

FLASH

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FLASH VOLUME NR 26 JANUARY 1973

Editorial team:

editor G.A.Hiltermann
co-editors: G.J.van Tuyn
J.A.Engels
J.A.H.van den Oever
F.J.Klaassen

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FLASH Aviation Magazine
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Eindhoven
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- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.

Dear Reader,

1972 has gone, and FLASH will start the coming year with fresh cheer. We finished the year behind us favourably. Of course, we won't bother you with extensive balances, curves, etc., but will have noticed by the recent extensions that things go well!! This is due to the fact that we organized a campaign to win new members, which will end on January 31th. Do you still know other new members. well don't hesitate to send us their names and addresses, because you still have the chance to get some beautiful photos!!

We sincerely hope, you will keep supporting our magazine and be our financial-contributor in 1973 again so that we will be able to continue our extensions!!

The editors

Regular correspondents:

H.R.Productions Spotting
Department (NL)
P.A.Jackson (UK)

for this issue our special thanks
to: F.v/d.Berk
E.Boogard
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J.Chaudemanche

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COVER PHOTOGRAPH:

This issue contains an article on the T-33A in Dutch AF service. This picture represents an example (ex 17AF) of the USAF which has left Ramstein AB for Turkey(?) recently. (see page 16)

M O V E M E N T S

Volkel (R.Neth.A.F.)

F.v/d.Berk

November 14: 22-25, 26-63 F-104G Bundesmarine MFG-1
15: XW534, XW545 Buccenneer S.2A RAF 15Sqn Laarbruch
26-06 F-104G Luftwaffe JABO G-36 Hopsten
CR68-440, 445 F-4E USAF 32TFS Soesterberg

Twenthe (R.Neth.AF.)

H.Sloot

September 4: 13189 C-130E Turk.AF.
030(ex Luftw. 5022), 035 (ex Luftw. 5027) C.160 Turk.AF.
8: 91-28 c/n 150 P-149D Luftwaffe JABO G-36
26-07 c/n 9135 F-104G Luftwaffe
14: 021 (ex luftw. 5013) C-160 Transall Turk.AF.
029, 511, 512, 961, 491, 553, 922, 541, 952 T-33A
Turk.AF. (left Twenthe AB 15-9-'72 8 o'clock, more
details see page 12)
18: XN775 Lightning F.2A RAF 92Sqn Guthersloh
25: 917 C-119 Ethiopien AF. (till 2-10)
29: 213, 214 T-33A Ethiopian AF. (more details, see page 12)

October 13: 77-72 Alouette II HEER
16: 77-62, 77-33 Alouette II HEER
80-54 H-34 HEER
FX-30 c/n 9064, FX-19 c/n 9044 F-104G BAF 10Wing
(FX-19 had a flame-out during start and flew into barrier)
17: 73-82 UH-1D HEER
24-74 c/n 8223 F-104G Luftwaffe S-10 Jever
27-29 c/n 5731, 27-95 c/n 5925 TF-104G Luftwaffe WS-10
BA-35, BA-48 Mirage VBA BAF
FC-03 TF-104G BAF (came for pilot FX-19)
18: FX-02 c/n 9017, FX-40 c/n 9083 F-104G BAF 10Wing
75-47 Alouette II HEER
74-28 Bell 47 Luftwaffe
XA-536 Canberra T.11 RAF
19: OT-CEA CP-41 C-119 BAF
FX-37 F-104G BAF 10 Wing Kleine-Brogel
77-18, 77-73 Alouette II HEER
25: 9177 P-149D Piaggio Luftwaffe WS-50 Erding
30: XN784 Lightning F.2A RAF

November 17: 25-25 c/n 8301, 25-42 c/n 8329, 25-54 c/n 8349 F-104G
Luftwaffe JABO G-32 Lechfeld
27-83 c/n 5912, 27-82 c/n 5911 TF-104G Luftw. JABO G-32
28-18 c/n 5948 TF-104G Luftwaffe JABO G-33 Buchel
27-88 c/n 5918 TF-104G Luftwaffe JG-74 Neuburg
25-88 c/n 9067 F-104G Luftwaffe JG-74 Neuburg
UH68-C28 F-111E USAF Upper Heyford

Leeuwarden (R.Neth.AF.)

Cleopatra

November 6: 156175 'HL' EC-130Q US.Navy VQ4
9: DT-835 (18835) T-33A R.Dan.AF.
26-29 F-104G Luftwaffe
13: U-280 s/n 61-280 S-61N R.Dan.AF.
22: WV701 Pembroke RAF
23-98, 21-78 F-104G Luftwaffe
29: XN782/H, XN775/B, XN792/M Lightning F.2A RAF 92 Sqn
Guthersloh
XN730/J Lightning F.2A RAF 92Sqn (this a/c was camoufl.)
26-68 F-104G Bundesmarine

December 11: K-3001 NF-5A R.Neth.AF. (for aerial trials, carrying
badge of "Testgroep Koninklijke Luchtmacht", till
14 December)

cont. Leeuwarden

December 13: OT-ZAH RM-8 Pembroke BAF 15Wing Melsbroek

Laarbruch (RAF)

F.v/d.Berk

November 30: XH170 Canberra PR.9 RAF 39Sqn Wyton
 XT552/R, XG169/N Hunter FGA.9 RAF 79Sqn/2290CU Chivenor
 34-15 c/n 91-0012 G-91T Luftwaffe WS-50
 .XL568 Hunter T.7A RAF 2370.C.U. Honington

December 1: 567 (ex 10567), F-5A R.No.AF. 332Sqn Rygge
 241 (ex 69241) F-5B R.No.AF. 332Sqn Rygge
 33-12 c/n 91-583 Fiat G-91R Luftwaffe LEKG-43
 XT907, XT894 Phantom FGR.2 RAF 64Res.Sqn/2280.C.U.
 YV203 s/n 66-6053 C-130K Hercules RAF
 WJ768/Y Canberra PR.16 51Sqn Wyton RAF

Dusseldorf (civil)

A.Luft

November 3: 4X-FAG Noratlas I.D.AF.
 10: O-20897 C-97G USAF
 18: XR441 Heron R.Navy

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AEROBATIC TEAMS

Part 2:

Compiled and written by:
 J.v/d.Oever and G.Hiltermann
 With special thanks to
H.v/d.Laar.

"Rode Duivels" (Belg.AF.)

In this issue we would like to tell a short story concerning the "Rode Duivels", also well-known under the names "Red Devils" and "Diablos Rouges".

This Belgian aerobatic team was established in 1933; it flew with Avro-, Morane- and Fiat-aircraft and also with the famous Firefly. Later on it kept existing semi-officially with Gladiators; its team-leader was Capt. Arend.

The aftermath of WW II soon became blurred and various pilots would like to stunt with the surplus Spitfires. However a real team wasn't formed at that time; later, in 1958, Major Bladt re-formed the Red Devils at Chièvres. It was equipped with Hunters.

In 1958 five, in 1959 nine and later in the same year, even 16 Hunters were available! In 1960 the number of Hunters was brought back to five again. All the Hunters flew in the "National colours". Captain Depruis took over the leadership of this team and until 1963, when the Hunters left service, it had much succes.

In 1965 it was re-formed again at Brustum under the command of Major De Waelheyns. Its equipment consisted of 6 Magisters CM-170R. Again the team had enormous succes.

Not very often mentioned is the fact that a Dutch pilot became "reserve" of the Red Devils, while a Belgian pilot was "reserve" of the Dutch Whisky Four.

In 1970 the team got a complete change as, except for the commander change, 5 new pilots joined the team, while the others retired. Many performances were given in Belgium, W.Germany, Italy and Great Britain in 1970.

Alas... in 1972 the number of pilots was only two, due to lack of time. At the same time, sorry to say, the quality of the team's performances went down!

To finish this article we'll give you a short survey containing regs of the Magister which fly or flew in the team's colours:

MT-5 c/n 262, MT6 c/n 263, MT-7 c/n 264, MT-9 c/n 266 cr 27-2-'70,
 MT-11 c/n 268, MT-12 c/n 269, MT-15 c/n 272, MT-16 c/n 273, MT-17
 c/n 274 cr 25-9-69, MT-18 c/n 275, MT-20 c/n 277 cr 10-6-68, MT-21
 c/n 278, MT-22 c/n 279, MT-23 c/n 280, MT-27 c/n 284, MT-29 c/n 286
 cr 2-64, MT-32 c/n 289, MT-35 c/n 292

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WEST GERMAN AIR POWER

Part 1

Compiled and written by G.A. Hiltermann, with special thanks to G.Joos, J.V/d.Oever, A.Luft, H.Sloot, E.Ragas, P.Jackson and the West German AF.

The "youngest" NATO-Air force is the West German Air Force. After becoming a member of this organisation on May 5th 1955, the "new" Luftwaffe was established officially on September 24th 1956. On that event the first three aircraft were handed over: a Piper Cub, a Harvard and a T-33.

The Luftwaffe, having no pilots at that particular moment, would become one of the biggest and most modern air forces in the world some years later.

Your magazine FLASH will pay some attention to the seventeen-year-old history of the Luftwaffe in the months following.

Germany is situated in the heart of Europe. Against the will of the population, the Iron Curtain, set up by the Soviets and their German puppets, splits the country into two parts. The western part of Germany, the Federal Republic, has a population of about 60 million people in a total land area of 95,580 square miles. While the distance of the Federal Republic from north to south is 515 miles, the maximum distance from west to east is only 281 miles and the minimum less than 188 miles. This long-drawn narrow strip of territory between the Baltic and the Alps has an unusually large economic potential and is of decisive strategic importance to the whole of Europe.

Ever since November 12, 1955, the day the first soldiers of the new German Army put on their uniforms, the "Bundeswehr" (armed forces) has been built up according to plan.

On May 5, 1955, the Federal Republic became a member of the North Atlantic Treaty Organisation and of the West European Union.

The Luftwaffe

First we would like to give a division of the flying part of the West German Air Force.

A The "first line" aircraft. These are divided into "Geschwader" (means Wing). Every Geschwader has two or three "Staffels" (means squadrons). Each Staffel normally has 18 aircraft available with some reserves.

The following Geschwader are the most important ones:

- Jagdgeschwader (JG). Formerly the WGAF used for this purpose Candair Sabres MK V and VI. These ones have been replaced by the Starfighter for some time. Two Jagdgeschwader (Fighter Interceptor Wing) are still in service.
- Jagdbombergeschwader (JABOG). In former days the F-84F was used as a tactical fighter aircraft. At this moment the F-104G is being used. There are five Jagdbombergeschwader (Tactical Fighter Wing).
- Leichtes Kampf Geschwader (LEKG). These are a kind of sub-wings of the JABOG's. Their task is to give assistance to the landforces in the frontlines. The four LEK Geschwader (Strike Wings) are (still) equipped with the manoeuvrable Fiat G-91R.
- Aufklärungs Geschwader (AG). At present equipped with the modern RF-4E Phantom II. The two Aufklärungsgeschwader (Tactical Reconnaissance Wing) are used for visual- and photo reconnaissance of targets, land and camouflage. In former days the RF-84F, the G-91R and the RF-104G were set in for this task.
- Lufttransportgeschwader (LTG) and Hubschrauber Transport Geschwader (HTG). These transportwings are mainly equipped with Transalls, while Noratlasses and UH-1D's are used too. There are three LTG's and only one HTG. The aircraft and helicopters of these wings are

used to carry troops and materials, parachutists and wounded persons (UH-1D).

- Verbindungsstaffeln (liaison squadrons). Equipped with DO-27's and P-149D's and especially UH-1D's, these squadrons are being used for reconnaissance flights and for carrying (important) persons and materials for short distances only.

B Anti-aircraft defence

- Flugabwehr-Raketbataillone (Anti-aircraft missile Wings) are equipped with Nike Ajax, Nike Herkules and Hawk missiles. Furthermore the "Flugabwehrbataillone" are using 40mm Bofor guns.

C Training-units

There are various training-units to complete the training of flying- and groundpersonal. The following units are vitally important for us:

- Fluganwärterregiment at Neuburg, equipped with Piaggio P-149D. Here the "new" pilots are tested during their first flying-hours. Furthermore the instructors are making the pilots familiar with the radio-navigation.
- Flugzugführerschulen. There is only one "FFS", namely the one at Wunstorf/Fassberg/Diepholz for the continuing training on transport aircraft and helicopters. The other, formerly existing FFS's were disbanded as the flighttraining takes place in the USA now!
- Waffenschulen. Two units: one for conversiontraining to the F-104G at Jever; another one at "Fürsty" (Fürstenfeldbruck) for the conversiontraining to the G-91R.
- Technische Schulen. Here technical personal is being trained before they can start their work with the aircraft. The "Höhere Technische Schule" (High Technical School) for technical officers is located at Neubiberg.

Furthermore there are a number of "loose" squadrons about which we will talk later.

Aircraft serving with the Luftwaffe.

As a "finishing-touch" of this part of our new continuing story, we will pay special attention to the RF-84F Thunderflash, of which the Luftwaffe has received a number of 108 on disposal as reconnaissance aircraft. In 1955 these "Flashes" were handed over by the USA to Germany under M.D.A.P. (Military Defence Aid Program). The first "RF's" joined Waffenschule 50 at Erding and got the code BD (about the registration-code-system we will inform you later). In 1959 these RF-84F's joined AG-51, that was established a short time before, but stayed at Erding.

The other aircraft were delivered to AG-52 at Eggebeck in 1960 (code EB). In the same year AG-51 moved to Ingolstadt (code EA).

The first Thunderflashes left service already in 1964, while the last ones did so in 1967.

Some dozens of the 108 RF-84F's have been crashed, while there are at least 5 "RF-monuments" in West Germany. The remaining part has been broken up or were delivered to the air forces of Turkey, Greece, Norway and Belgium.

Here is our seriallist:

type	serial	registration	remarks
RF-84F-5RE	51-1841	EB-103	w/o 20-4-60
"	51-1862	EB-302, EB-102	
"	51-1869	EB-319	
"	51-1887	EB-351	w/o 1-6-1961
"	51-1888	EB-364	
"	51-1894	EB-310	

type	serial	registration	remarks
RF-84F-10RE	51-1911	EB-303	
"	51-1913	EB-118	
"	51-1923	EB-313, EB-113	
"	51-1933	EB-333	
RF-84F-25RE	51-17003	EB-314	
"	51-17004	EB-109	
"	51-17005	EB-347	
"	51-17006	EB-304	
"	51-17007	EB-308	
"	51-17009	EB-232	
"	51-17010	EB-360	
"	51-17011	EB-337	to RHAF as 117011
"	51-17013	EB-301	
RF-84F-26RE	51-17021	BD-701	
RF-84F-25RE	51-17037	EB-238	
"	51-18038	EB-342	
"	51-17041	EB-343	
"	51-17042	EB-105	
"	52-7290	EB-311	
"	52-7291	EB-232	w/o 21-4-64
"	52-7292	EB-361	
"	52-7293	EB-119	w/o 11-10-61
"	52-7295	EB-115	
"	62-7309	EB-307	
"	52-7310	EB-305, EB-105	
"	52-7313	EB-106, EB-306	
"	52-7315	EB-312	
"	52-7316	EB-335	
"	52-7317	EB-120	
"	52-7342	EB-334	w/o 12-4-65
"	52-7543	EB-348	
"	52-7345	EB-349	to R.No.AP. as AZ-U
"	52-7346	EB-344	In WGAF-museum
"	52-7347	EB-116, EB-316	
"	52-7350	EB-306	
"	52-7355	EB-250	Monument at Leck AB.
"	52-7356	EB-351	
"	52-7358	EB-321	
"	52-7359	EB-317, EB-117	
"	52-7361	EB-107	w/o 7-6-63
"	52-7364	EB-235	
"	52-7365	EB-245, EB-345	
"	52-7371	EB-239	
"	52-7373	EB-340	to RDAF as C-373
"	52-7375	EB-336, EA-236	Monument at Ingolstadt
"	52-7377	EB-341	
RF-84F-30RE	52-7379	EB-331, EB-231	Monument at Munchen
"	52-7381	EB-346	/Aubing
RF-84F-46RE	53-7564	EB-369	
"	53-7575	EB-325	
"	53-7582	EB-326	
"	53-7619	EA-301	
"	53-7641	EB-363	
"	53-7643	EB-366	
"	53-7644	EA-311, EA-104	to BAF in 1-65 as
"	53-7645	EA-331	w/o 26-11-64 / FR-31
"	53-7646	EA-303	to BAF in 1-65 as
"	53-7650	EA-304	/ FR-32
"	53-7652	EA-363	
"	53-7653	EB-322	
"	53-7654	EB-368	
53	53-7655	EA-340	
"	53-7656	EA-332	w/o

type	serial	registration	remarks
RF-84F-46RE	53-7657	BD-233	w/o 8-6-59
"	53-7658	EA-305	to BAF in 1-65 as
"	53-7659	EB-303, EA-306	∠ FR-33
"	53-7660	EB-362	
"	53-7661	EB-322	
"	53-7662	EA-362	
"	53-7663	EB-327, EA-241	
"	53-7664	EB-356	
"	53-7665	EB-328	
"	53-7667	EB-329	
"	53-7668	EA-244	w/o 30-3-63
"	53-7669	EB-332	
"	53-7671	EA-348	
"	53-7672	BD-702, BD-249	
"	53-7673	EA-321	
"	53-7674	EB-308	
"	53-7675	EB-353	
"	53-7676	EB-357, EA-110, PD-110	
"	53-7677	EA-334	to BAF in 1-65 as
"	53-7678	EA-351	∠ FR-34
"	53-7679	EB-363	
"	53-7680	EA-111	w/o 30-3-63
"	53-7681	EB-307	
"	53-7682	EB-334	
"	53-7683	EB-324	to RHAF as 37683
"	53-7684	EB-364	
"	53-7685	EA-235	
"	53-7686	EB-350	
"	53-7687	EB-365	
"	53-7688	EB-352, EA-247	
"	53-7689	EA-120, EA-320	
"	53-7690	EB-354, EA-235	
"	53-7691	EB-323	
"	53-7692	EB-355	
"	53-7693	EA-315	
"	53-7694	EA-316	
"	53-7695	EB-330	
"	53-7696	EB-360	
"	53-7697	EA-313, EA-113	w/o 3-8-59

Naturally the aircraft changed sometimes in the course of years; you will mainly see EB-registrations, but most aircraft have had three or four different registrations.

Up to now known, 5 RF-84F's have been preserved as monuments: in the Luftwaffe-museum at the military airbase of Uetersen near Hamburg (EB-344); near a school in Munchen-Aubing (EB-331); in front of the officers-mess of Ingolstadt-Manching (EA-326); at Leck airbase you will find the EB-250 and at Bremgarten the EA-101, although the serial of the EA-101 is not known to us at this time.

If you have more information on the RF-84F's, please send it to the well-known address.

Finally some V.I.P. planes which were in service in the course of years:

1 Douglas DC-6B: Originally two civil DC-6B's were bought for the "F.B.-staffel" at Koln/Wahn. Later the number of aircraft increased to four, but in 1969 the Boeing 707-320C took over its task.

Serials:	c/n	reg	ex reg.	sold to
	43828	1301	OO-SCG, EC-ARS, CA-023	OY-STZ
	44175	1302	OO-CTM, CA-024	OY-STY
	45065	1303	N93114, CA-034, CA-021	5U-AAE
	45066	1304	N93115, CA-035, CA-022	5U-AAF

2 De Havilland Heron 2: In 1957 two Herons were delivered as V.I.P. aircraft and were stationed at Köln/Wahn. During six years these small, luxurious, four-engined aircraft carried many generals, but in 1963 the Herons could be sold when the C-140 Jetstar took over its task.

Serials:

c/n	reg.	remarks
14188	CA-001	sold in 1963 as G-ASFI, now CR-GAT
14124	CA-002	sold in 1962 to G-ASCX, now VH-CLV

3 Dornier DO-28B: Little known is the fact that the luftwaffe has had such an aircraft in service.

This two-engined aircraft however didn't come up to expectations and was sold in 1968. Remarks:

c/n 3015 reg: CA-041, later 1501. In 1968 sold to D-ILPB.

At last we shall give you the serials of the Douglas C-47 Dakota, of which the Luftwaffe got a number of 20 aircraft. Some flew with the FBS at Köln/Wahn, the others with LTG61 and Luftwaffengruppe Nord. Later some of them got a NASARR equipment at Lechfeld where some of them are still flying.

c/n	serial	ex reg.	ex reg.	reg.	remarks
26716	43-49455	GR115, GA115	CA015	-	sold to N-3161Q
26977	43-49716	GR108, GA108	CA016	-	sold to D-CNSF now 501 Muscat AF
26989	43-49728	GR117, GA117	XA111	14-01	
32725	44-76393	GR105, GA105	XA112	14-02	
32728	44-76396	GR101, GA116	XA118		ex reg AS581, AA589, Broken up
32739	44-76407	GR102, GA...	AS582, AB591	-	ex reg BD591; S.O.C.
32814	44-76482	GR114, GA114	CA017	-	sold to N3176Q
33021	44-76689	GR103, GA...	AS583, XA113	-	sold to N3177Q
33024	44-76692	GR104, GA112	AS584, XA120	14-03	ex reg ND201, GR112
33052	44-76720	GA...	AS588, XA119	14-04	ex reg AA588
33064	44-76732	GR113, GA113	CA013, XA123	14-05	ex reg ND106; w/o at Husum on 12-2-69
33143	44-76811	GR116, GA107	CA014, ND202	-	sold to N3178Q
33153	44-76821	GA110	AS590, AB590	14-06	ex reg BD590, ex USAF, ex RAF KN547
33194	44-76862	CA012	XA124	14-07	
33203	44-76871	GR109, GA109	AS589, ND105	14-08	ex reg. GR-112
33238	44-76906	GR111, GA102	G 014, AS587	-	S.O.C. ex USAF, ex RAF KN597
33273	44-76941	GR106, GA106	XA114	14-09	ex ND106
33353	44-77021	ex RAF KN658	CA011	-	to N3179Q, PH-104, ex USAF O-477021
33429	44-77097	GR109, GA104	AS585, XA115	14-10	
33552	44-77220	GR110, GA111	AS586, XA116	14-11	ex USAF O-477220

to be continued next month.

NEWS ----- NEWS ----- NEWS ----- NEWS

-- On July 25, Troopship C-7 of the R.Neth.AF. left Holland for Soedan, to help to inhabitants of Soedan. The a/c was painted in V.N.-colours. It returned on December 22 at its home-base Soesterberg.

-- At Laarbruch Nr.16 Sqn is re-formed after it was disbanded on June 6, 1972. The sqn is now equipped with Buccaneers. The other Buccaneer squadron at Laarbruch is Nr.15 Sqn.

FOKKER-PRODUCTION LOCKHEED (R)F-104G STARFIGHTER V(last part)

Compiled and written by B.Marselis
and E.Boogaard.

c/n	U.S.serial	Air Force	code(1)	code(2)	notes
8299		WGAF		25-24	
8300		Neth.AF.	D-8300		
8301		WGAF		25-25	
8302		WGAF		25-26	
8303		WGAF	DB-122	25-27	
8304		Neth.AF.	D-8304		
8305		WGAF		25-28	
8306		WGAF		25-29	
8307		WGAF		25-30	
8308		Neth.AF.	D-8308		
8309		WGAF		25-31	
8310		WGAF	DB-231	25-32	
8311		Neth.AF.	D-8311		
8312		Neth.AF.	D-8312		
8313		WGAF	DB-232	25-33	
8314		WGAF	DB-233	25-34	
8315		WGAF	DB-234	-	w/o 23-12-65
8316		WGAF	DB-235	25-35	/Bavaria
8317		WGAF	DB-236	25-36	
8318		Neth.AF.	D-8318		
8319		Neth.AF.	D-8319		
8320		WGAF	DB-237	-	w/o 18-3-66
8321		WGAF	DB-238	25-37	
8322		WGAF	DB-239	25-38	
8323		WGAF	DB-240	25-39	
8324		Neth.AF.	D-8324		
8325		Neth.AF.	D-8325		w/o 23-3-72 Aadorp
8326		Neth.AF.	D-8326		
8327		WGAF.	DB-241	25-40	
8328		WGAF	DB-242	25-41	
8329		WGAF	DB-243	25-42	
8330		WGAF	DB-244	25-43	
8331		Neth.AF.	D-8833		
8332		Neth.AF.	D-8332		
8333		WGAF	DB-245	25-44	
8334		WGAF	DB-246	25-45	
8335		WGAF	DB-247	25-46	
8336		Neth.AF.	D-8336		
8337		Neth.AF.	D-8337		
8338		Neth.AF.	D-8338		
8339		WGAF	DB-248	25-47	
8340		WGAF	DB-249	25-48	
8341		Neth.AF.	D-8341		
8342		Neth.AF.	D-8342		last F-104G for Neth.AF. d/d 3-5-65
8343		Neth.AF.	D-8343		
8344		WGAF	DB-250	25-49	
8245		WGAF	DB-251	25-50	
8346		WGAF	DB-252	25-51	
8347		WGAF	DC-129	25-52	
8348		WGAF		25-53	
8349		WGAF		25-54	
8350		WGAF		25-55	

This was the last part of the Starfighter-article. The editorial-team hopes that it will not be the last article written by subscribers. We hope that more people will follow B.Marselis and E.Boogaard.

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- 12 -

LOCKHEED T-33A IN R.NETH.AF. SERVICE

compiled by J.A.Engels.

Another aircraft vanished from the Dutch aviation-scene a few months ago: The Lockheed T-33A "T-bird" and this gives us the opportunity to publish an article on this for many years so familiar type of aircraft; let us dive into history for a moment. The Lockheed T-33A entered service with the R.Neth.AF. in 1953 when 31 of the total of 63 (R)T-33A were delivered to serve in the training

Until 1958 all T-33A's were based at Volkel AB. Another 10 aircraft were supplied in 1959 and when the Belgians joined the Dutch training program in 1962, they (i.e. their Air Force) brought 6 aircraft with them (see serial list).

Delivery continued with another 11, ex USAF, aircraft in Jan.1964, and it ended with the supply of 2 additional ex BAF aircraft in 1966. In addition three Lockheed RT-33A were delivered in 1956 to supplement NR.3068's reconnaissance activities. The more corpulent nose of these aircraft contained four cameras and a wire-recorder.

During many years (1962-1971) a considerable number of the R.Neth.AF. T-33A's operated from Woensdrecht where the integrated Dutch-Belgian training-program was taken place, while the rest of the aircraft was serving with different Base Flights.

This period came to an end in 1972 when the Dutch and the Belgians went their own way: the first chose for the NF-5 as F-84F/T-33 replacement while the latter accepted the Mirage V. This has led to different training procedures within both air forces.

Actually all R.Neth.AF. T-33A's were grounded in April 1972 being advised so by the USAF which had had some serious accidents in which aircraft of this type were involved.

After that phasing out of the T-33A started a new period. You may conclude that from the below list:

R.Neth.AF. (R)T-33A and their Fate:

M-1	51-4511	still in use with R.Neth.AF. 4/72; to Turk.AF. as 511; left Holland 15-9-72
M-2	51-4512	still in use with R.Neth.AF. 4/72; to Turk.AF. as 512; left Holland 15-9-72
M-3	51-6574	crashed 9-7-63 at Eindhoven AB (cr as TR-3)
M-4	51-6577	returned to USAF-MAP on 12-10-71; to RHAF as 16577
M-5	51-9028	still in use R.Neth.AF. 4/72; stored Woensdrecht; will go th AF-museum
M-6	51-9029	still in use R.Ne.AF. 4/72; to Turk.AF. as 029; left Holland on 15-9-72
M-7	51-17551	crashed 3-7-1957 near Ede, collision with M-18
M-8	51-9149	crashed 6-2-1967 at Leeuwarden AB.
M-9	51-9254	returned to USAF-MAP on 6-7-1971, now with RHAF as 19254
M-10	51-9255	crashed sept-1958 at Eindhoven AB
M-11	51-17466	still in use R.NAF 4/72; to Ethiopian AF as 213, left Holland 29-9-72
M-12	51-17459	burned Soesterberg AB. 9-7-1963
M-13	51-9903	crashed Volkel AB. 1956
M-14	51-17498	returned to USAF-MAP on 12-10-71
M-15	51-17530	burned out at Woensdrecht in Aug 1963
M-16	51-17553	still in use R.N.AF. 4/72; to Turk.AF. as 553; left Holland on 15-9-72
M-17	51-17556	returned to USAF-MAP on 6-7-1971; now with RHAF as 117556
M-18	52-9877	crashed 5-7-1957 near Ede, collision with M-7
M-19	52-9899	crashed 21-5-1964 into Haringvliet
M-20	52-9900	returned to USAF-MAP on 6-7-1971; now with RHAF as 29900

M-21	51-17491	still in use RNAF 4/72; to Turk.AF. as 491; left Holland on 15-9-72
M-22	51-17518	exploded during t/o from Eindhoven
M-23	51-17542	w/o after crashlanding at De Peel AB.
M-24	52-9876	returned to USAF-MAP on 21-12-71
M-25	51-17549	returned to USAF-MAP on 21-12-71
M-26	52-9881	returned to USAF-MAP on 21-12-71
M-27	52-9922	still in use RNAF 4/72; to Turk.AF. as 922, left Holland on 15-9-72
M-28	51-17541	still in use RNAF 4/72; to Turk.AF. as 541, left Holland on 15-9-72
M-29	52-9913	returned to USAF-MAP on 6-7-1971; now with RHAf as 29913
M-30	52-9924	crashed in Germany 1957
M-31	54-1582	w/o at Eindhoven AB. in 1963
M-32	54-1583	returned to USAF-MAP on 12-10-71, to RHAf as 41583
M-33	54-1612	crashed on 23-6-1970 near Barneveld
M-34	54-1613	crashed 12-10-1971, collision with F-104G D-6682
M-35	54-1614	to R.Hellenic AF. as 54614; left Holland 12-10-71
M-36	54-1615	crashed 19-12-1962 near Axel
M-37	55-4950	w/o 10-6-1971 Soesterberg AB
M-38	55-4951	returned to USAF-MAP on 21-12-1971; now with RHAf as 54951
M-39	55-4961	still in use RNAF 4/72; to Turk.AF. as 961, left Holland on 15-9-1972
M-40	55-4962	crashed 20-2-1967 near Schijf
M-41	55-4952	still in use RNAF 4/72; to Turk.AF. as 952, left Holland 15-9-72
M-42	51-4151	still in use RNAF 4/72; back to BAF as FT-5, left Holland 8-8-72
M-43	51-4152	still in use RNAF 4/72; back to BAF as FT-4, left Holland 3-8-72
M-44	51-4231	still in use RNAF 4/72; back to BAF as FT-6, left Holland 7-8-72
M-45	51-4233	still in use RNAF 4/72; back to BAF as FT-7, left Holland 7-8-72
M-46	51-6662	crashed 8-6-1965 Woensdrecht; ex BAF FT-8
M-47	51-6661	still in use RNAF 4/72; former Whiskey Four a/c; back to BAF as FT-11
M-48	49-0884	ex F-80C Shooting Star; sold in USA as N-652; to Mexican AF
M-49	50-0370	sold in USA as N-651; to Mexican AF
M-50	51-4384	still in use RNAF 4/72; now at Anthony Fokker School
M-51	51-6528	former Whiskey Four a/c; sold in USA as N-650; to Mexican AF.
M-52	51-6953	former Whiskey Four a/c; sold in USA as N-648 to Mexican AF.
M-53	51-8760	former Whiskey Four a/c; sold in USA as N-647; to Mexican AF.
M-54	51-17411	now Gate-Guard KMA at Breda with 322/323 Sqn-Badge
M-55	51-6531	former Whiskey Four a/c; sold in USA as N-649; to Mexican AF
M-56	51-8824	sold in USA as N-646; to Mexican AF.
M-57	51-17416	crashed 8-6-1965 at Woensdrecht AB.
M-58	52-9671	still in use RNAF 4/72; to Ethioopan AF, as 214, left 2-10-72
M-59	51-4062	still in use RNAF 4/72; back to BAF as FT-3, left Holland on 4-8-72
M-60	51-6663	still in use RNF 4/72; back to BAF as FT-9, left Holland on 4-8-71
M-101	54-1541	ex reg. TP-19; w/o Deelen AB. on 24-1-1959
M-102	54-1542	ex reg. TP-20; to RHAf as 41542, left Holland on 6-7-71

M-103 54-1522 ex reg. TP-21

P.S. 1: M-48/M-57 were bought by Holland in 1964
M-42,43,44,45,46,47 came on loan from the BAF on 7-4-1962
and were returned in 1972.
M-59 and M-60 also on loan from the BAF but later in 1966;
also returned 1972.

All other T-33A's were supplied under MAP
P.S. 2: Before 1960 the R.Neth.AF. used another registration-system,
as you may know; instead of the M-prefix the letters TR were
used for the T-33, derived from the USAF reg.-system.

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ADDITIONS & CORRECTIONS

Flash Nr25: Page 4 movements Twenthe XN733 J should be XN733 Y
movements Soesterberg Aug 10: 32-24 should be
32-34. Aug 17: 31-28 should be 32-28

Flash Nr26: Page 5 Dyon Open Day
2-EC is 438 not 478; 2-EQ is 520 not 529; 2-LJ is 557 not
577(which is 4-AN); 2-LR is 539 not 2-LP.

Page 12 The Eindhoven Spitfire
29 June 1944 to 84 G.S.U.; 9 July 1944 to 3501 S.U.; 30
March 1945 overhaul completed and awaiting collection b
RAF; 13 April 1945 (not 15) to 29MU; 27 Sept 1946 taken
on charge R.Neth.AF.; 4 June 1954 struck off charge RAAF.
Page 13 Starfighter-list 3
the following have been converted to F-104G from RF-104G of
AG-51 and 52: 8085,86,8087,94,95,8102,16,18,22,24,28,30,32,
8134,57,39,40,46,49,50,52,53,57,58,59,61,63,64,65,79,80,81.
8113 was RF, 8167 was RF, 8168 not RF, 8171 was RF, 8178
not RF, 8181 was RF now F.

Page 16 News
T-33 M-46 crashed on 8-6-65 not 1960
Flash Nr27: Page 7 Starfighter-list 4
c/n 8188 ex BB239, 8194 w/o, 8199 also EB256, 8298 w/o
Page 13 PAF-article part 7
The correct DC-6 list is as follows:
43748;ex SE-BDR, c/s F-RAFB, w/o Le Reunion 9-3-1969;
43818;ex F-BGTY, reg 82-PU/F-RBPU; 43819;ex F-BGTX/TU-TBM,
reg. 82-PV/F-RBPV; 44697: ex 64-PY/F-RAPY; 45061 is a DC-7;
45107: 64-PI, ex N-3022C; 45108: 64-PJ(not 82PJ), ex
N-3023C; 45226;ex F-BKPQ; 45272: ex N-3025C
DC-7: 45061: ex HB-IKB and LN-MOG; 45367: ex F-BIAQ;
45446;ex F-BIAR (untill recently used by GAM 85 as F-ZBCA,
F-ZBCB,-ZBCC resp.)
Constellation: F-ZVMV is of EMSA at Istres
Canberra: 304 'AL'; 316 'AT'; 318 probably now 'AV'; 784
to 'AK'
Ouragan: 95/IC554 Indian AF is now on display at Palem
Air Museum in Delhi.

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FLASH PHOTO SERVICE NR.16

We are supplying prints on size 7 x 10cm only and they are fully glazed. You must order at least 10 photos of the 20 prints offered in the list (it is not possible to order single prints, sorry). The price is DFL 3,50 for 10 photos or DFL 6,-- for 20 photos, postage NOT included. Closing-date is February 15.

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- | | | | | | |
|-------------|----------|------------------|-------------|---------|-------------|
| -1. 35-06 | RF-4E | "GAF | 11. V-615 | Porter | Swiss AF |
| -2. 11-RK | F-100F | FAF | 12. A-701 | Ju-52 | Swiss AF |
| -3. 11-ET | F-100D | FAF (cam) | 13. NZ3551 | C-47 | RNZAF |
| -4. 11-RH | F-100D | FAF | -14. 41823 | F-100C | Ariz.ANG |
| -5. XV489/O | F-4M | RAF | 15. 12901 | C-47 | CAF(Rescue) |
| -6. AR-115 | Draken | R.Dan.AF. | 16. 11-03 | Jetstar | WGAF |
| -7. BA-18 | Mirage V | BAF | 17. 50008 | Safir | R.Sw.AF. |
| -8. 66418 | RF-4C | USAF(white tail) | 18. AA-666 | Harvard | WGAF |
| -9. 66084 | RF-4C | USAF(" ") | 19. 9484 | T-33A | WGAF |
| -10. 66422 | RF-4C | USAF(" ") | 20. EPI-581 | C-54 | Turk.AF. |

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ADDITIONS AND CORRECTIONS

Flash Nr27: Page 16 Best Hit
F-4E's 401TFW should be 35TFW
Page 17 News
T-33 M-11 new registration 253 should be 213
Reg. of C-119K should read 35160

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NEWS ---- NEWS ---- NEWS ---- NEWS

- A USAF Lockheed U-2 of the 100th SRW has been operating from Wattisham recently, possible in connection with the recent exercises off Norway.
- Harvard B-185. which has been in a childrens-playground in Hardegarijp (near Leeuwarden) for several years, was brought back to Leeuwarden AB recently. The aircraft is in a terrible condition.
- In 1973 the Koninklijke Luchtmacht will organize only one Open Day, namely at Deelen in June this year.
- Two F-5's of the R.No.AF. crashed near the coast of Norway on 6-12-1972. The aircraft belonged to Nr.334Sqn at Bodø.
- Dutch NF-5's K-4014 and K-4025 are no longer flying with the 313 badge (the old TVO badge).

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1 : An operational portrait of Jagdgeschwader 73, taken in the early sixties. The aircraft are Canadair Sabres.
Photo Luftwaffe
- PHOTO 2 : Thunderflash EA-236 is placed as a monument at Bremgarten.
Photo by G.Hiltermann
- PHOTO 3 : A silver Flash in the early BD markings of Waffenschule 50.
Copyright: Gerhard Joos
- PHOTO 4 : Later the BD code was changed into EA and if you don't believe it, see this picture of EA-117, crossing the Black Forest.
Photo Luftwaffe
- PHOTO 5 : Like a hen just before laying an egg, don't you think? Nevertheless a nice picture
Photo via H.v.Tuyn
- PHOTO 6 : This Vampire was caught at Emmen, one of the major Swiss Air Force ("Schweizerische Flugwaffe") bases, in July 1972. It's a pity that due to this country's policy of strict neutrality, Swiss aircraft are very seldom seen over their borders.
Copyright: Theo de Brouwer
- PHOTO 7 : Rather strange photograph: a T-33A without any markings, civil nor military. The only clue we have is that this picture was taken somewhere in Germany.
Copyright: Frank Klaassen
- PHOTO 8 : A Turkish Hercules at Schiphol! This machine still carries the odd national markings, the well known red square, The new one is a red-white-red circle, which they have to share with the Peruvian Air Force; only the fin-flash differs
Copyright: Hans van Tuyn
- PHOTO 9 : Here you see Magister MT-20 of the Belgian aerobatic team "Rooie Duivels", gently rolling over an Eindhoven taxiway. Some time later (on 10-6-68 to be exact) the aircraft touched the ground less gently and had to be written off!
Copyright: Theo de Brouwer
- PHOTO 10: In May 1972 the Dutch air staff in The Hague decided that all T-33A's had to be withdrawn from use at once; due to technical problems it was getting too dangerous to keep them flying! Poor Belgians, Greeks, Ethiopians, Turkish and Mexicans.....
Photo R.Neth.AF.

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NEWS ----- NEWS ----- NEWS ----- NEWS

- On 24 and 25 November, 6 T-33A's of the Turkish AF. were observed at Ramstein AB. All T-33A's are ex USAF (17th AF). Probably they are waiting to be delivered under MDAP to the Turkish AF. Here are the serials: 0-53018, 0-70750, 0-36138, 0-35939, 0-53024, 0-35861, 0-53022, 0-61791.
The other T-33A's on Ramstein were of 17th AF:
0-82094, 0-70593, 0-61789, 0-80695, 0-70746, 0-70749, 0-70561, 0-80696

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