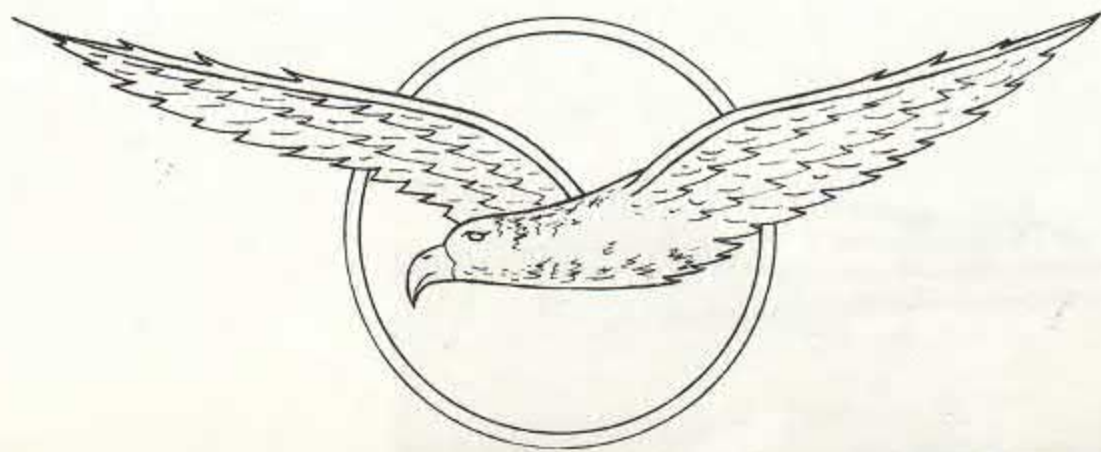


FLASH

VOLUME NR.3 FEBRUARY NUMBER 29





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FLASH Aviation Magazine
P.O.Box 855
Eindhoven
Holland.

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

Dear Reader,

- Having completed 29 issues of Flash, the editors thought it opportune to set up an inquiry. You will find it on an attached sheet somewhere in this month's magazine; Because we didn't do all all this extra work for nothing, we beg you to fill it in and send it up to the known address; We want to know your opinion on what we are doing; How is it possible to change and improve the magazine's contents while we don't know what the readers wish to have in it? So we count on your cooperation!
- Some back issues are still available at the address of the Chief Editor (P.O.Box 855), so please inform there.
- We wish to remind you that it is possible to receive FLASH in an envelope: please remit DFL 0,20 for each future issue that you want to receive like this.

The editors.

Regular correspondents:

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

for this issue our special thanks to:

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H.Kuipers
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COVER PHOTOGRAPH:

Time for an oldie! Long ago scrapped and therefore always interesting for publication is this Hunter F.4 of the R.Neth.A.F.'s 323Sqn. This particular aircraft finally ended its undoubtedly eventful life at the Deelen Fire School dump. It had to make way for the F-104 Starfighters copyright: R.Neth.AF.

M O V E M E N T S

Eindhoven (R.Neth.AF.) S.G.Eindhoven
December 4: 22-16 c/n 7087, 22-60 c/n 7141 F-104G Luftwaffe MFG-1
15: 255 Atlantic MLD Valkenburg
225 UH-1 MLD Valkenburg
February 7: 31-00, G-91R Luftwaffe LEK G-41 Husum
34-13 G-91T Luftwaffe LEK G-41 Husum

Leeuwarden (R.Neth.AF.) J.v.Vliet
January 11: 25-30 c/n 8307 F-104G Luftwaffe JABOG-33 Buchel
25-72 c/n 9030 F-104G Luftwaffe JABOG-33 Buchel
22: FC-10 c/n 5107 TF-104G BAF
23-98 c/n 8124 F-104G Luftwaffe JABOG-36 Hopsten
23-92 c/n 8102 F-104G Luftwaffe JABOG-36 Hopsten
32-60 c/n 91-530 G-91R Luftwaffe LEKG-41 (till 23/1)
32-75 c/n 91-545 G-91R Luftwaffe LEKG-41 (till 23/1)
23: 17757 (ex FN-L) F-104G R.No.AF. 331Sqn Bodø (till 24/1)
12625 (ex FN-K) F-104G R.No.AF. 331Sqn Bodø (till 24/1)
34-37 G-19T Luftwaffe LEKG-41
24: 27-26 TF-104G Luftwaffe WS-10 Jever
25: 109151 Canadair CC-109 CAF
104785, 104895 CF-104G CAF Sollingen (both camouflaged)

Laarbruch (RAFG) F.v/d.Berk
January 3: XV296 C-130K Hercules RAF
11: XS-603 Andover C.Mk.1 RAF 46Sqn
WT305/X Canberra PR-16 RAF 51Sqn Wyton
XW926 Harrier T.2 RAF 3Sqn Wildenrath
XW536 Buccaneer S.2B RAF (first a/c with 16Sqn badge)

Dusseldorf (Civil) A.Luft
January 5: XV108, XV104 VC-10 RAF Division Guthersloh
XR806 VC-10 RAF Division Wildenrath

Rhein-Main (USAF) A.Luft
January 13: 130327 C-130E Hercules CAF
10881, 10882, 10879 C-9A Nightingale USAF 2.AEG
0-30350, 0-30232, 0-30237, 0-30150 KC-97L USAF Texas ANG
91530 RC-130B USAF
86971 VC-137B USAF
60146, 60162, 60163, 60164, 59142, 40160, 60205, 50276,
60173, 60202 All C-141A Starlifters USAF

Old, but very interesting movements we got from P.Vercrujisse.
Rome-Ciampino (It.AF.)

March 18: SM-32 C-47 It.AF. of Stato Maggiore
SM-6 MM61900 DC-6B
15-11 s/n 50-7151, 15-6 s/n 50-180 HU-16A 15thing
46-27 MM51-17367 C-119G 46thing at Pisa
15-34 Bell 47J of 15thing/84Sqn
SC-2 Piaggio P-166M
70 MM54470 Macchi MB326 of Scuola Volo Basico Iniziale

Wunstorf (Luftwaffe)
May 1: 53-27, 53-45, 53-46, 53-47, 53-51 N-2501D Luftwaffe (all
56-17, 56-21, 56-23 DO-27 Marine (all stored) (stored)
56-29, 56-55 Luftwaffe (all stored)
90-01 P-149D Piaggio Luftwaffe (stored)
5029, 5042, 5049, 5053, 5059, 5065, 5089 C-160D Luftwaffe

Buckeburg (Museum)

May 1: c/n 7-FR8 Sud SO-1221 Djinn (no marks or reg)
7820 c/n 13478, 7833 Sycamore Luftwaffe
0-85348 Bell OH-13H U.S.Army
XN348 Skeeter Britisch Army

Toulouse-Francazal (FAF)

July 26: 316-FM, 316-FA, 316-FR N-2501 Noratlas FAF
316-KC c/n 270, 316-KA, 316-KS, 316-KG, 316-KL c/n 290
All Flamants FAF

Murcia- Alcantarilla (SAF)

August 5: 901-97 Harvard
721-2 T2B-257, 721-12 T2B-127, 721-18 CASA 352 (JU52)

Alicante (SAF)

August 5: 06-131 912-29 s/n 85010, C6-129 s/n 91051 Harvard

Valencia-Manises (SAF)

August 7: 532-1 Harvard
532-7 E9-14, 532-8 AISA I-115
111-1, 111-6, 111-8, 112-1, 112-7, 112-9 Mirage IIIIEE
111-13, 111-14, 112-14 Mirage IIIIDE
111-32, 111-35, 111-36, 111-38, 111-40 T-33A

Schiphol (Civil)

June 28: 5-209 F-27 Iran AF.
July 4: NAF903 F-27 Nig. AF.
7: 25805 MC-131A USAF
August 14: NAF904 F-27 Nig. AF.
16: 5-209 F-27 Iran. AF.
17: 5-211 F-27 Iran AF.
21: 5-212 F-27 Iran AF.

Beek/Valkenburg (Civil)

October 17: 33289 VC-118A USAF
19: 15906 U-21 U.S.Army
November 28: WF929 Pembroke RAF
December 13: 16380 UH-1 U.S.Army
XS637 Andover RAF
23841 U-8 Seminole U.S.Army
0-17899 VT-29 USAF

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

-- Around nine o'clock in the morning of January 26th a Belgian F-104G crashed near the town of Corbais; the pilot managed to eject safely and only suffered minor injuries. The accident happened shortly after take-off from Beauvechain AB.

-- On January 18th a F-104G of the R.Neth.AF. from Volkel AB crashed near Afferden. The pilot ejected safely.

-- Belgian Starfighters FX-11 and FX-23 of the "SLIVERS" have now been confirmed to have crashed near Brussels on 10th July 1972.

-- Also two Italian F-104G's crashed near Padua on 14-10-1972.

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WEST GERMAN AIR POWER

Part II

Compiled and written by G.A. Hiltermann; with special thanks to G. Joos, A. Luft, E. Ragas, H. Slood, J. v/d. Oever, P.A. Jackson and the West German Air Force.

In the preceding issue we were talking about the birth and childhood of the Luftwaffe. Now we are going to deal with the question why West-Germany got its own "Bundeswehr" and its task within the NATO.

The following two quotations will no doubt make things clear to you:

"The Bundeswehr protects the peace and freedom of the German people. In cooperation with the Free World it safeguards our way of life, based on the concept of law and order as European civilisation has formed them in the course of centuries. For this mission the German soldier has to serve in order to safeguard his family, his people and his country against slavery and injustice. To arm him for this fight is the purpose of military education" (From: "Guiding Principles for the Education of the German Soldier").

Federal cancellor Konrad Adenauer said in a preface to the book "Die Verteidigung des Westens" (The Defence of the Western World):

"The full and equal participation of the Federal Republic in the NATO defence community gives our young state organisation the necessary outer security without which stable domestic political conditions would not be conceivable. It assures to 50 million Germans the freedom to live according to their own conception."

In view of the political, psychological and material difficulties, at least in the initial stage, it has been frequently overlooked that building up the Bundeswehr was a case of creating an army literally out of nothing. In the Western zones of Germany "demilitarization" was no empty phase. A vacuum lasting more than ten years has had far-reaching consequences!

It also is a fact the experience of the recent past has made the German people immune to the danger of seeing anything but a genuine defence instrument in the new army.

Accordingly, the position of the soldier within the social structure of the nation has changes in comparison with former times. He is no longer "the first man in the country", but simply a man with a profession.

THE LUFTWAFFE

While being established, the HQ of the new Air Force had the intention to create 48 "active" Geschwaders. This number was reduced to 32, due to lack of personnel, later on. In 1963 seven years after its re-establishment the Luftwaffe could contribute the following Wings to the strength of NATO:

- 3 Transportgeschwader
- 4 Aufklärungsgeschwader
- 6 Jagdbombergeschwader
- 4 Jagdgeschwader
- 12 Luftwaffe Fla-Raketbattallione

The Navy has been assigned to protect the flanks of the NATO-area in the North Sea and the Baltic, especially to guard the Baltic outlets and to keep the coastal supply lines open.

THE SQUADRONS OF THE LUFTWAFFE

In this issue we are going to deal with the flying part of the Luftwaffe,

its squadrons. In one of the following issues we will resume the subject of registration-codes.

Before starting of we will give you the used abbreviations:

JG: Jagdgeschwader (Fighter Interceptor Wing)

JABOG: Jagdbombergeschwader (Tactical Fighter Bomber Wing)

AKG or AG: Aufklärungsgeschwader (Tactical Reconnaissance Wing)

WS: Waffenschule (Conversion Training School)

LEKG: Leichtes Kampf Geschwader (Strike Wing)

Here they come:

- JABOG-31 : this Geschwader was established at the Air Base of Buchel on September 1, 1957. On 20-6-'58 it became the first operational squadron of the Luftwaffe, its equipment consisting of the famous F-84F. The registration-code was DA. A short time after its establishment this Geschwader moved to Norvenich where it would find its definite home. On February 20th, 1962 the first Starfighters were handed over and the "Streaks" were gradually withdrawn. JABOG-31 became the first operational German unit equipped with the F-104G; at present this type is still being used JABOG-31 is nick-named "Boelcke", a famous german pilot in World War 1.
- JABOG-32 : was established at Lechfeld in the south of Germany and equipped with the F-84F, code DB. Later on it got the F-104G which is still in service.
- JABOG-33 : The first aircraft this, at Buchel based, Wing received was the F-84F code DC; now flying the F-84F.
- JABOG-34 : was established at Memmingen and flying the F-84F at first, code DD. Now flying the F-104G.
- JABOG-35 : was established at Husum flying the F-84F at first, code DE. After a re-structuring this unit became JABOG-41 later on code DG. It was equipped with the G-91R then. In 1966 the name changed again; it became LEKG-41 (code MA). At present it's still at Husum with the G-91R
- JABOG-36 : was established at Rheine-Hopsten with the F-84F, code DF; now flying the F-104G.
- JABOG-41 : see JABOG-35
- JABOG-42 : see JG-73
- JG-71 : was established at Ahlhorn, equipped with the Canadair Sabre, code JA. This Geschwader soon moved to Wittmundhafen and got the F-104G there. JG-71's name is "Richthofen", a pilot who became very popular in WW.1. (the famous "Red Baron") The squadron-badge shows the "R" (Richthofen) with the NATO-symbol in the background (see the added drawings)
- JG-72 : was established at Leck equipped with JB-coded Canadair Sabres, but within a few years this Geschwader moved to Oldenburg. At the same time one of JG-72 Staffels received the Fiat G-91R; the name of this unit changed into AKG-54 and the code became ED. The remaining Staffel of JG-72 kept flying the Sabre till 1966, when they received the Fiat too. Then, in 1966, JG-72 and AKG-54 were both disbanded and an entire new unit was formed: Leichtes Kampf Geschwader 43.
- JG-73 : was established at Oldenburg on April 1st, 1959, equipped with the Canadair Sabre (code JC). Soon the Wing had to move to Ahlhorn and when everybody had settled there, another order come from Bonn: "Jagdgeschwader 73 nach Pferdsfeld"; that was in November 1960. In October 1964 one Staffel of JG-73 was renamed JABOG-42 and received brandnew Fiat G-91R's (code DH). In 1967 the remaining Staffel of JG-73 received there Fiats too. In the same year JG-73 and JABOG-42 were re-united again forming the new LEKG-42 (code MB). And untill now LEKG-42 still soldiers

- on, at Pferdsfeld with their G-91R's.
- JG-74 : established at Ahlhorn in 1961, was equipped with the F-86K Sabre, code JD. This Geschwader soon moved to Neuburg in southern Germany and received the F-104G there.
- JG-75 : was established at Neuburg in 1961 and equipped with the F-86K, code JE. Soon, this Geschwader was disbanded and its aircraft joined JG-74 (at that moment also stationed at Neuburg).
- AG-51 : was established at Erding on July 7, 1959 and equipped with the RF-84F's, which it received from WS-50 (code BD). This code was soon changed in EA. In 1960 the unit moved to Ingolstadt, where it received the first RF-104G's in 1963. In 1970 this Geschwader moved to Bremgarten, a former French AF Base. Last year the RF-4E took over reconnaissance-duties from the Starfighter. This Wings name is "Immelmann".
- AG-52 : was established at Eggebeck in 1959 equipped with the RF-84F, code EB. Later on it moved to Leck, where it was re-equipped with the RF-104G. Until now its home-base is still Leck but the wing is now flying the modern RF-4E.
- AG-53 : was established at Leipheim in 1964 and equipped with the G-91R, code EC. This Geschwader first operated from Erding, as Leipheim was not operational yet. In 1966 the name was changed in to LEKG-44, code MD. This Geschwader is still flying G-91R's at Leipheim.
- AG-54 : see JG-72
- WS-10 : was established at Oldenburg and equipped with the Canadair Sabre MK.V, code BB. Later on it moved to Jever and at this very moment flying F-104G's and TF-104G's there. The F-104F was used for some time, too.
- WS-30 : was established at Erding with the F-84F, code BA. In 1959 this Geschwader was swallowed by WS-50. At the same time the "Streak" was replaced by the G-91R.
- WS-50 : was established at Erding with RF-84F's, code BD. In 1959 the "Flashes" were handed over to the new AG-51 and the first G-91R's and G-91T's entered service. At present the Fiat is still used, the squadron's home-base, however has become Furstenfeldbruck. WS-50 also consists of Staffels equipped with T-33A's which it received from Flugzeugführerschule B (code AB).

This list will be continued next month.

NOTE: Due to the fact that the squadron-insignia drawings (as always by the hand of our editor Hans van Tuyn!) were made some time ago, a slight error slipped into the covering text. Waffenschule 50 is no longer based at Erding, but may be found at Furstenfeldbruck nowadays. Sorry!

"AIRCRAFT SERVING WITH THE "LUFTWAFFE" II

This month's victim is the North American F-86K Sabre of which the Luftwaffe received 88 aircraft. The Sabres were built under licence by Fiat and entered service with JG-74 at Ahlhorn and JG-75 at Neuburg. Some of the aircraft were in cocoon for quite a long time, as the two Geschwader did not have enough pilots to fly them! Later on all Sabres joined JG-74 at Neuburg.

At Jever F-84K's were also used as instructional airframes (3 aircraft). In 1966 Venezuela bought 47 aircraft. History does not make us much wiser concerning the fate of the other 41 Sabres. Various Sabres crashed and until now only one preserved aircraft has been discovered: at Furstenfeldbruck, without c/n or registration!

Here is our seriallist:

c/n	s/n
085	55-4845



JABO G 31 NÖRVENICH



JABO G 32 LECHFELD

JABO G 33



BÜCHEL



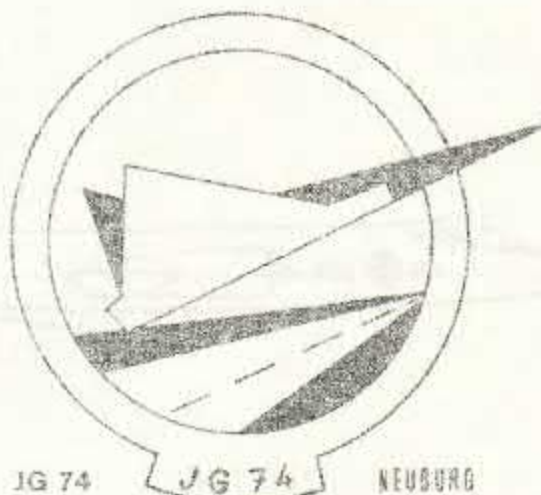
JABO G 34 MEMMINGER



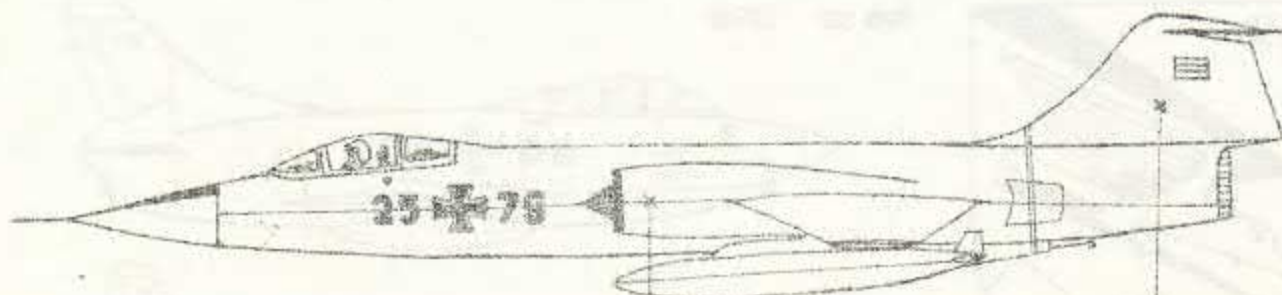
JABO G 36 RHEINE HOPSTEN



JG 71 WITTMÜNDERHAFFEN



JG 74 NEUBURG

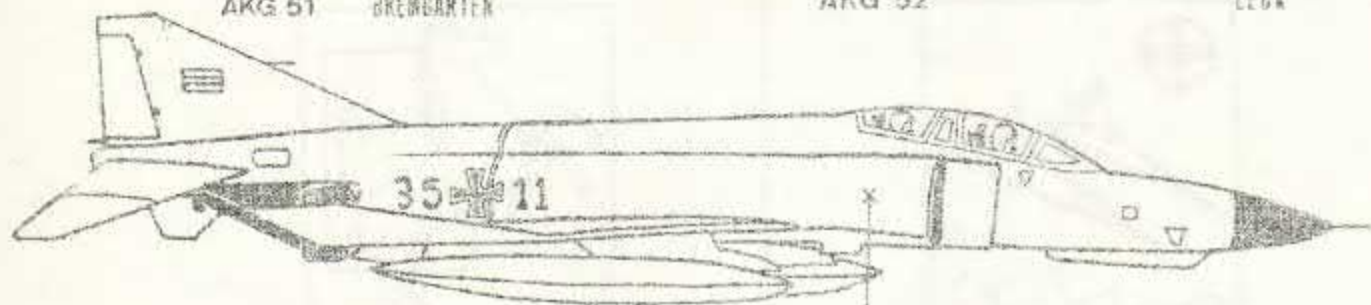




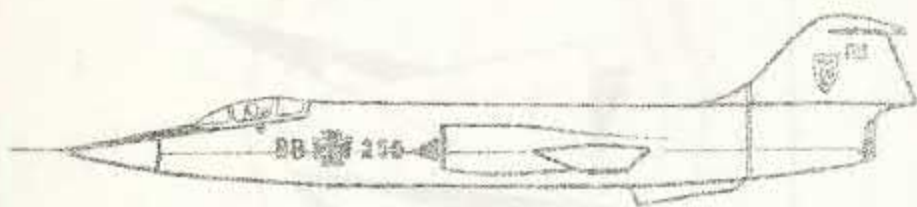
AKG 51 BREMBARTEN



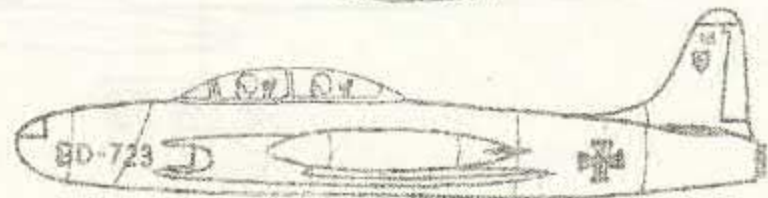
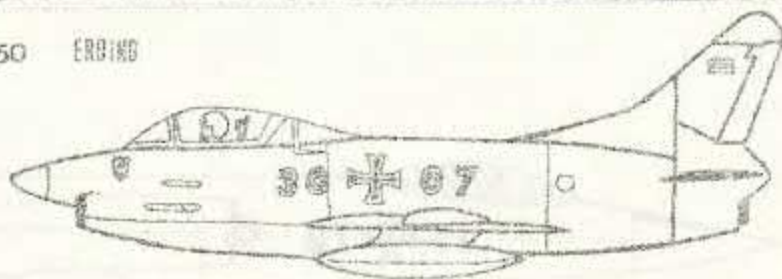
AKG 52 LECK



WS 10 JEVER



WS 50 ERBING



<u>c/n</u>	<u>s/n</u>	<u>reg</u>	<u>remarks</u>
106	55-4866		
118	55-4878		
121	55-4881		
122	55-4882		
128	55-4888		
135	55-4895	JD-253, JD-353	
136	55-4896	JD-254, JD-354	
137	55-4897		
138	55-4898	JD-255, JD-355	
139	55-4899		
141	55-4901		
144	55-4904		
147	55-4907	JD-103, JD-303	
148	55-4908		
149	55-4909		
150	55-4910		
151	55-4911	JD-109, JD-101, JD-301	
152	55-4912	JD-124, JD-324	
153	55-4913		
154	55-4914		
155	55-4915		
156	55-4916		
157	55-4917		
158	55-4918	JD-308	
159	55-4919	JD-103	
160	55-4920	JD-310	
161	55-4921		
162	55-4922		
163	55-4923	JD-123, JD-323	
164	55-4924		
165	55-4925	JD-252, JD-352	
166	55-4926		
167	55-4927		
168	55-4928		
169	55-4929		
170	55-4930	JD-125, JD-101	
171	55-4931		
172	55-4932		
173	55-4933	JD-109	
174	55-4934		
175	55-4935	BB-702	Instructional airframe
176	55-4936	BB-703	Instructional airframe
177	56-4116	JE-237, JD-237, JD-337	
178	56-4117	JE-107, JD-107, JD-307	
179	56-4118	JE-108, JD-108, JD-308	
180	56-4119	JE-109, JD-109	crash after mid-air collision
181	56-4120	JD-110, JD-310	/with JD-103
182	56-4121	JE-118, JD-118, JD-318	
183	56-4122	JE-119, JD-119, JD-319	
184	56-4123	JE-111, JD-111, JD-311	
185	56-4124	JE-120, JD-120, JD-320	
186	56-4125	JE-121, JD-121	
187	56-4126	JE-122, JD-122, JD-322	
188	56-4127		
189	56-4128	JE-124, JD-124, JD-304	
190	56-4129	JE-105, JD-105, JD-305	
191	56-4130		
192	56-4131	JE-238, JD-238, JD-338	
193	56-4132	JE-127, JD-102, JD-302	
194	56-4133	JD-128	
195	56-4134	JE-231, JD-231, JD-331	
196	56-4135	JE-232, JD-232, JD-332	

<u>c/n</u>	<u>s/n</u>	<u>reg</u>	<u>remarks</u>
197	56-4136	JE-233, JD-233, JD-333	
198	56-4137	JE-234, JD-234, JD-334	
199	56-4138	JE-235, JD-235, JD-335	
200	56-4139	JE-236, JD-236, JD-336	
201	56-4140	BB-701	Instructional airframe, became JE-106, JD-106 and JD-306.
202	56-4141	JE-239, JD-239, JD-339	
203	56-4142	JE-240, JD-240, JD-340	
204	56-4143	JE-241, JD-241, JD-341	
205	56-4144	JE-242, JD-242, JD-342	
206	56-4145		
207	56-4146	JE-243, JD-243, JD-343	
208	56-4147	JE-244, JD-244, JD-344	
209	56-4148	JE-112, JD-112, JD-312	
210	56-4149	JE-245, JD-245, JD-345	
211	56-4150	JE-246, JD-246, JD-346	
212	56-4151	JE-247, JD-247, JD-347	
213	56-4152	JE-248, JD-248, JD-348	
214	56-4153	JE-113, JD-113, JD-313	
215	56-4154	JE-114, JD-114, JD-314	
216	56-4155	JE-115, JD-115, JD-315	
217	56-4156	JE-117, JD-117, JD-317	
218	56-4157	JD-116, JD-316	
219	56-4158	JE-249, JD-249, JD-349	
220	56-4159	JE-250, JD-250, JD-350	
221	56-4160	JE-251, JD-251, JD-351	

BRISTOL SYCAMORE MK.54:

One of the first helicopters sold by the Germans was the English Sycamore, which was used for SAR/TAR and liaison purpose. Both Luftwaffe and the Bundesmarine were using this type of aircraft. In 1971 the last Sycamore left service. Most of them went back to England.

Here is our seriallist:

<u>c/n</u>	<u>registrations</u>	<u>sold to</u>	<u>remarks</u>
13411	7801, AS321	G-18-117	
13416	7802, AS323	G-18-119	
13439	7803, AS322, AS320, BF322	G-18-122	to D-HFRZ.
13440	AS324	G-18-123	
13442	7804, BA176, SC207		to Museum Uetersen
13443	7805, BA177, AS317		
13445	7806, BA178, SC208		
13446	7807, GA119, AS318, SC205		
13458	GB117, AS319		
13459	7808, GA247, CBO21, LC103		to D-EFUM
13461	7809, DA391, AS320		
13462	7810, DA392, CBO20, LC104		
13463	7811, CA327, AS322, SC205	G-18-147	
13464	AS325		
13465	7812, AS326, SC206		
13466	7813, BB176, AS322, SC209		
13467	BB177, BA177, SC210, AS324		
13469	AS327, BA178		
13470	7814, AS328, BD176		
13472	7815, AS329, BB177		
13473	7816, AS330, BB178		
13475	7817, AS324, CA328, BD176, SC206	G-18-148	
13476	7818, BB178, BD177, AS324	G-18-149	
13477	7819, BD176, LB103	G-18-150	
13478	7820, CA327, SC201	G-18-151	to Helic.Museum Buckenberg
13479	7821, CA328, SC202	G-18-152	
13480	7822, CBO11, SC203	G-18-153	

c/n	registration	sold to	remarks
13481	7823, CBO12, SC204	G-18-154	
13482	7824, BB177, CBO13, LB101	G-18-155	
13483	7825, BB178, CBO14, LB102	G-18-156	
13484	7826, DB391, CBO15, LC101	G-18-157	
13485	7827, DB392, LC102	G-18-158	
13486	7828, CBO11, LC105	G-18-159	
13487	7829, CBO12, LC106	G-18-160	
13488	CC061, LB104	G-18-161	
13489	7830, CC062, LB105	G-18-162	
13490	CC063, LB106	G-18-163	
13491	7831, CC064, LB107	G-18-164	
13492	7832, CBO13, LC107	G-18-166	
13493	7833, CBO14, LC108	G-18-166	to Helic. Museum Buckenberg
13494	7834, CC065, LB108	G-18-167	
13495	CC066, LB109	G-18-168	
13496	7835, CBO15, LC109	G-18-169	
13497	CBO16, LC110	G-18-170	
13498	CC067, LB110	G-18-171	
13499	CBO17, LC111	G-18-172	
13500	CBO18, LB111	G-18-173	
13501	7836, CC068	G-18-174	to D-HOCI
13502	CC069, LB112	G-18-175	
13503	7837, CBO19, LC112	G-18-176	

This Luftwaffe article will be continued
/next month

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

- 314Sqn R.Neth.AF. (based at Eindhoven) is going to participate in "Bulls Eye" as a guest team. The Bulls Eye is the Tactical Weapon Meet for the Northern NATO countries. This meet will be held at Schleswig-Jagel (Germany) from March 18 to 28, 1973; competing teams are the air forces of Holland (NF-5's), Germany(G-91R and F-104G), Denmark (Draken),and Norway (F-5).
- The EB-66's of 39TEWS at Spangdahlem are now leaving Europe. In November only two were left: 54-459 and SP/54-526
- The Koninklijke Luchtmacht has ordered 20 ultra-modern day-and-night air reconnaissance-systems with "NV Optische Industrie De Oude Delft" in Delft, on behalf of 306 Recce Squadron. This new device is installed in a bay, to be build by Fokker-VF, which can be carried under the uselage of any modern combat aircraft. By using the self-contained infrared system, pictures can be taken in miserable wheather as well as in full darkness; herewith a long existing need for obtaining up-to-date details has been fulfilled. The new device, which is expected to enter operational service with 306Sqn around 1974/75, is one of the most sophisticated ever build; this might be illustrated by the great international interest. Italy, for example, is considering it to buy the system for the Aeronautica Militare! (In December 1971 RF-104G 3-21 spent some weeks at Volkel for evaluation of this Recce-pod!).

ADDITONS AND CORRECTIONS

- Flash Nr.25: Page 7 Code ER for Erding is incorrect. There were 4 F-4E's from 526TFS on a temporary detachment.
- Flash Nr.26; page 6 Mystere IVA: c/n 17 is 314-UX, 26 is 314-TU, 47 is ex 314-ZK, 61 is ex 7-AP, 68 is ex 314-ZG, 69 is 314-TS(8/71), 84 was 10-SN(9/61), 95 is 314-ZV(8/71), 114 is ex 314-TO, 122 was 10-SH(9/61), 107 is 8-MN, 139 is ex 7-AW, 182 is 7-CE, 187 also ex 7-AU, 197 is 7-CK(6/72), 245 is ex 7-C, 94 is now gate-guard at Salon. Vautour 334(30-MK)is ex 30-MN(6/71), 363 is "DE" with CEV, 304 is "DR" with CEV, 621 is ex 92-AY, 624 was 92-AP once.

PHANTOMS IN RAF SERVICE

Date after the the serial is delivery date from the States to 23MU at Aldergrove.

2280CU at Coningsby was adopted the identity of 64Sq

Location of the squadrons with Phantoms:

6 Squadron Coningsby
54 Squadron Coningsby
64 Squadron Coningsby (the former 2280CU)
41 Squadron Leuchars (Scotland)
43 Squadron Leuchars (Scotland)

2 Squadron Laarbruch (Germany)
14 Squadron Bruggen (Germany)
17 Squadron Bruggen (Germany)
31 Squadron Bruggen (Germany)

YF-4M:

XT852 c/n 1950 f.f. 17-2-67 Holloman AFB A&AEE
XT853 c/n 2020 Patuxent River NAS (USA)

F-4M:

XT891 20.07.68 c/n 2250 228Sqn; 54Sqn; 64Sqn
XT892 02.08.68 c/n 2285 228Sqn; 64Sqn
XT893 02.08.68 c/n 2333 228Sqn; 64Sqn
XT894 20.08.68 c/n 2370 228Sqn; 64Sqn
XT895 29.10.68 c/n 2417 228Sqn; 64Sqn
XT896 15.10.68 c/n 2456 228Sqn; P of 6Sqn; 64Sqn
XT897 24.09.68 c/n 2471 228Sqn; 64Sqn
XT898 20.07.68 Hawker Siddeley; A&AEE
XT899 12.08.68 228Sqn; 64Sqn
XT900 12.08.68 228Sqn; A&AEE; 228Sqn; 64Sqn
XT901 04.10.68 228Sqn; J of 17Sqn; 901 of 17Sqn
XT902 20.08.68 228Sqn; 64Sqn; N of 54Sqn; K of 54Sqn
XT903 08.11.68 228Sqn; 64Sqn
XT904 29.10.68 228Sqn; 64Sqn; crash, Cromer 15.10.71
XT905 04.10.68 228Sqn; 64Sqn
XT906 05.08.68 228Sqn; 54Sqn; 228Sqn; T of 2Sqn
XT907 27.07.69 228Sqn; 64Sqn
XT908 09.68 228Sqn; 64Sqn
XT909 03.11.68 228Sqn; 64Sqn
XT910 26.11.68 228Sqn; 64Sqn
XT911 15.10.68 228Sqn; 54Sqn; 228Sqn; 64Sqn
XT912 05.10.68 228Sqn; 6Sqn; H-S-A; 14Sqn
XT913 12.12.68 228Sqn; 64Sqn; w/o 14.2.72
XT914 25.09.68 228Sqn; 14Sqn
XT915-919 cancelled
XV393 08.12.68 228Sqn; 64Sqn
XV394 08.11.68 228Sqn; 64Sqn; P of 6Sqn
XV395 03.11.68 228Sqn; w/o Minninsby 9.7.69
XV396 15.10.68 228Sqn; 6Sqn; 64Sqn
XV397 12.12.68 228Sqn; K of 17Sqn; 397 of 17Sqn
XV398 08.12.68 228Sqn; 64Sqn
XV399 18.11.68 228Sqn; 64Sqn; 31Sqn
XV400 21.02.69 c/n 2910; 228Sqn; 6Sqn; A of 6Sqn; R of 6Sqn; C of
XV401 08.11.68 c/n 2919; 228Sqn; 64Sqn; A of 41Sqn /54Sqn
XV402 08.11.68 c/n 2928; E of 2Sqn; 31Sqn
XV403 08.12.68 228Sqn; 6Sqn; 54Sqn; 64Sqn; A of 54Sqn
XV404 08.12.68 228Sqn; 6Sqn; 54Sqn; 64Sqn; J of 54Sqn
XV405 22.03.69 228Sqn; 64Sqn
XV406 29.10.68 H-S-A; A&AEE; 228Sqn; 64Sqn
XV407 18.11.68 228Sqn; D of 6Sqn; 54Sqn; D of 6Sqn
XV408 12.12.68 228Sqn; L of 6Sqn

XV409	25.01.69	228Sqn; 54Sqn; 64Sqn
XV410	25.01.69	A&AEE; H-S-A; A&AEE
XV411	01.04.69	228Sqn; H-S-A; 14Sqn
XV412	26.11.68	228Sqn; 54Sqn; 64Sqn; A of 54Sqn; B of 41Sqn
XV413	26.11.68	B of 6Sqn
XV414	12.02.69	228Sqn; 6Sqn; 64Sqn; B of 54Sqn
XV415	26.11.68	228Sqn; 6Sqn; H-S-A; A&AEE; O of 54Sqn
XV416	12.02.69	228Sqn; 6Sqn; B of 54Sqn; C of 54Sqn; H of 54Sqn
XV417	08.12.68	228Sqn; 6Sqn; 54Sqn; E of 2Sqn
XV418	21.02.69	228Sqn; 6Sqn; C of 54Sqn; F of 6Sqn; C of 41Sqn
XV419	22.03.69	228Sqn; 6Sqn; 54Sqn; 64Sqn
XV420	25.01.69	228Sqn; 6Sqn; 54Sqn; 64Sqn; D of 54Sqn
XV421	30.04.69	228Sqn; 14Sqn
XV422	21.02.69	228Sqn; E of 6Sqn
XV423	24.05.69	228Sqn; 64Sqn; R of 6Sqn
XV424	12.02.69	228Sqn; G of 6Sqn; E of 54Sqn; B of 6Sqn
XV425	25.01.69	228Sqn; 6Sqn; 64Sqn
XV426	22.03.69	228Sqn; 31Sqn
XV427	12.02.69	31Sqn
XV428	25.01.69	64Sqn
XV429	22.03.69	6Sqn; 54Sqn; E of 54Sqn
XV430	12.02.69	S of 2Sqn
XV431	12.02.69	31Sqn
XV432	12.02.69	N of 6Sqn; L of 54Sqn
XV433	22.03.69	31Sqn
XV434	16.06.70	(damaged on delivery) 31Sqn; K of 6Sqn; G of 54Sqn;
XV435	24.05.69	14Sqn
XV436	15.05.69	228Sqn; 6Sqn; 228Sqn; 64Sqn
XV437	13.04.69	228Sqn; 6Sqn; 54Sqn; F of 54Sqn
XV438	09.05.69	228Sqn; A of 6Sqn
XV439	16.04.69	H-S-A; 14Sqn
XV440	21.02.69	31Sqn
XV441	25.04.69	228Sqn; Y of 2Sqn
XV442	13.04.69	A&AEE; 228Sqn; F of 6Sqn
XV460	30.03.69	31Sqn; 14Sqn
XV461	15.05.69	228Sqn; 6Sqn; K of 6Sqn; N of 54Sqn
XV462	19.07.69	H of 17Sqn; 462 of 17Sqn
XV463	24.05.69	14Sqn
XV464	25.04.69	H-S-A; 14Sqn
XV465	03.10.69	G of 54Sqn; 64Sqn
XV466	05.06.69	6Sqn; J of 6Sqn; K of 41Sqn
XV467	13.04.69	6Sqn; R of 2Sqn
XV468	09.06.69	B of 17Sqn; 468 of 17Sqn
XV469	20.06.69	C of 17Sqn; 469 of 17Sqn
XV470	22.09.69	H of 2Sqn
XV471	05.06.69	A of 17Sqn; 471 of 17Sqn
XV472	24.05.69	228Sqn; H of 6Sqn; 64Sqn
XV473	15.05.69	H-S-A; 14Sqn
XV474	25.06.69	G of 17Sqn; 474 of 17Sqn
XV475	20.06.69	D of 17Sqn; 475 of 17Sqn
XV476	09.07.69	6Sqn; 54Sqn; 41Sqn
XV477	05.06.69	228Sqn; 54Sqn; H of 54Sqn; C of 6Sqn
XV478	09.07.69	228Sqn; C of 6Sqn; D of 41Sqn
XV479	05.09.69	J of 54Sqn; crash near Karup 12.10.71
XV480	15.08.69	228Sqn; M of 6Sqn; J of 41Sqn
XV481	05.06.69	6Sqn; 64Sqn; H of 6Sqn
XV482	04.08.69	228Sqn; H of 54Sqn; E of 41Sqn
XV483	23.06.69	E of 17Sqn; 483 of 17Sqn
XV484	15.08.69	23MU store
XV485	24.05.69	W of 2Sqn
XV486	05.09.69	I of 2Sqn
XV487	19.07.69	31Sqn; 487 of 17Sqn
XV488	25.06.69	F of 17Sqn; 488 of 17Sqn
XV489	05.09.69	O of 2Sqn

XV490	15.08.69	Q of 54Sqn
XV491	03.10.69	31Sqn
XV492	19.07.69	228Sqn; Q of 6Sqn
XV493	04.08.69	64Sqn; F of 41Sqn
XV494	29.10.69	N of 2Sqn; 31Sqn; N of 2Sqn
XV495	21.08.69	L of 54Sqn; K of 6Sqn
XV496	21.08.69	228Sqn; 64Sqn; G of 41Sqn
XV497	22.09.69	B of 6Sqn; H of 41Sqn
XV498	29.10.69	228Sqn; 64Sqn
XV499	22.09.69	228Sqn; 64Sqn; G of 6Sqn
XV500	03.10.69	228Sqn; 54Sqn; M of 54Sqn
XV501	29.10.69	H-S-A: 14Sqn

Note 1: H-S-A means Hawker Siddeley, Holme aerodrome
 2: If you put the codes of the 2Sqn in the right order, you get the word "Shiny twoer", the nickname of the squadron.

F-4K: from Royal Navy

XT874	04.10.68	J of 43Sqn
XT875	29.10.68	(157VL/767Sqn, Navy) K of 43Sqn
XT876	29.10.68	23MU store
XV571	23.06.69	A of 43Sqn
XV572	21.02.69	(156VL/767Sqn); N of 43Sqn
XV573	01.04.69	L of 43Sqn
XV574	01.04.69	A&AEE; B of 43Sqn
XV575	13.04.69	C of 43Sqn
XV576	09.06.69	D of 43Sqn
XV577	25.04.69	M of 43Sqn
XV578	25.04.69	O of 43Sqn
XV580	15.05.69	23MU store
XV581	25.07.69	E of 43Sqn
XV582	09.05.69	F of 43Sqn
XV583	09.05.69	G of 43Sqn
XV584	15.08.69	I of 43Sqn
XV585	16.07.69	H of 43Sqn; P of 43Sqn

Only XT875/XV572 were ever used by Navy
 (Royal Navy a/c are XT595-598, XT857-876, XV565-592)

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 ADVERTISEMENTS --- ADVERTISEMENTS --- ADVERTISEMENTS

-- Wanted: Details of P2V-5 and P2V-7 Neptunes of Kon.Marine, for historical research project. Also want correspondents for trading b&w negs and 35mm slides (military a/c only). J.A.A.Ross, 238 Kirkintilloch Road, Bishopbriggs, Glasgow G64 2JE, Scotland,UK.

-- Humberside Air Review: the publication of the Humberside Aviation Society is now published permanently on a monthly basis, and for only £ 1 (by I.M.O.) it's too good to miss. If you wish to join us send one pound to the Treasure H.A.S.: M.A.Waudby, 31 Crayburn Lane, Beverly, Yorkshire, England.

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

-- An F-111E, 80024, of 20TFW/55TFS crashed in Buckimhamshire, England, on 11.1.1973.
 On 1-2-1973 a WGAf Starfighter crashed near Memmingen.

-- The Royal Danish Air Force ordered four Herculeesses to replace their C-54's.

-- Probably the last RAF Canberras in Germany are WT322 and WT337 (ex 16Sqn), which are parked at Bruggen.

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- 17 -
FLASH PHOTO SERVICE NR.16

Especially for you, photo-collectors, we have reserved some room in this issue again; one thing before you start ordering from this list; the numbering of the FPS went wrong somewhere. This is the one and only Nr.16, so please mention this number when ordering.

The prints are supplied on size 7x10cm and are fully glazed. You must order at least 10 photo's of the 20 offered (it is not possible to order single prints, sorry). The price is DFL 3,50 for 10 prints or DFL6,- for the whole lot, postage NOT included, Closing-date is March 15th. The prints can be ordered at the following address:

"Flash Photo Service"
 P.O.Box 855,
 Eindhoven,
 Holland.

Payment has to be made within a month after receiving the photos.

Dutch readers: you may send your payment to GIRONR. 1150000, Algemene Bank Nederland NV Eindhoven t.g.v. rek.nr. 527129100 J.A.Engels.

Foreign readers: MUST use an International Money Order and sent it to the above address.

Please note that only subscribers and correspondents of FLASH may order these prints and that it is forbidden to publish them elsewhere. This month our choice has fallen on the following prints:

1. 61-ZE	Transall	FAF	11. 50-55	Transall	WGAF
2. 30-MI	Vautour	FAF	12. FX-40	F-104G	BAF
3. 30-MO	Vautour	FAF	13. XM612	Vulcan	RAF
4. 8-MQ	Mystere 4A	FAF	14. 1534	Tracker	R.Can.Navy
5. 8-MS	Mystere 4A	FAF	15. 97448	RF-4E	USAF
6. 8-MH	Mystere 4A	FAF	16. 90-67	P-149D	WGAF
7. 16	Magister	FAF	17. 53-29	Noratlas	WGAF
8. 50	Etandard	FN	18. 14959/KK	Harvard	?
9. P-240	F-84F	R.Neth.AF.	19. XV501	Phantom	RAF
10. 22302	F-104G	Hell.AF.	20. AA-152	Magister	WGAF

Photos are from the collections of J.A.Engels and P.v.Cers.

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DAKOTA C-47 IN FINNISH AF. SERVICE

<u>reg</u>	<u>tpye</u>	<u>c/n</u>	<u>del.date</u>	<u>ex</u>
DO-4	C-47A30-DK	25515	23-2-60	OH-LCF, 43-48254(USAF)
DO-5	C-47A80-DL	19795	5-12-60	D-CADI, F-OAEL, PH-TBV, 43-15329(USAF)
DO-6	C-47A30-DL	19560	8-1-62	OH-LCI, 43-15094(USAF) /WFU '67
DO-7	C-47A70-DL	19109	28-6-63?	OH-LCB, 42-100646(USAF)
DO-8	C-47A75-DL	19309	1969	OH-LCD, 42-100846(USAF)
DO-9	C-53D-DO	11750	1969	OH-LCG, 42-68823(USAF)
DO-10	C-47A1-DK	12050	1970	OH-LCK, 00-SBF, FL626(RAF), 42-92268(USAF)
DO-11	C-53C-DO	6346	29-7-70	OH-LCH, 43-2033
DO-12	C-47A20-DK	12970	27-10-70	OH-LCE, 42-93069

The Dakotas serve with "Kuljetuslaivue"(Transport Squadron ,at Utti.

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ADDITIONS AND CORRECTIONS

Flash Nr.27 page 11: Super Mystere: c/n 21 was 10-SR
 Magister: c/n 2 with CEV(6/72), 15 with 5Sqn, 46 is "AS" with CEV, 55 is "AT" with CEV, 80 is "AM" with CEV, 125 and 127 are with Esc.5, 178 once was with Toul base-flight, 344 is 12-XK, 381 is OZ(6/71), 384 is "AR" with CEV, 410 is 315-XH.

Flash Nr.28 page 5: Laarbruch G-91T 34-15 has c/n 91-0017
 Page 7 Luftwaffe RF-84F: 51-1913 also EB-318, 51-18038 has to be 51-17038, BD119 monument on Furstenfeldbruck.
 Page 12 IC-6B: 43828 has to be ex 00-SDG. Heron: CA001 c/n 14108, CA002 del 18.4.58. C-47: 43-49716 ex KK199, 43-49728 ex KK209, 44-76393 ex F-BEIL, 44-76692 ex KN499, 44-76720 ex KN516 ex AS588, 44-76811 to N3178Q, 44-76821 ex RAF 52Sqn, 44-76862 ex KN572.

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

PHOTO 1 & 3: In this issue we are, as you will have noticed, dealing with the West German AF's F-86K's. To celebrate this fact we have made some room for 2 pictures of these aircraft both belonging to Jagdgeschwader 74. For further info see page 8, 11 and 12.

copyright: G.Hiltermann

PHOTO 2: Also this photo features something special: (what did you expect otherwise?). RF-104G's of Aufklar.Geschwader 52 pictured while being involved in the Royal Flush Meet held at Deelen AB in May 1970; Ah, you don't feel what is so special about them? Well, the answer on this not so difficult question (if you are an insider, of course) can be found in the fact that all RF-104G's of AG-52 (and AG51) have now been replaced by Phantom RF-4E's! And now it's your turn again.....

copyright: J.A.Engels

PHOTO 4: In our last issue we published some info on the WGAF's C-47s; It is obvious that a picture of one of these aircraft should have accompanied the article on the WGAF last month, but due to lack of space we had to.....all right, all right you know the excuse already.

copyright: H.Kuipers

PHOTO 5: Many of you will jump from their chairs undoubtedly, when seeing this picture. (Let us reassure you: it is a normal reaction, d'not call your doctor). Certainly, it represents O-17073 which is an F-84F of TAC-USAF taken during exercise Big Lift at Prestwick, England in 1963.

copyright: F.Klaassen

PHOTO 6: At last a West-European nation (England) has succeeded to sell a number of military aircraft to the United States itself! We nearly began to feel frustrated because of all the MAP-deliveries of US military aircraft to Europe in the past! Indeed 418266 is a Harrier in the colours of the USAF while being present at Edwards AFB, California for evaluation-purposes. As an insider you will know that the U.S. Marine Corps have taken delivery of 114 Harriers.

copyright: F.Klaassen

PHOTO 7: Not very rare, but from artistic point of view interesting enough for publication (although of course, it was more opportune to publish it while dealing with our RAFGermany article, last year), this Phantom FGR.2 of Nr.14 Sqn Bruggen, Germany was caught by the lenses of a colleague-pilot while making a sharp turn (with the intention, perhaps, to take a closer look at a local nudist camp?)

copyright: AFCENT

PHOTO 8: Another C-47 of another Air Force: this time it is DO-12 of the Finnish AF. At last a picture sent in by one of our subscribers, which was good enough for publication; Besides you will discover a survey on the Finnish Dakotas on page 17, written by P.Vercruijsse.

copyright: P.Vercruijsse

PHOTO 9: Not too common is this shot of Belgian Mirage V, BA37 because of its white/silver "coat". The aircraft are being camouflaged a very short while after delivery. No doubt that this particular aircraft which was photographed at Bierset last August, now wears a "cammy coat"!

copyright: H.Kuipers

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ADDITIONS AND CORRECTIONS

Flash Nr.28 page 11 F-104G: 8349 reg has to be 2454 not 2455
page 12 T-33: M-11 last flight 9-6-72, M-26 date is 12-10-71,
M-18 crashed on 3-5-57.

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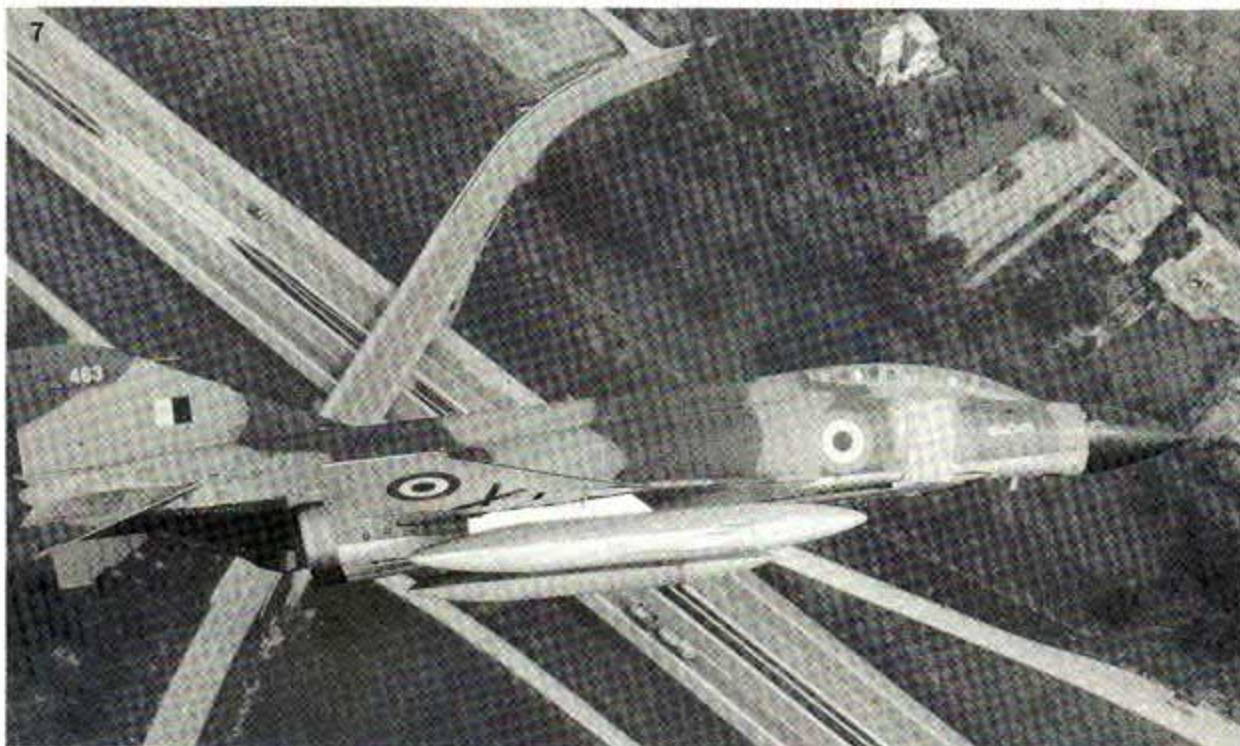
5



6



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8



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