two aircraft had lost contact with the flight. Flight leader, Adler 21, levelled off above the clouds. Adler 23 rejoined the flight visually but Adler 24, BT76-053, crashed 13 n.m. north-north-west of Bitburg. Ejection seat had not been used and pilot was killed on impact.

December 19: BT75-063, Gowl 17 closed in to another F-15 attempting a high-angle gun attack. It overshoot its target and burst into flames.

Shortly before the a/c hit the ground, the pilot ejected and suffered only some minor injuries.

December 28: During an Air Combat Tactics mission, the nozzle area of BT75-064 caught fire. The pilot stopped the engine and cut out the afterburner of the other. However, while returning to base the latter also stopped. An attempt to restart both engines failed. The pilot ejected safely.

A newly in Europe. Ex-49TFW F-15A BT76-081 at Alconbury on April 4, 1979. (B. Bailey-Hickman)







*A slightly different nose and tail tip, are the only external differences with a F-4E. F-4G SP69-7579 at Spangdahlem on June 3.*

• All 24 F-4G 'Wild Weasel' Phantoms should have been delivered to 81TFS/52TFW at Spangdahlem. On the open day on June 3, only a few F-4Cs were left. SP69-0250 and 69-7262 were delivered on April 18 while others which have been noticed so far, are: SP69-0273, 69-7579, 69-300 and 69-260. 52TFW is currently operating F-4C,D,E & G-versions and especially the E-version is highly remarkable. For a few months it operated three ex-32TFS F-4Es SP74-047, 053 and 054 but now more have turned up, even including ex-4TFW a/c: SP72-122, 73-196, 74-050 and 74-654.

• On April 9, VC-140B 24200 departed Ramstein and the airbase was closed for runway repairs till July 7. Freight operations were transferred to Rhein Main. Phantoms of 86TFW moved to Zweibrücken and Zarragosa. The VIP flight flew to nearby Sembach.

As soon as Ramstein re-opens, all RF-4Cs from Zweibrücken will come over as the latter will also be closed for runway repairs. On September 1-3, the airbase will still be closed and only on September 2 there will only be a minimum of air activity. On September 1 & 3 there will only be the annual fundays with carnival and other entertainments. On September 2nd is the actual open house with a static display of the wing's aircraft. The small size of the base and inadequate layout for large number of visitors in the flight line area precluded an air show.

## West Germany

• Staffel 2 of JABOG-35 at Pferdsfeld recently exchanged with 338sqn/117th Combat Wing from Andravida, Greece. Six F-4Es serialised 01528, 01529, 01530, 01531, 01532 and 01533 arrived via Aviano on May 8 & 9. On June 18, all six F-4Es left for Greece again. Detailed information and photos in the next issue!

• RFB Pantrainer stands a very good chance to become the successor of the Piaggio P.149D. This can be concluded from the fact that Rheineflugzeugbau received instructions for a few minor improvements on the aircraft.

Other candidates for this 25 aircraft order are Beech T-34C and Pilatus PC-7. A final decision has been expected since November last year but latest reports call for June or July.

## Open Days

June 9-17: 'Paris Air Show' at Le Bourget (France)  
16: 'Open Day' at RAF Waddington (UK)  
16&17: 'Portes Ouvertes' at St.Mandier (France)  
17: 'Portes Ouvertes' at Metz (France)  
17: 'Portes Ouvertes' at Rocamadour (France)  
17: 'Portes Ouvertes' at Istres (France)  
17: 'Portes Ouvertes' at Landivisiau (France)  
17: 'Air Display' at Duxford IWM/DAS (UK)  
18-25: 'NATO Tiger Meet' at Cambrai (France)  
22&23: 'Vliegmeeting' at Florennes (Belgium)  
23: 'Open Day' at Cambrai (France)  
23&24: 'Int.Air Tattoo' at Greenham Common (UK)  
24: 'Portes Ouvertes' at Evreux (France)  
July 1: 'Open House' at Bitburg (W.Germany)  
1: 'Open House' at Aviano (Italy)  
1: 'Portes Ouvertes' at Luxeuil (France)  
7: 'Tag der Offene Tür' at Bremgarten (BDR)  
8: 'Portes Ouvertes' at Solenzara (France)

Note 1: 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.

Note 2: There will be no open day at Kleine Brogel on June 22.

LEFT: RF-84F Thunderflash EB-354/53-7600 as it was seen at Ahlhorn. RIGHT: OV-10B Bronco 98-82 dumped next to a hangar at Lübeck-Blankensee. Both photos were taken on April 13, 1979. (R.Wouters)







## - F-16 ON TOUR -

During the European Test & Evaluation (ETE) programme, the F-16 acted very well in all aspects. Meters of snow in Norway, high ceiling tests in Denmark, low-level attack in Germany, air-to-air in England. In all kind of environments no serious problems were encountered.

Showing the F-16 is not perfect, a few minor problems occurred:

- o the digital system connected to the radar showed some faults
- o short UHF radio range
- o snow accumulation in the gun bay
- o a few bad readable symbolics on Head Up Display

The European tour started on February 6, when F-16A 50746, 50749, 50750 and F-16B 50752 left Pease AFB for Bodø, Norway. All four aircraft belonged to the Air Force Test & Evaluation Centre at Edwards AFB. During the stay at Bodø, the weather was extremely good. Only a few days were lost due to bad weather but most of the time the weather was what is expected in the northern part of Norway: cold and a vast pack of snow.

At the Vigdel range near Bodø, 2 Maverick air-to-surface missiles were launched at a 80ft boat, resulting in two hits.

50746 was brought up to a Norwegian standard F-16 including a drag-chute. Although the other three aircraft failed such a drag-chute no problems occurred due to icy runways. Illustrating the drag-chute for a F-16 is only a matter of precaution. Completing the test programme at Bodø, 50746 returned to Edwards while the others departed for Skrydstrup, Denmark.

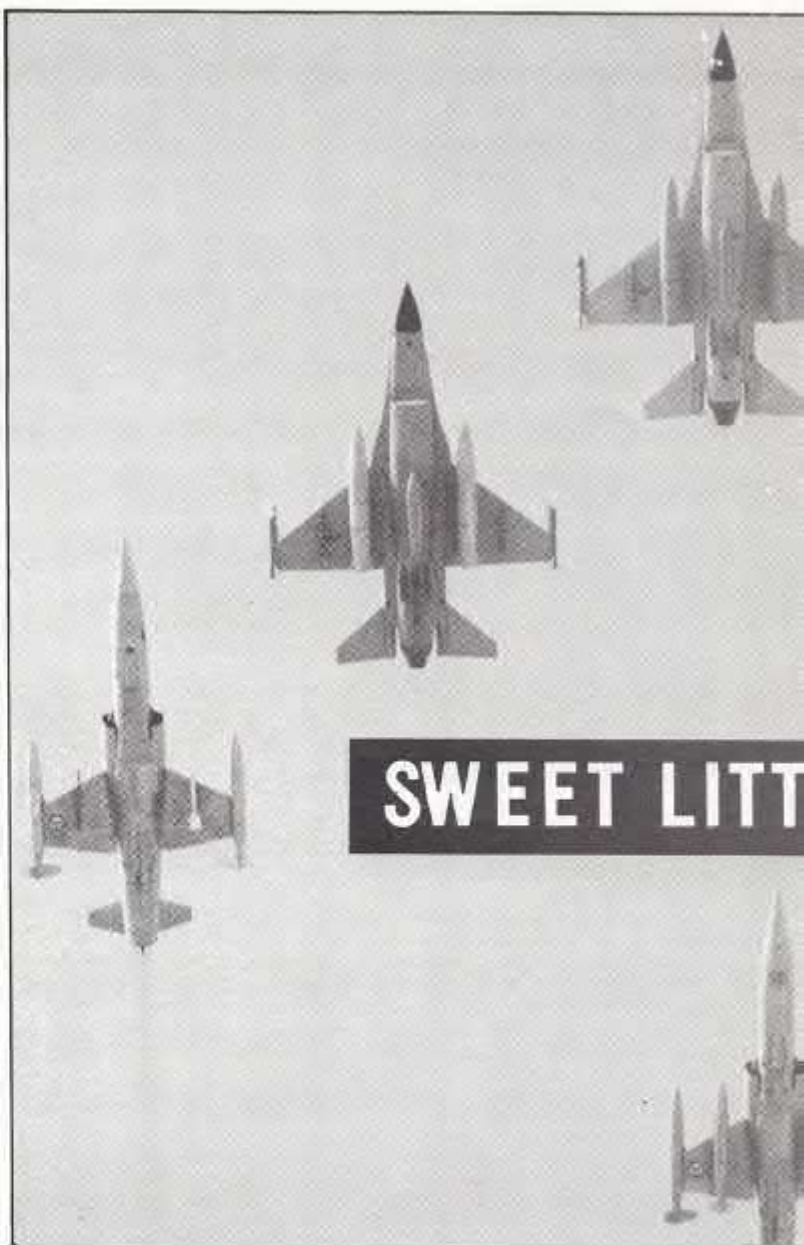
In Denmark all four pilots, Lt.Col.R.Ettinger, Lt.Col.L.Timm, Col.J.Ramsey & Maj.S.Heyboer(RNeAF) flew missions with Danish F-100s, F-104Gs and F-35s mostly in operational visibility and ceiling trials. During weapon deliveries at a sea-range another four Maverick missiles were launched. This time only three full hits.

Before leaving Skrydstrup, a small open day had been organized to give all Danish tax-payers an opportunity to take a closer look at their air force equipment for the future.

On April 19, two of the three F-16s (50749 & 50752) arrived at Hahn, W.Germany. The third F-16, 50750 had diverted to Spangdahlem and joined the others at Hahn a few days later.

Here the behaviours of the aircraft were tested in a nuclear mission scenario as well as low level sorties. On the question why particular Hahn was chosen: to familiarize the personnel as Hahn will house the first European F-16 wing.

The last part was a three weeks stay at RAF Alconbury, England. Starting May 3, 80 missions were flown together with F-15s from Bitburg against the 'aggressors' of 527th TFFAS. A complete tactics development programme was set up. Due to the weather conditions in Europe, the aggressors at Alconbury were preferred above their colleagues at Nellis. Special tactics for air-to-air manoeuvring were studied for the F-16. On May 24, the tests were concluded and all three F-16s left for Edwards.





# LE SIXTEEN



The F-16s flew a very strict programme on their own. No foreign pilots flew any missions but Norwegian, Danish, Dutch and Belgian pilots were closely involved in briefings and debriefings. All gathered information will be worked out at Edwards and results/recommendations will be issued to all four countries.

Originally set as target was a sortie rate of 0.5 missions a day, when finally 0.8/day was achieved. No serious problems occurred with the P&W F.100 engine neither has there been any report of a flame-out.

Mid next year, another tour has been planned when Joint Test aircraft will come to Holland and afterwards go to Belgium, Denmark and Norway. This year's tour was set up by General Dynamics and USAF whereas next year's one will be done by the European countries and USAF.

## - F-16 IN THE STATES -

Delivery of F-16s to 388TFW is now in process, nevertheless it will be upto mid next year when the first definitive production standard F-16 will be delivered.

Meanwhile delivery will continue to 16 Tactical Fighter Training Squadron at Hill AFB which is responsible for training of all USAF's future F-16 pilots as well as instructors for the various foreign countries. Starting early next year, 4th and 34th TFS will also receive F-16s and by mid-1982, 388TFW is supposed to operate some 102 F-16A/Bs at Hill AFB.

Presently 16TFTS operates some ten aircraft (incl. HL78-002, 004, 78-078, 78-079 and 78-082) making up to eight missions a day.

Operating both prototypes and all 8 pre-production, all F-16s at Edwards AFB have been gathered in the System Command F-16 Joint Test Force which is part of USAF's AFPTC.

Just like every other aircraft entering service, a series of tests have to be done with JTE. JTE combines US air force pilots, foreign air force pilots and pilots of the test centre. For the F-16 trials 1,700 missions are planned totalling for 2,000 flying hours. Tests will mainly concentrate on performance, propulsion, stability, controls & air-to-air/air-to-ground capabilities.

For some time F-16 JTE also flew the first four production F-16s but these were transferred to Hill AFB early January.







Photos: 388TFW and BAF



## - F-16 IN HOLLAND -

J-259 was the first Dutch F-16 to fly from Schiphol. On May 3, it made its first flight following a week of extensive taxiing trials. Test pilot Henk Tammen, Fokker and Dave Palmer, General Dynamics took the F-16B up for a 1½ hours flight being chased by a NF-5B.

Levelling at 15,000ft, J-259 flew to a restricted area over the Waddenzee where an altitude was reached up to 40,000ft. Completing some tests, course was set for another restricted area over the North Sea for supersonic flying. Here also the radar system was checked in co-operation with the NF-5B. After exactly 1 hour and 20 min, J-259 returned to Schiphol and after an overshoot it landed on runway 27.

On June 7, the first F-16 will arrive at Leeuwarden starting a long and promising career. Training courses for crewmen and pilots are at full swing. At Edwards AFB, Maj. Stef Heijboer has been involved in the USAF Test & Evaluation programmes. Second Dutch AF pilot to go solo on the F-16 was Kapt. Wim Sneek at Hill AFB. Kapt. Sneek will be in command of the 'Conversie F-16' at Leeuwarden and is now working on a Dutch version of the programme for the conversion course. Five other pilots will also go to Hill AFB to become F-16 instructors. At the end of this year, 12 F-16s are expected to have been delivered of which two will fly to Hill AFB. This is the Dutch contribution to the Multi-national Operational Test & Evaluation (MOT&E) team.

Belgian F-16s seem to have been allocated with USAF serial numbers.

FA-01	c/n 6H1	USAF s/n 78-0116
FA-02	c/n 6H2	USAF s/n 78-0117
FA-03	c/n 6H3	USAF s/n 78-0118
FB-01	c/n 6J1	USAF s/n 78-0162
FB-02	c/n 6J2	USAF s/n 78-0163

Together with F-18L and F-14A, the F-16 is one of the contenders in the Canadian New Fighter Aircraft competition. For a reason, an F-16B made a demonstration tour through Canada from April 30 till May 6. First to Uplands/Ottawa then to Manitoba/Winnipeg and the last two days were spent at Cold Lake.

The a/c was flown by Neil R. Anderson, General Dynamics Director of Flight Tests and James R. McKinney, engineering test pilot



# REPARTO SPERIMENTALE VOLO



Compiled by FRANK SMITH, who wishes to thank Col Goldoni, T.Col. Cirignano, Castaldo and Calzoni, for their contributions of pictures and their hospitality during the visit at Pratica di Mare.

The principal mission of R.S.V. is not only to make progress with the aeronautical technic. Also research, evaluations, tests and accident reconstructions are made for the pilot. The aircraft and the flying missions are adjusted in order to be able to optimize the results of operational sorties.



The beginning of the century characterized the birth of an aeronautical experimental activity in Italy. In those years, the figure of Alessandro Guidoni emerged. His studies and projects opened new prospects for the aviation technics in many sectors, resulting in the formation of a stabilimento Sperimentale (Experimental Establishment) where the new technics were developed rationally and coordinately. In 1914 Institute Sperimentale Aeronautico (Experimental Aeronautic Institute) or in short, I.S.A. was added. This represented the first step towards the future Centro Sperimentale (Experimental Center) of Guidonia.



In this period many experiments were conducted, but also many airships were built; most famous is the "Italia". At the end of WW I, the institute was transferred at Montecelio (near Rome) which was later renamed Guidonia, following Alessandro's death. In that, and in the successive period, many important results were achieved with development and construction of many airplanes (especially clippers) of which many obtained new records.





In 1928 Centro Sperimentale was constituted at Guidonia, and after an intensive program of increasing activities, a new Center was inaugurated in 1935. This new Center was a vanguard in the world, and was much envied abroad. Until the end of world war II, the center contributed to the realization of many aircrafts such as the SM.72, SM.79, SM.81, SM.82, SM.85, Cant Z.1007, Ca.311, Ro.51, Ba.55, BA.88, Br.20, CR.1, CR.20, CR.32, CR.42, RE.2000, Mc.200, to name just a few...

In 1943 a German bombardment destroyed Guidonia entirely. And so all experimental activities were suspended till march 1948 when Nucleo Sperimentale was re-constituted which would contribute the realization of aircraft such as the Fiat G.45, SAI-1001 and SAI S.7. In 1949, Nucleo became Reparto Sperimentale Volvo.

With the arrival of the first jets, Guidonia was no longer a suitable base and, on 15 May 1957 RSV was transferred to Pratica di Mare, which still is the present homebase. Here R.S.V. started a new era - experimenting, testing, and evaluating all the new generation of aircraft and helicopters. Beside the national products such as G.82, Sagittario 2nd, P-136, G.91, MB326, S.208, AB.102, AB.204 AB.205, PD.808 and last but not least AM.3 SM.1019 and SF.260 for intensive quality tests. Also many foreign a/c have been evaluated: Phantom Mirage, HS-125, C-160, BR.1150, DHC-5, DHC-6, P-3, ES-748, Do.27 and H-500.

The R.S.V. is an organisation, which differs from other A.M.I. units and has different commands ;  
Operational = 4th Reparto of A.M.I.'s HQ  
Logistic = 2nd Air Region (Rome)  
Through Direzione Generale Costruzione Aeronautiche (General Direction for Aeronautical Constructions) it keeps contact with the constructors, thus providing a permanent reciprocal consultation regarding developments and technical-functional problems. The mission of R.S.V. may be synthesized as follow :

- A/ -To make tests of all aeronautical material of new conception which is destined to fly; this includes a very large scale of products (from a prototype of an aircraft to a new helmet)
- B/ -To make flying tests, intensive and functional tests of the pre-series of these products to determinate their real value and resistance



- C/ -To make tests with each of the products to verify the continuity of the productional standard.
- D/ -To suggest and to direct the constructors for a better set-up of the various products.
- E/ -To keep its technical standard at the highest level.
- F/ -To form new test-pilots.

RSV has been divided in two groups: the Direzione Technica (Technical Direction) and the Gruppo Volo (Flying Group). These two groups work in a very close cooperation: the pilots and the engineers work in two different areas but, they aim to the same goals. Applying this conception, R.S.V. adopted a working-group system. An experimentation program, whatever it is, generally includes five phases:

- 1/ -Planification
- 2/ -Flying tests
- 3/ -Compilation of relations of such tests.
- 4/ -Data analyses and the compilation of a final relation.
- 5/ -Theoretic studying of the connected problems to find out better solutions.

operational planification is done by both pilots and engineers, taking into account the specific of the program. During the flying tests, special instruments are mounted aboard and register required datas. Such tests, favourably, are conducted over the base; Acclimation tests, however, can be conducted in Sardinia as well as in Norway.

The set-up of each single test is made by both pilot and engineer. The first one refers his impressions, the second one analyses all the parameters registered by the instruments. The R.S.V. has always been given more importance to the pilot's impression and, sometimes, his judgement may change the course of a program. The final conclusions are drawn by the engineers. Helped by many sophisticated computers. At the end they studie the suitable solution.







As one can imagine, this is really not an easy job, all personnel of R.S.V. is chosen after severe selections. Pilots, for instance, are selected between those who have at least 800 to 1000 flying hours in an operational unit, furthermore, a technical predisposition is necessary. When they come to R.S.V., they deepen their technical knowledge, alternating the flight with study.

If they are reputed fit for this activity, they are sent, on rotation, to other specialized experimental center such as A&AKE at Boscombe Down, EPNER at Istres, ARPS at Edwards AFB and NTIS at Pax., River. The same happens to the engineers and other personnel.

Illustrating the heavy duty of R.S.V.'s flying group; the 311th collects more than 4,000 flying hours a year. Each pilot reaches an average of 400 hours whereas the top of other A.M.I. pilots is less than 200.

The flying line of 311th Gruppo is formed by a variety of aircraft and choppers:

- F-104S, G.91Y, MB.326, G.222 and SF.260 for experimental, training and as chase planes.
- S.208M, P.166, AB.204B and AB.47J for transport and liaison.
- AB.204B is used during stall tests of aircraft.
- PD.808 is needed for ECM tests, transport and training.

Most of R.S.V.'s present activity is devoted to the Tornado and MB.339, two experimental programs which will continue till 1981 and over.

One of the programs recently completed, the G.222 can be cited, as well as the ECM tests with F-104s which resulted in the adoption of the ANQ-70 system for all F-104S and -Gs in the fighter-bomber and recce' roles.

R.S.V. also conducts test programs for Marina (Navy) and Esercito (Army): recent programs included AB.212ASW, SM.1019 and A.109.

#### AIRCRAFT

RS-01 F-104S (MM6701)	RS-21 P.166/M
RS-02 F-104S	RS-22 P.166/M (MM61884)
RS-03 F-104S (MM6786)	RS-23 S.208/M (MM61971)
RS-04 F-104S (MM6848)	RS-24 MB.326K (MM54390)
RS-05 PD.808 (MM 578)	RS-25 MB.326K (MM54391)
RS-06 G.222 (MM 582)	RS-27 AB.204B (MM80466)
RS-07 G.222 (MM 583)	RS-28 AB.47J (MM80223)
RS-08 G.91T/I (MM6364)	RS-29 AB.47J (MM80139)
RS-10 G.91Y (MM 579)	RS-30 AB.47G2 (MM80475)
RS-11 G.91Y (MM 580)	RS-32 G.222 (MM62104)
RS-15 MB.326B (MM54187)	RS-34 G.222
RS-17 MB.326	RS-35 G.222 (MM62103)
RS-18 MB.326 (MM54201)	RS-36 SM.1019 (MM57213)
RS-19 MB.326G (MM54289)	RS-38 G.222 (MM62105)
RS-20 MB.326 (MM54209)	

#### PHOTOCOMMENT:

- 14: - Starfighter RS-01 in the air. AMI
- 2nd G-91 prototype; RS-01/MM588, it crashed on 4 July 1962. AMI
- F-104S RS-03 at Pratica, mid '77
- PD.808 RS-05, second prototype.
- A look in one of the hangars. AMI
- 15: - AB.47J RS-28, being used for the liaison missions and transport.
- SM.1019 RS-36, a rare RSV-bird!
- 16: - Fiat G.91T/MM6317 AMI
- Four of RSV's MB.326s AMI

except for the AMI ones, photos by F. Smith/Aviaphotos.







## Part 3

# ABOUT THE 'ELLINIKI AEROPORIA'

An exploration article on the weal and woe of the Hellenic Air Force, compiled by Frank Klaassen.

### Northrop F-5A

The F-5A was chosen to supplant the aging Sabres of nos. 337, 341 and 343 squadrons. Delivery started in 1965 but was held up in 1967 when the United States declared a weapons embargo for Greece. In 1969 the embargo was lifted and eventually the 343rd squadron received its long awaited F-5s.

An additional batch of twelve was received from surplus Iranian stocks in 1975. F-5s are presently operated by no. 349 squadron at Larissa and nos. 337, 341 and 343 squadrons at Nea Anhialos. Known serials:

(63-) 38404, 38405, 38409, 38410, 38411, 38412, 38413(w/o), 38414, 38415(w/o), 38416, 38417, 38418(w/o), 38419, 38420, 38422, 38423, 38430  
(64-) 13352(w/o), 13353, 13361, 13362, 13363(w/o), 13364(w/o), 13365, 13366, 13367  
(65-) 10476, 10477, 10478(w/o), 10479, 10480, 10485, 10486, 10487(w/o)  
(66-) 69132, 69133, 69135, 69136, 69137, 69138, 69142, 69164, 69165(w/o), 69166, 69167, 69168  
(68-) 89054, 89055, 89056, 89058, 89065 (ex IIAF) 89068 (ex IIAF)  
(69-) 97105, 97176 and 97177 (all ex IIAF)  
(70-) 01398, 01399, 01400

### Northrop F-5B

The Greek air force operates nine F-5B duals that are gathered in a recently formed OCC unit: 13377, 13378, 13692, 10582, 69230, 89088, 89089 89090 and 89092.

### Northrop RF-5A

No. 349 squadron changed its Thunderstreaks for RF-5As in 1970-1971, total deliveries comprised twenty aircraft. Presently the RF-5As are flying with the three squadrons of the 111th Combat Wing at Nea Anhialos.

Serials include: 97163, 97164, 97165, 97166, 97167 97168(w/o), 97169, 97170, 97171, 97172, 97173, 01617, 01618, 01619, 01620, 01621, 01622.

### Grumman HU-16B Albatross

In 1969 thirteen HU-16Bs were acquired from surplus Norwegian stocks and one from the USNavy; currently eight remain in service with the 363rd squadron at Elefsis.

Serials: 10044, 10068/c, 10070/c, 15283/c, 15289/c 17177, 17183/c, 17190, 17201, 17202/c, 17203, 17204 17207/c, 137909/c.

### Sikorsky UH-19D

The first helicopter to enter HAF service, delivered in the late fifties. Fourteen were delivered, of which ten are still going strong with No. 359 sqn at Elefsis:

Known serials/regs: 819, 849, (56-4)275 and 277, (57-5)930, 940, 949, 961, 981.

### North American T-2E Buckeye

Forty aircraft were ordered in 1975 to supplant the T-birds in the Advanced Training role. The Greek T-2E is basically the T-2C trainer for carrier indoctrination in the USNavy, but has different avionics and an accessory kit providing six underwing pylons and protected fuel tanks. The first batch of six Buckeyes was delivered via Europe in February 1976; delivery was completed in 1977. Serial-block runs from 160059 to 160098; all fly with the 360th Mira at Kalamata, except Buckeye 160073 that crashed in July 1977.

### Dassault Mirage F.1CG

Forty Mirages were delivered to the 114th Combat Wing at Tanagra in the course of 1975, replacing the Starfighters in No. 336 squadron and the Delta Daggers in No. 342 squadron. The batch runs from 101 to 140.

### Cessna T-37B

Twenty aircraft were delivered in 1964 to replace the Harvards and T-birds; presently 18 remain in service with the 361st squadron of Air Training Command at Kalamata. Serials are 25965-25975, 212502-212506 and 12801-12803.



#### Fiat G-91R

Delivery of the first Greek G-91R4 took place in September 1961 at Torino-Caselle; 25 examples of this type were to be supplied to Greece, but the batch was in fact never delivered and the aircraft passed into the inventory of the Luftwaffe. Construction-number 0098 was the only one to be painted in Greek colours, serialled 10109; it is now preserved in Germany as 33-36.

#### McDonnell-Douglas F-4E Phantom

Greece placed an initial order for a batch of 36 Phantoms early 1972. The first deliveries were made in April 1974 to the 339th squadron at Andravida, where the type replaced the aging Thunderstreaks. A further twenty Phantoms were ordered subsequently two of which being delivered in March 1976 and the remainder in 1978. The air force is now in the course of receiving the last of eight RF-4Es, which brings its total of Phantoms to 64. All deliveries have gone to Andravida that should thus be housing three squadrons now. The recce-Phantoms are likely to proceed to Larissa soon, to replace the RF-84Fs of 348 Mira.

Serials are: 21500 - 21535, 40618 - 40619 & 71747-71774.

#### Canadair Cl.215

In all eight aircraft are operated by the 355th and 356th squadrons at Elefsis. The original batch consisted of six aircraft (serialled 1015, 1039, 1041, 1042, 1043 and 1045); two more Cl.215s were ordered and delivered in 1978, namely 1048 and 1060.

#### Cessna T-41D

Twenty aircraft, later augmented by one more, were delivered to replace the Harvards of the 'Ethniki Aeroporiki Acadiymia' at Dhekelian. Serials are (69-) 97181 to 97200 and (70-) 01262. Twenty T-41s remain in service.

#### Nord N.2501 Noratlas

Between 1970 and 1972, Greece received forty Noratlas from redundant Luftwaffe stocks, somewhat later augmented by six more. Another batch of four aircraft may have been delivered in 1977. Serials include:

52-103, 110, 119, 121, 122, 128, 131, 132, 133, 135  
52-139, 141, 143, 144, 147, 153, 154, 155, 158, 159  
52-161, 162, 163, 165, 166, 167, 168, 171, 172, 174  
52-176, 187, 188, 189  
53-220, 222, 228, 240, 241, 314, 332, 333, 339

#### Agusta Bell AB.206A

Two helicopters (70-8260 & 70-8268) were delivered in 1971; they are presently operated with the 362nd squadron at Dhekelia.

This concludes the article on the Hellenic Air Force. Any additional information and/or corrections are most welcome. Together with those reactions already received, they will be included in the On 2nd Though column in a future issue.

Five ex-Greek AF aircraft are exhibited in the War Museum. Located on the corner of Vassilissis Sofias Avenue and Rizari Street in Athens, this museum contains besides weapons, military uniforms model ships, etc., also an aviation part. Open all round from 09.00-14.00 on weekdays and 09.30-14.00 on sundays and holidays. Closed on monday.

On display:  
T-33A TR-771/16771  
Helldriver 83321

Spitfire MJ755  
Tiger Moth G776  
Harvard 32803

both photos - Athens February 20, 1979. (A.Booy)









TOP: A battered DO-27 (D-EFSU) and four Piper Cubs (incl. OO-LCE, OO-CBZ and OO-TAL)  
 BOTTOM: Dakota F-BYCU having a baby. (H.Dekker)

# SCHIPHOL

Movements during March (military ones included):

- 1: OD-AFY Boeing 707, TMA (no company markings)
- 2: 9G-ACO Boeing 720 AirMalta OY-DVL Cessna 500  
 TU-TIA F.27, Air Ivoire F-BJLY MS.760
- 3: SE-DFZ Boeing 747, SAS (on delivery flight)  
 G-BEYK Herald, BIA N1544X Piper PA-34
- 4: G-BIAS DC-8F, I.A.S. F-BTME Beech 99
- 5: OO-SBU Boeing 707, Sobelair (Air Algerie c/s)  
 EC-DEM DC-8, Aviaco XT-ABH Piper PA-31  
 OE-GDP Learjet N150JC Beech V35
- 6: N734T Boeing 720, Aero America  
 105/HL Nord 262, French AF HB-VPA Cessna 500
- 7: F-BVPO SN.601, Air Alsace OE-GAU Cessna 500  
 XR441 Sea Heron C.m.k.1, Royal Navy 781Sqn
- 8: 916 PA-31, French Navy G-AWYF G.159, Ford  
 G-AXMU BAC.1/11, B.I.A.
- 9: XR441 Sea Heron C.m.k.1, Royal Navy 781Sqn  
 SE-DDB Boeing 727, Transair Sweden  
 HB-ICO SE.210 Caravelle CTA OE-FLB Cessna 414
- 10: TR-LNH Piper PA-30 (30-1354) on delivery to  
 the United Kingdom by air
- 11: HB-ICO SE.210 Caravelle, C.T.A.
- 12: N801FT Boeing 747 Jumbo Jet, Flying Tigers  
 N9672 B.747, American Als N6163A DC-8, Airl.
- 13: HZ-MAM BAC.1/11 SE-DEA Learjet
- 14: SU-BAG B.707, Uganda Als 24471 CT-39A USAF  
 CX-BJV Cl.44, Aero Uruguay  
 109/HP Nord 262, French AF  
 XZ292 and XZ295, both Gazelle AH.m.k.1s, A.A.C
- 16: N668F L.188C Electra, Fleming International  
 F-BYAP F.27 Friendship, Uni-Air Roueque
- 17: G-AWNI B.747, British Aws N1PG Grumman1159  
 N6163A DC-8, Airlift N759A Grumman1159
- 18: 12411 CH-124, C.A.F. PH-DCO DC-8, ALM
- 19: N9673 B.747, American Als OO-PSP F.27
- 20: N733T B.720, Aero America 61-ZZ C.160F, FAF  
 C-FAHX Bell 212, Associate Helicopters
- 22: D-ABYS B.747, Lufthansa N660SR Cessna 500  
 OY-KTH DC-8, SAS
- 23: TAM90 PH-EXL F.27 TAM Bolivia (Bolivian AF)  
 EC-DFF SE.210, Trans Europe G-AXOX BAC.1/11
- 24: D-ILEX TS.601
- 26: N616US B.747F Jumbo Jet, NorthWest Orient  
 N9675 B.747F Jumbo Jet, American Airlines
- 28: 4X-AXG B.747, El-Al OE-FLX Cessna 421  
 OE-PSK Piper PA-31 Navajo
- 29: 7T-VEE B.737, Air Algerie I-LEAR Learjet  
 LN-SUA B.737, Braathens N400KC Jetstar II
- 30: 5T-20 0741/PH-EXV F.28, 'Armada Argentina'
- 31: G-BFZL Viscount, BMA (new) I-TIDU F.28, Itavia

# STORAGE AT GILZE RIJEN

SEE ALSO PAGE 6 & 7



Also some civil aircraft are stored with DVM at Gilze Rijen:

PH-UDT Beechcraft D-18S Expeditor. EX-RLD and in September 1969 for storage to Woensdrecht later to Gilze Rijen.

PH-NET Auster V (ex TJ347, G-AIPE). Out of register in May 1970 and moved to Gilze Rijen for storage.

D-EDEC Fiesler Storch. Left Gilze Rijen late 78 for an exhibition in Utrecht and later on reportedly moved to Nijmegen (?)

Additionally also an ex-French Stampe is stored. After being displayed at an aviation exhibition in LIPS Autotron, it was moved to Gilze Rijen.

# FOKKER-VFW

## F.28 FELLOWSHIP

11137	3124V	PH-EXS/5H-CCM Tanzania Gov't
11138	4125	PH-EXT/PH-CHB NLM/KLM 'Birmingham'
11139	4126	PH-EXU/PH-CHD NLM/KLM 'Maastricht'
11140	4127	PH-EXN/PH-CHF NLM/KLM 'Guernsey'
11141	4128	PH-EXP/PH-CHI NLM/KLM 'Eindhoven'
11142	4129	PH-EXY, for Nigeria Airways
11143	3130	PH-EXZ, d/d 10 April as OY-BRM
11144	4131	PH-EXS, for Nigeria Airways
11145	3132C	PH-EXV, d/d 5/4 (?) as 0741/5T-20
11146	4133	unsold
11147	3134	Argentine Navy as 0740/5T-10 /PHEXY
11148	4135	unsold (Rotterdam Airlines?)
11149	4136	unsold (Rotterdam Airlines?)
11150	3132C	Argentine Navy as 0742/5T-21
11151	3137	for Cimber Air (OY-BRN??)

RIGHT: Wassmer WA-40 PH-PUT at Leopoldsburg waiting to be registered in Belgium.

BELOW: Cessna U-208G PH-SFD while handed over to skydiving club 'The Flying Dutchman' at Teuge. This a/c is nicknamed SufferDje. PH-SFD is the first Cessna in Europe to carry six paras.







Three times Fokker-VFW aircraft .... at Schiphol: F.28 5-T-20 of Argentine Navy; F.27 PH-EXH/TAM-92 of Bolivian AP; F.28 PH-BBV of Air Anglia/NLM. (J.Dijkstra, H.Ruiken and H.Ruiken resp.)





REG.	RLDno	TYPE	C/N	OWNER	REMARKS
PH-AAJ	2840	McDonnell Douglas DC-10-30	46972	Citicorp Leasing Nederland	(new)
PH-AAJ	2840	McDonnell Douglas DC-10-30	46972	Citicorp Leasing Nederland	(new)
PH-ABK	2758	Reims Cessna FR.182	0012	Air Service Holland BV	to Veluwe Air Service BV
PH-ALH	2851	Cessna U.206G	U206-04816	Air Service Holland BV	ex PH-AYI II (new)
PH-ATV	1629	Piper PA-30 Twin Comanche	30-1929	Sensor Nederland NV	to H. Lawson
PH-BYL	2843	Reims Cessna F.172N	1809	Air Service Holland BV	(new)
PH-DTH	2254	McDonnell Douglas DC-10-30	46557	Koninklijke LuchtvaartMij	to YV-138C (out)
PH-ECG	2804	Piper PA-31-325 Navajo	31-7912022	Netherlands E.A.S. BV	to Delcharge NV
PH-EDY	2786	Piper PA-38-112 Tomahawk	38-78A0467	Netherlands E.A.S. BV	to G.Huizinga
PH-FTK	2787	Fokker F.27-200 Maritime	10581	Fokker-VFW BV	to D2-01 (out)
PH-FTL	2848	Fokker F.27-200 Maritime	10587	Fokker-VFW BV	ex PH-EXB (new)
PH-FTM	2837	Fokker F.27-400 Troopship	10584	Fokker-VFW BV	ex PH-EXH (new)
PH-FTM	2837	Fokker F.27-400 Troopship	10584	Fokker-VFW BV	to TAM 92, Bol.AF (out)
PH-FTN	2852	Fokker F.27-400 Troopship	10578	Fokker-VFW BV	ex PH-EXL (new)
PH-GAB	2232	Reims Cessna FRA.150L	0234	Nott-Air BV	(out)
PH-GNT	2008	Piper PA-28-140	28-7328282	Luchtvaartmij Schreiner Aw	to U.K. (out)
PH-HVS	2055	Reims Cessna F.172M	0992	St.Vliegmaterieel Lelystad	to Netherlands E.A.S. BV
PH-HVS	2055	Reims Cessna F.172M	0992	Netherlands E.A.S. BV	to U.K. (out)
PH-IET	2799	Piper PA-44-180 Seminole	44-7995098	Netherlands E.A.S. BV	to Purigas BV (holder)
PH-KAB	2146	Reims Cessna F.172M	1129	Luchtvaardij Yntema BV	to Air Service Holland
PH-KAF	2798	Piper PA-38-112 Tomahawk	38-78A0805	Netherlands E.A.S. BV	to KLM Aeroclub
PH-LDB	2847	Piper PA-28-181 Archer II	28-7990353	Netherlands E.A.S. BV	(new)
PH-MTA	2831	Mooney M.20J	24-0782	A.M.A. Sales BV	(new)
PH-NKH	1519	Piper PA-18-150 Super Cub	18-8793	J.Daams	to U.K. (out)
PH-NSM	2120	Piper PA-28-140 Cherokee	28-7425143	Luchtvaartmij Schreiner Aw	to U.K. (out)
PH-PCN	2800	Cessna 182P Skylane	64420	Air Service Holland BV	to Para Centrum Noord
PH-PSW	2674	Piper PA-18-135 Super Cub	18-3820	Vliegclub Hoogeveen	to P.S. Wierenga
PH-RDM	1831	Piper PA-18-135 Super Cub	18-3639	Pro Air Group BV	to Air Service Holland
PH-RPR	2827	Bölkow BO 105C	S-356	Staat der Nederlanden, Ministerie van Justitie	Dienst Luchtvaart van het Korps Rijkspolitie (new)
PH-SFD	2849	Cessna U.206G	U206-04474	Air Service Holland BV	ex N733LG, PH-AYH-2 (new)
PH-VAR	2839	M.S.Rallye 150ST	3173	Aviation Francaise BV	(new)
PH-VDW	1509	Reims Cessna F.172N	0626	Air Service Holland BV	(out)
PH-VIR	2082	Cessna 421B	421B-0506	Air Service Holland BV	to D-IGPL (out)
PH-VLO	2670	Piper PA-18-135 Super Cub	18-3846	Limburgs Luchtvaartbedr.	to Aero Limburg BV
PH-WDT	2420	Piper PA-18-135 Super Cub	18-3869	West Brabantse Aero Club	to B.F.P. Jongmans
PH-WPL	2853	Hughes 269C	390781	Luchtvaartmij Schreiner Aw	(new)
PH-ZVC	2836	Piper PA-18-135 Super Cub	18-3855	Zuidhollandse Vliegclub	ex 54-2455, R-156 (new)
PH-226	542	Skylark II T-41	1004	J.A.H. van den Broek	to H. van der Meer
PH-312	2842	Ka 8B	8264	H. Jans en D.C. Beulink	ex PH-312 (984) (new)
PH-376	2018	AS-K 13	13427	West Brabantse Aero Club	(out)
PH-541	2387	Pilatus B4-PC 11	217	H. de Jonge	(out)
PH-568	2477	Astir CS	1491	D. van Westreenen	to L.A. de Jager
PH-627	2774	IS-28B2	126	Unifra BV	(out)
PH-638	2838	LS 3a	3233	R.M. Schnitker & W.Kivits	(new)
PH-639	2832	Astir CS 77	1751	1st Limburgse Zweefvliegclub	(new)
PH-645	2833	Twin Astir	3232	Vliegclub Hoogeveen	(new)
PH-646	2844	Astir CS 77	1798	F.G.J. Hulscher	(new)
PH-655	2841	Standard Cirrus	448	G.P.Magielka & H.D.Lances	built 1974 (new)
PH-657	2830	Astir CS 77	1800	K.J.Boekhoudt	(new)
PH-659	2828	Twin Astir	3233	ZVC Noordoostpolder	(new)
PH-663	2835	LS 3a	3235	Vliegclub Midden Zeeland	(new)
PH-664	2829	ASK 13	1582	West Brabantse Aero Club	(new)
PH-665	2850	ASW 19B	19265	Vliegclub Haamstede	(new)
PH-668	2834	LS 3a	3310	S.A.G.de Graaf & A.Perlet	(new)
PH-669	2846	Astir CS Jeans	2198	ZVC Noordoostpolder	(new)





