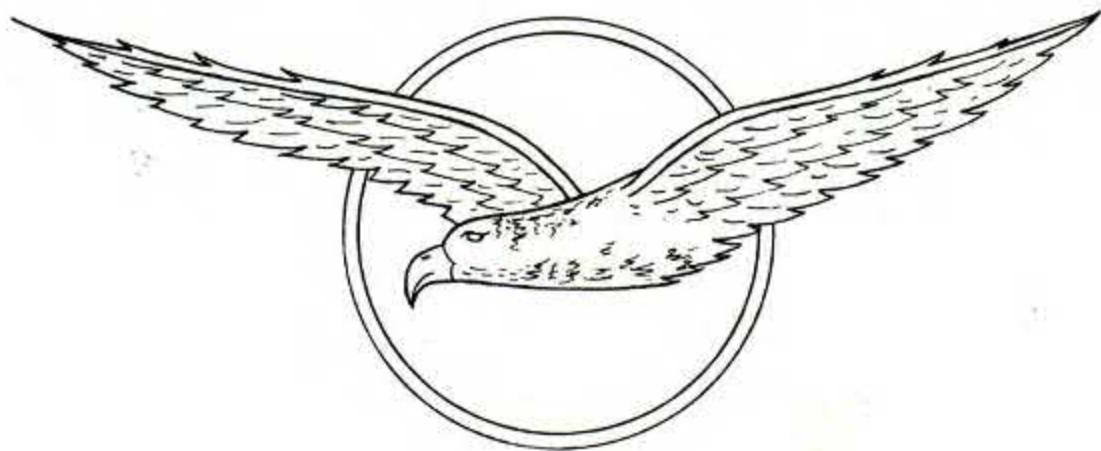
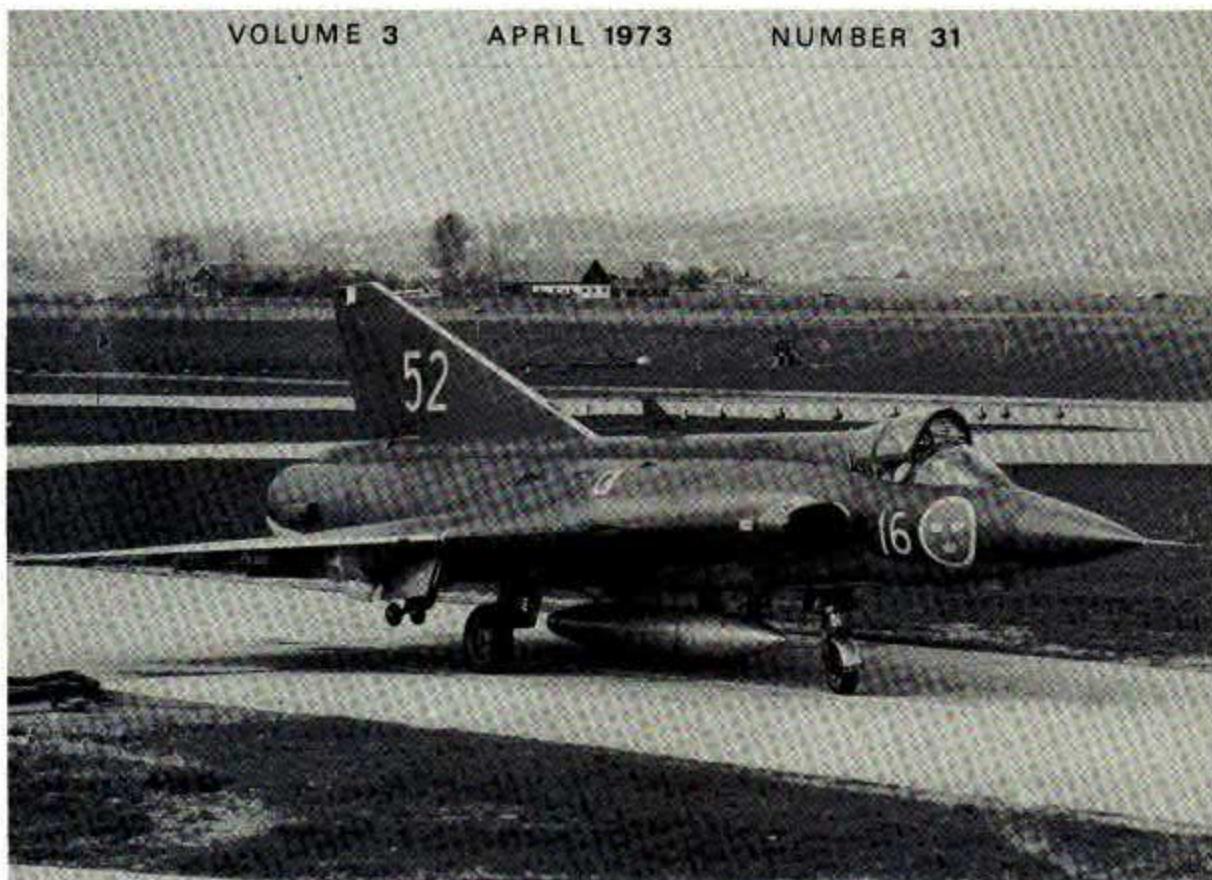


FLASH

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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.

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Dear Reader,

- Spring has come again and that includes that the spottingseason is arriving; Send in your movements, reports, news and other items which could be of any importance. (sorry, but we must keep stimulating you!)

- Amongst other things this issue gives "the continuing story" of our "GAP article (no, not of Peyton Place); Any additions or corrections are welcome at the editorial address!

- Thank you for sending in the enquiries. Next month we have planned to publish an evaluation and a survey of the results. Those of you who did not send in their form yet: we must beg you to do this as soon as possible. It's in your own interest!

- By the way, we put your attention on the fact that we have constructed our subscription-fee as a donation. This means that you may "donate" us more money than the minimum-prices stated below! So in case you do not know how to spend your money this is the solution! It is a promise that your money doesn't disappear into our pockets! It will be invested in the magazine immediately and you will see the results!

.....

Regular correspondents:
H.R.Productions Spotting
Department
P.A.Jackson

(NL)
(UL)

For this issue our special thanks

to: F.v/d.Berk J.Scheepens
Major Bogaarts Scottish Air News
P.v.Kempen J.Struben
H.Kuipers P.Vercruijse
H.v.Leeuwen K.G.'right

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M O V E M E N T S

Eindhoven (RNethAF) J.Struben, P.v.Kempen, J.Scheepens
March 27: XT-912 Phantom RAF-14Sqn Bruggen (till 28-3)
28: BA52,BA26 Mirage VBA BAF 2nd Wing 2Sqn Florennes
April 6: BA44,BA49,BA36 Mirage VBA BAF 3rd Wing 1Sqn Bierset

Volkel (RNethAF) F.v/d.Berk
February 14: CR68-442, CR68-452 F-4E USAF 32TFS Soesterberg
27-27 c/n 5728, 27-33 c/n 5735 TF-104G Luftwaffe
March 6: 21-68 c/n 7037 F-104G Luftwaffe JABO C-36 Hopsten
21-81 c/n 7050 F-104G Luftwaffe JABO G-36 Hopsten
7: 27-94 c/n 5924 TF-104G Luftwaffe WS-10 Jever
27-97 c/n 5927 TF-104G Luftwaffe WS-10 Jever

Leeuwarden (RNethAF) J.v.Vliet
March 2: BT66-718 F-4D USAF Bittburg
7: 130 (ex RI-H) s/n 69-7130 F-5A RNoAF 334Sqn Bodø
228 (ex RI-O) s/n 66-9228 F-5A RNoAF 334Sqn Bodø
9: 91-28 c/n 150 Piaggio P-149D Luftwaffe
24-39 c/n 8182 F-104G Luftwaffe JABO G-36 Hopsten
20: V255 Atlantic MLD Valkenburg
21: FX-10 c/n 9027, FX-15 c/n 9034 F-104G BAF 1st Wing
27-18 c/n 5719 TF-104G Luftwaffe
32-17 c/n 91-485 G-91R Luftwaffe LEK G-43 Oldenburg
33-17 c/n 91-588 G-91R Luftwaffe LEK G-43 Oldenburg
FC-05 c/n 5102 TF-104G BAF 1st Wing Beauvechain
58-30 DO-28D Luftwaffe

Kleine-Brogel (BAF) H.Kuipers
March 28: FX-62, FX-59 F-104G BAF 1st Wing B

Gilze-Rijen (RNethAF) P.Vercrujssse
February 8: 6703 DC-6B Portugal AF

Wildenrath (RAF) H.v.Leeuwen
March 7: 7534, 7536 Alouette II HEER
59-10 DO-28D Marine
58-33 DO-28D Luftwaffe
35-12 s/n 69-7459 RF-4E Luftwaffe
XP810, XP811, XV275, XP775, XP779, XP822 Beaver AL.1 R.Army

Mildenhall (USAF) K.G.Wright
March 24: 21076 C-124 Globemaster USAF
37993, 23556, 10306, 72599 KC-135 USAF
14844 RC-135 USAF
60131, 70021 C-141 Starlifter USAF
XV206 s/n 66-8056 C-130K RAF

Kinloss (RN) Scottish Air News
January 4: O-23417 RC-121D USAF
17: O1347, O1348, O1349, O1350 F-5B (on delivery)
20: 10730 Argus 2 CAF
24: 35-02 s/n 69-7449, 35-31 s/n 69-7478 RF-4E Luftwaffe
31: 131599 VC-118B USNavy Keflavik
February 5: UH/80057 F-111E USAF 20TFW Upper Heyford
12: XG130/A, XG135/B, XG261/C, XK140/F, XG252/H, XG291/K all
Hunter FGA.9s RAF 45Sqn
17: 61-12 c/n 24 Atlantic Bundesmarine MFG-3 Nordholz

"BULLS EYE 1973"

A FLASH Report on the NEC Tactical Weapons Meet by F.Klaassen; publication of this article was possible thanks to Major J.Bogaarts, PRO Eindhoven AB.

The 6th Northern European Command Tactical Fighter Weapons Competition "Bulls Eye" was held at Marinefliegerhorst Schleswig-Jagel from 18-28 March 1973. This competition is open to all attack squadrons within NEC and a guest squadron, which is invited from AFCENT; one team of each squadron may take part. The participating squadrons of this year were: R Dan AF's nos 725 and 727 sqns from Karup (with F-100 Super Sabres) and no 730 sqn from Skydstrup (F-35 Draken), no 718 sqn from air station Sola (F-5) representing Norway, nos 41-1 and 41-2 squadrons of the West German AF flying the Fiat G-91R at Husum, then of course the two squadrons based at Schleswig-Jagel (nos 1 and 2 sqn MFG-1) with Starfighters and the near neighbours of Eggebeck, no 2 Sqn MFG-2. Guest team from AFCENT was 314 sqn R Netherlands AF from Eindhoven AB, flying NF-5's.

The history of "Bulls Eye" goes back to 1960 when for the first time the "Aim High" was held, an air-to-air competition between countries of the Northern European Command. In 1964 the name of this meet was changed to "Bulls Eye" and together with the name the intention of the competition changed: from an air-to-air exercise to an air-to-ground happening. In the years 1964-1969 Bulls Eye was held at the following bases: Skydstrup (64,65), Sola (67), Schleswig-Jagel (68) and again Skydstrup (69). Due to budgetary reasons the meet couldn't take place for 4 years

The aims of the competition are to test the degree of training in the attack role and to encourage the exchange of information and techniques between the teams. "Bulls Eye" included rocket-firing, low-angle bombing and low-angle strafing. The missions were carried out against targets at the gunnery-ranges of Sylt (standard air-to-ground gunnery) and Putlos (for the tactical part of the exercise). The spirit of the competition may be illustrated by the following press-release, dated 23 March (5th day of the meet):

"At this moment 314 Squadron is third with 1633 points; the team is definitely a candidate for the second place though as Lt. E.Scholte is in title for one make-up strafing mission! This due to the fact that Capt. J.Tichelaar shot the entire target to little pieces. Therefore Lt. Scholte can bring the total score up to that of the German G-91 team, which is leading with 30 points. The spirit in the team is excellent. Teamleader Captain Campfens won the price for the friendliest team of the day when his opinion was asked concerning the minimum weather conditions for a "gunnery". His answer: "since 314 is a guest team, they accept any rules the other participants agree to".

For the second time in the history of "Bulls Eye" Naval Air Station Schleswig-Jagel, home of Marinefliegergeschwader 1, has been chosen as host-home: a short review on MFG-1 therefore. Early 1958 German "sailors" went to pilot-training in Lossiemouth, Scotland to man the first squadron of the German naval air arm: Marinefliegergruppe 1. As a result, one anti-submarine-warfare (ASW) squadron, equipped with Gannets, deployed to its location Schleswig-Jagel in June 1958; the other unit of the wing, equipped with Seahawks, was based at Lossiemouth for several months, moving to Schleswig-Jagel in 1959. Two years later the Gannet-sqn was transferred out of the Wing (to form the nucleus of MFG-3) and was replaced by a Seahawk reconnaissance squadron. In the years that followed Marinefliegergruppe 1 (or Marinefliegergeschwader 1 as it had been renamed) had an active part in the establishment of the other MFG's.

Early 1964 the wing was equipped with the F-104G Starfighter, the conversion was completed in 1965. Three years later the 20.000th flying-hour was completed! After a lot of starting troubles which results in a very high rate of accidents, MFG-1 managed to reduce of number of losses to "nill" in 1972; for this effort the Geschwader was awarded with the Flying Safety Price 1972.

But let's return to Bulls Eye. Due to very bad weather conditions the competition fizzled out; none of the teams managed to complete their programm. The classification had to be fixed by the hand of the average percentages: the number of really scored points, compared with the maximum possible, had to indicate the winner of the AF North silver cup no 718 squadron R Norwegian AF. Good Show!

The official final score:

1.	R No AF	- 718 sqn Sola	- F-5	- 60%
2.	WG Navy	- 2 sqn Schleswig-Jagel	- F-104G	- 55,5%
3.	R Neth AF	- 314sqn Eindhoven	- NF-5	- 54,6%
4.	R Dan AF	- 725 sqn Karup	- F-35	- 54,5%
5.	WGAF	- 41-1sqn Husum	- G-91R	- 53%
6.	WGAF	- 41-2sqn Husum	- G-91R	- 53%
7.	R Dan AF	- 727sqn Karup	- F-100	- 50,8%
8.	WG Navy	- 1 sqn Schleswig-Jagel	- F-104G	- 48,5%
9.	WG Navy	- 2 sqn Eggebeck	- F-104G	- 47%
10.	R Dan AF	- 730 sqn Skydstrup	- F-100	- 37,5%

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THOSE MYSTERIOUS KESTRELS...

You may remember that we published a photograph of a HS Harrier(?) in USAF colours in Flash 28. Promptly we were called to order by one of our readers who told us that the aircraft in question was infact a Kestrel. Probably it was ex XS694 (see Flash 29, corr.& add.), but this is wrong; below you'll find the correct details:

XS692: f/f 7.11.64; Kestrel Evaluation Sqn at Dunsfold 8.1.65; Tripartite Evaluation Sqn at West Raynham 22.4.65 coded "2". Squadron disbanded 30.11.65; Allocated to USA 11.1.66. Left London Docks by sea 19.2.66. Became 64-18266. Underwent trials on USS Independence. Withdrawn from use 1.70

XS694: f/f 10.12.64; tripartite Sqn as "4" 8.2.65; to Hawker Sid. for modifications 1.4.65. Returned 6.65; Sqn disbanded 30.11.65. Alloc to USA 11.1.66. Left London Docks 19.2.66. To 64-18268 and later "NASA520" (civil reg N520NA). Crashed at Wallops Station Va. 21.8.67.

Briefly the 9 a/c of the Tripartite Sqn were:

- XS688 64-18262 (officially W.German property)
- XS689 64-18263 N521NA
- XS690 64-12864
- XS691 64-12865 (officially W.German property)
- XS692 64-12866
- XS693 in Britain w/o 21.9.67
- XS694 64-12868 N521NA
- XS695 retained by G.B. withdrawn 5.69
- XS696 crashed 1.4.65 at West Raynham

Not to forget "XS697"- which was a real Kestrel (a bird), the squadron mascot!

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

-- Thunderstreak P-183 has replaced hunter N-180 as gate-guard at the Air Force Instruction and Military Training School (LIMOS) in Nijmegen. The silver P-183 stands now on 3 poles. N-180 went to the Deelen fire-school

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WEST GERMAN AIR POWER

Part IV

Compiled and written by G.A.Hiltermann; with special thanks to J.v/d. Oever, G.Joos, A.Luft, P.A.Jackson, E.Ragas and H.Sloot.

The registration codes

As promised some time ago we will take a closer look at the coding-system of the German military aviation now.

We have to make a division between the "old"- and the "new" system.

A. The old serial system 1956-1968

The registration consists of two letters followed by three figures.

The first letter indicates:

A : Elementary training	O : Used by the Army ("HEER")
B : Advanced training	P : Used by the Army
C : V.I.P. aircraft	Q : Used by the Army
D : Tactical Fighter aircraft	R : Used by the Navy ("MARINE")
E : Reconnaissance aircraft	S : Used by the Navy
G : Transport aircraft	T : Used by the Navy
J : Fighter Interceptor aircraft	U : Used by the Navy
K : used by different factories	V : Used by the Navy
L : SAR aircraft	W : Used by the Navy
M : Strike fighters	X : Electronic equipment a/c
N : Various aircraft	Y : Experimental aircraft

Together, the two letters indicate the unit, e.g. MA : LEKG-41

Normally each Geschwader has two or three active "Staffel" and one "Verbindungsstaffel" (Liaison-squadron).

First Staffel: got the figures 101 upto 130

Second Staffel: got the figures 231 upto 260

Third Staffel: got the figures 361 upto 386

Verbindungsstaffel: got the figures 387 upto 399

Unfortunately this method doesn't always work, as registration numbers in the 300-range were used for a short time too.

First Staffel: the figures 301 upto 330

Second Staffel: the figures 331 upto 360

Third Staffel: the figures 361 upto 386

Verbindungsstaffel: the figures 387 upto 399

An example: DC-234

D : JABO aircraft (F-84F or F-104G)

DC : JABO G-33

DC-23 : JABO G-33 second Staffel (322Sqn)

DC-234 : Fourth aircraft of 332 Staffel

The following codes have been used by the Luftwaffe:

AA, AB, AC, AS For Flugzeugführerschulen "A", "B", and "S"

BA, BB, BD for Waffenschulen 30, 10 and 50

BF for Technische Schule 1

BR Training aircraft withdrawn from first-line service

CA, CB, CC V.I.P. aircraft

DA, DB, DC, DD, DE, DF, DG, DH JABO Geschwader 31, 32, 33, 34, 35, 36, 41, 42

DR JABO aircraft withdrawn from first-line service

EA, EB, EC, ED Aufklärungsgeschwader 51, 52, 53, 54

EE reconnaissance Magisters

ER AKG aircraft withdrawn from first-line service

GA, GB, GC Lufttransport Geschwader 61, 62, 63

GC Hubschrauber Transport Geschwader 64

GR Transport aircraft withdrawn from first-line service

JA, JB, JC, JD, JE Jagd Geschwader 71,72,73,74,75
JR Jagd aircraft withdrawn from the first-line service
KA factory code of HFB Finhenwerden
KB factory code of Heinkel
KC factory code of Fiat
KD factory code of Dornier
KE factory code of Messerschmidt
KF factory code of Lockheed
KG factory code of Fokker
KH factory code of SABCA
KL factory code of Dornier
KM factory code of VFW Lemwerder
LA, LB, LC for Rettungs/Verbindungsstaffel 1,2,3,
MA, MB, MC, MD for Leichter Kampf Geschwader 41,42,43,44
MR Strike aircraft withdrawn from first-line service
ND Luftwaffengruppe Nord/Sud
NL Luftwaffesportgruppe
XA, XB, XD aircraft with experimental electronical instruments
YA, YD Erprobungsstelle 61,64

B. The new coding-system, since 1968

In 1968 a new coding-system was introduced, consisting of four figures, based on the various aircraft-types and the construction/serial numbers. For type-indication the following figures are used:

00	Canberra B.2 (not longer used)	0001-0003
01	Sabre Mk.6	0101-0113
10	Boeing 707-307C	1001-1004
11	Jetstar C-140B	1101-1103
12	Convair CV440	1201-1206
13	DC-6B (out of service now)	1301-1304
14	C-47 Dakota	1401-1411
15	DO-28D (out of service now)	1501
16	Hansa Jet	1601-1608
20,21,22,23, 24,25,26	Lockheed F-104G Starfighter	2001-2690
27,28	TF-104G	2701-2835
29	F-104F (out of service now)	2901-2921
30,31,32,33	Fiat G-91R	3001-3323
34	Fiat G-91T	3401-3462
35	RF-4E Phantom	3501-3588
50,51	C-160D Transal	5001-5115
52,53	Nord Noratlas	5201-5358
54	Pembroke	5401-5429
55,56,57	Dornier DO-27A/B	5501-5765
58,59	DO-28D	5801-5925
60	Albatross (out of service now)	6001-6008
61	Atlantic	6101-6120
70,71,72,73	UH-1D	7001-7384
74	Bell 47G.2	7401-7438
75,76,77	Alouette 2	7501-7777
78	Sycamore (out of service now)	7801-7837
80,81	H-34A	8001-8111
82	SH-34J	8201-8205
83	H-21C	8301-8332
84,85	CH-53A	8401-8535
89	Sea King Mk.41	8950-8971
90,91,92	Piaggio P-149D	9001-9227
93	Fouga Magister	9301-9323
94,95	Lockheed T-33A	9401-9526
96	Piper Cub	9601-9634
97	Putzer Elster B"	9701-9721

Another division:

00 - 16 is non tactical aircraft
20 - 35 is fighter and fighter-trainers
50 - 59 is tactical support
60 - 61 is naval patrol and rescue
70 - 78 is light helicopters
80 - 89 is heavy helicopters
90 - 97 is trainers

One example: 9401

9... : trainer
94.. : T-33A
9401 : lowest serial-number of the German T-33A's
(s/n 51-17471)

In this system "Luftwaffe", "Heer" and "Bundesmarine" have been mixed. Furthermore there are aircraft which have the code D- followed by four figures.

First of all the gilders of which the luftwaffe is the owner (D-35.. registration). Moreover there are a number of test-aircraft and target-towers with D-95.. registration. These planes don't have a Luftwaffe-cross, although "Das Bundesministerium der Verteidigung" is the owner.

Here are the registration numbers known:

D-9500 DO-27 c/n 322; to 5641 in 1968
D-9501 DO-27A-4 c/n 2057; to BAF as OL-DO1 in 1959
D-9502 Piaggio P-149D
D-9504 CM-191
D-9506 DO-27A-4 c/n 2059; to BAF as OL-DO3 in 1959
D-9507 C-160D c/n V-1; to D-ABEX; ex FAF "DK" and F-ZWVF
D-9508 C-160D c/n V-2; to 5001; ex FAF F-ZADH
D-9509 C-160D c/n V-3; to 5002; ex FAF F-ZADI and "DI"
D-9510 Skycrane c/n 64-002; ex LA112
D-9511 Skycrane c/n 64-003; ex LA113
D-9512 Nord N-2508D c/n 001A; to 5358; ex YA-034
D-9513 Nord N-2508D c/n 002A; ex YA-035
D-9514 Bolkow Bo-46 c/n V-1
D-9515 Bolkow Bo-46 c/n V-2
D-9516 Bolkow Bo-46 c/n V-3 never built
D-9517 VJ-101C v/n X-1; crashed 14-9-64, rebuilt
D-9518 VJ-101C c/n X-2; in museum Munchen
D-9522 Sabre Mk.6 c/n 1601
D-9523 Sabre Mk.6 c/n 1784
D-9524 C-160D c/n A-01; to 5003; ex YA-051
D-9525 C-160D c/n A-03; to 5004; ex YA-052, D-ABYG, HB-ILN
D-9530 DO-31E c/n E-1
D-9531 DO-31E c/n E-2
D-9532 DO-31E c/n E-3
D-9534 DO-10 to "GAF museum Uetersen
D-9536 Hansa Jet c/n 1024; to 1607; ex D-CARO
D-9537 Hansa Jet c/n 1025; to 1608; ex D-CARU
D-9538 Sabre Mk.6 c/n 1600
D-9539 Sabre Mk.6 c/n 1603
D-9540 Sabre Mk.6 c/n 1616
D-9541 Sabre Mk.6 c/n 1710
D-9542 Sabre Mk.6 c/n 1740, ex 0110
D-9543 H-3E Sprinter c/n E-1
D-9544 H-3E Sprinter c/n E-2
D-9545 upto 9562 OV-10B Bronco c/n 338-1 upto 338-18
D-9563 upto 9565 VAK 191B c/n 1 upto 3
D-9566 Canberra B.2 c/n 6644; ex 0001, YA-151, ex RAF WK-130
D-9567 Canberra B.2 c/n 6652; ex 0003, YA-153, RAF WK138; forced
D-9568 XA-113M /landing 16-5-72 Koln/Wahn
D-9569 Canberra B.2 c/n 6651; ex 0002, YA-152, RAF WK137
D-9570 Noratlas c/n 154; ex KA-165, AS-591, 5331
D-9571 DO-28D-2 c/n 4080

D-9573 upto 9574 Bolkow 105
 D-9575 upto 9576 DO-28D
 D-9579 upto 9580 Noratlas

Finally there were aircraft which flew with a normal civil registration-number and which are owned by the "Deutsche Luftfahrt Beratungsdienst". However these particular aircraft flew with the Luftwaffe. The regs.

known are: D-CATU B-26
 D-CELE B-26
 D-CELI B-26
 D-FABA Harvard s/n 53-4631
 D-FABE Harvard s/n 52-7578
 D-FABI Harvard s/n 52-4618
 D-FABO Harvard s/n 52-8593
 D-FABU Harvard s/n 52-8544
 D-IBYF Magister c/n 178; ex Luftwaffe AA-269
 D-IBYG Magister c/n 180; ex Luftwaffe AA-271

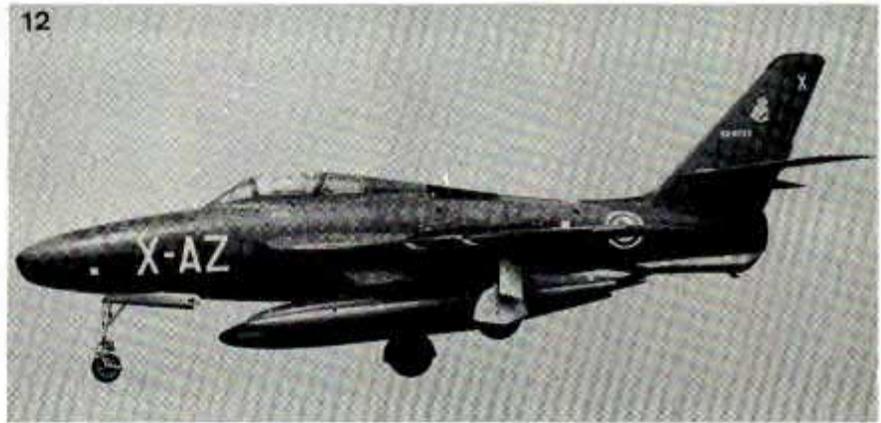
Aircraft serving with the Luftwaffe Part IV

Canadair Sabre Mk.5:

In 1957/58 the Luftwaffe got a number of 75 used Sabres Mk.5 from the Royal Canadian Air Force and all of them entered service with Waffenschule 10 at Oldenburg. In 1962 the last Mk.5's were withdrawn and replaced by the Mk.6.

Here is our registration-list:

c/n	ex RCAF	REG	soc RCAF	c/n	ex RCAF	REG	soc RCAF
792	23002	BB101	28.6.57	897	23107		
794	23004	BB102	28.6.57	901	23111	BB123	15.1.57
797	23007	BB103	28.6.57	904	23114	BB115	28.6.57
798	23008	BB104	16.1.57	913	23123		8.8.57
801	23011	BB105	15.1.57	914	23124	BB153	8.8.57
807	23017		28.6.57	915	23125	BB154	8.8.57
810	23020		28.1.57	916	23126	BB138	8.8.57
815	23025		8.8.57	917	23127		8.8.57
816	23026		8.8.57	921	23131	BB124	15.1.57
817	23027	BB108	15.1.57	922	23132	Flight Simulator	10.1.58
819	23029	BB112	18.6.57				
820	23030	Flight Simulator	10.1.58	926	23136		8.8.57
				927	23137		8.8.57
822	23032		28.6.57	928	23138	BB157	8.8.57
833	23043		8.8.57	929	23138		8.8.57
834	23044		28.6.57	931	23141		20.9.57
835	23045		28.6.57	932	23142		20.9.57
838	23048		20.9.57	934	23144	BB125	15.1.57
840	23050		8.8.57	943	23153	BB116	28.6.57
841	23051	BB113	28.6.57	948	23158	BB163	20.9.57
845	23055	BB114	28.6.57	955	23165	BB164	20.9.57
846	23056	BB142	8.8.57	960	23170	BB117	28.6.57
849	23059	BB143	8.8.57	963	23173	BB165	30.9.58
851	23061	BB144	20.9.57	964	23174	BB118	28.6.57
852	23062	BB145	8.8.57	967	23177	BB126	28.6.57
854	23064		8.8.57	968	23178	BB127	28.6.57
860	23070		8.8.57	969	23179	BB166	8.8.57
866	23076	Flight Simulator	10.1.58	971	23181	BB149	28.6.57
				972	23182		20.9.57
871	23081		20.9.57	973	23183		20.9.57
877	23087	BB119	15.1.57	974	23184		20.9.57
880	23090		15.1.57	975	23185		20.9.57
881	23091	BB121	15.1.57	977	23187	BB129	28.6.57
883	23093	BB122	15.1.57	981	23191		20.9.57
895	23105	BB150	8.8.57	982	23192	BB261	20.9.57



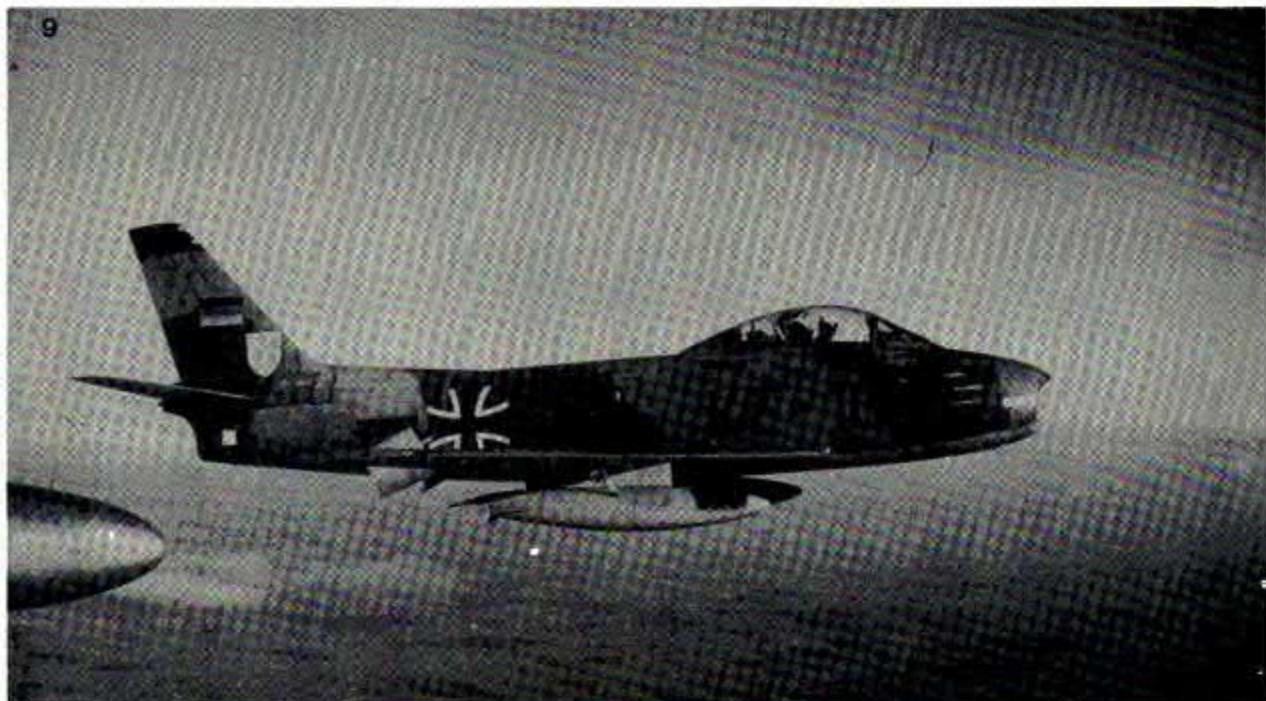
7



8



9



<u>c/n</u>	<u>ex RCAF</u>	<u>reg</u>	<u>soc RCAF</u>	<u>c/n</u>	<u>ex RCAF</u>	<u>reg</u>	<u>soc RCAF</u>
984	23194		20.9.57	1111	23321	BB131, BB237	8.8.57
986	23196		20.9.57	1117	23327	BB134	8.8.57
989	23199	BB174	28.6.57	1138	23348	BB136	8.8.57
990	23200	BB130	8.8.57	Note: soc stands for: struck of			
1095	23305	BB175	20.9.57	charge			

Canadair Sabre Mk.6:

The successor of the Sabre Mk.5 was the Mk.6 of which the Luftwaffe got 225 from Canada. These Sabres were of course set in for fighter interceptor duties with the "Jagdgeschwader". Moreover WS10 also received the Mk.6 for the conversion-training. In 1967 the last Sabres left service officially and were replaced by the F-104G. Nowadays however, a number of of them are still in use with Erprobungstelle 61 (probably only 5 in flying condition) and the Schiessplatzstaffel (will be replaced by the Bronco this year). A great number of Sabres became a monument at an air base; while 90 were sold to Iran in 1966 and at least 50 crashed. Here is our seriallist:

<u>s/n</u>	<u>reg</u>	<u>remarks</u>	<u>s/n</u>	<u>reg</u>	<u>remarks</u>
56-1591	YA005, BB261, 0101	still in use	56-1630	JA116	
56-1592			56-1631	JA321	
56-1593	YA043, 0102	still in use	56-1632		
56-1594			56-1633		
56-1595			56-1634		
56-1596			56-1635		
56-1597	BB167		56-1636		
56-1598	BB168		56-1637	JD240	
56-1599	BB369		56-1638	JC373	
56-1600	D-9538	still in use	56-1639	BB279	
56-1601	BB171, D-9522	w/o 9.1.68	56-1640	JA231	
56-1602	BB172		56-1641	JB362	
56-1603	BB173, D-9539	still in use	56-1642	JB361	
56-1604	BB174, YA041,		56-1643	JB110	to "GAF" museum
56-1605	BB175, KE201, BB275, JC361, 0103	still in use	56-1644		
56-1606	BB176		56-1645		
56-1607	BB177, BB277		56-1646	JA247	
56-1608	BB178		56-1647	JA101	
56-1609	BB179		56-1648	JC104, JD249	
56-1610	BB180		56-1649		
56-1611	BB181		56-1650		
56-1612	BB182, BB382		56-1651		
56-1613	BB183, YA042, 0104	still in use	56-1652		
56-1614	BB184, BB284		56-1653		
56-1615	JC249		56-1654	BB292	
56-1616	D-9540	still in use	56-1655	JB248	
56-1617	KE202		56-1656		
56-1618			56-1657		
56-1619	BB359, JC238		56-1658		
56-1620			56-1659	KE105, JD105, 0105	To Museum in Munchen as JD105
56-1621			56-1660		
56-1622			56-1661		
56-1623			56-1662		
56-1624	JA310		56-1663		
56-1625			56-1664	0106	still in use
56-1626			56-1665		
56-1627			56-1666	D-9540	still in use
56-1628			56-1667	JA235	
56-1629			56-1668	0107	still in use
			56-1669		

<u>s/n</u>	<u>reg</u>	<u>remarks</u>	<u>s/n</u>	<u>reg</u>	<u>remarks</u>
56-1670			56-1731	JB116	
56-1671			56-1732		
56-1672	JD107		56-1733		
56-1673	JA108		56-1734	JB110	
56-1674	JC107		56-1735		
56-1675	BB284, KE104, O113	Still in use	56-1736	JB238	
56-1676	JA121		56-1737	JC372	
56-1677	JA336		56-1738	JB109	
56-1678	JC117		56-1739	JB232	
56-1679			56-1740	D9542, O110	still in use
56-1680			56-1741		
56-1681			56-1742		
56-1682	JC106		56-1743	JB105	
56-1683			56-1744	JB121	
56-1684	JC112		56-1745	JB235	
56-1685			56-1746	O111	still in use
56-1686			56-1747		
56-1687			56-1748		
56-1688	BB182		56-1749		
56-1689			56-1750		
56-1690			56-1751		
56-1691			56-1752	JB248	
56-1692			56-1753	JB250	
56-1693			56-1754		
56-1694	JC250		56-1755		
56-1695			56-1756	JB244	
56-1696	JC101		56-1757	JA344	
56-1697	JA338		56-1758	JB247	
56-1698	JC110		56-1759	BB273	
56-1699			56-1760	O112	still in use
56-1700			56-1761		
56-1701			56-1762		
56-1702			56-1763		
56-1703			56-1764		
56-1704			56-1765		
56-1705			56-1766		
56-1706	JC241		56-1767		
56-1707	JA239		56-1768		
56-1708	JC246		56-1769		
56-1709			56-1770		
56-1710	D-9541	still in use	56-1771		
56-1711	O108	still in use	56-1772		
56-1712	JC233		56-1773		
56-1713	JC238		56-1774	JC364	
56-1714			56-1775		
56-1715	O109	still in use	56-1776		
56-1716			56-1777		
56-1717	JA240, JC362		56-1778		
56-1718			56-1779		
56-1719	JB241		56-1780	JC368	
56-1720	JC236		56-1781		
56-1721			56-1782	JB116, JC104	
56-1722			56-1783		
56-1723			56-1784	D-9523	still in use
56-1724			56-1785	JC367, JA249	
56-1725	JC118		56-1786		
56-1726			56-1787		
56-1727			56-1788		
56-1728			56-1789	BB267	
56-1729	JB239		56-1790		
56-1730	JB114		56-1791	JB104	
			56-1792		

<u>s/n</u>	<u>reg</u>	<u>s/n</u>	<u>reg</u>	<u>s/n</u>	<u>reg</u>
56-1793	JB103	56-1801		56-1809	
56-1794		56-1802		56-1810	
56-1795		56-1803		56-1811	
56-1796	JA121	56-1804		56-1812	JB370
56-1797	JA305	56-1805		56-1813	JB371
56-1798		56-1806		56-1814	JC246
56-1799		56-1807		56-1815	
56-1800		56-1808			

At this moment the following monuments/wrecks/preserved a/c of the Sabre Mk.5 and 6 are known:

Koln/Wahn: c/n 1111, ex BB131, BB237, as a monument without reg or c/n but with WS10 badge on tail
 c/n ???, a Sabre without reg or c/n as a preserved a/c
 Buchel: JA332 (wreck) Landsberg: BB128 (wreck)
 Blackpool(GB): JA120 (monument) Budel (NL): JC240 (monument)
 Pferdsfeld: JC102 (monument) Ahlhorn: JA110 (monument)
 Wittmundhafen: JA111 (monument) and JA112 (monument)
 Jever: BB103 (monument) Furstenfeldbruck: as a wreck without any registration
 Manching: as a wreck
 Museum Munchen: c/n 1659 JD105 ex reg KE105, 0105
 Museum Uetersen: c/n 1643 JB110
 Norvenich: as a wreck

to be continued next month.

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THE BRITISH PHANTOMS (PART 2)

by Paul A. Jackson.

In FLASH 28 some information concerning the RAF Phantoms was published, while in FLASH 29 several construction numbers appeared, meant to be an addition on this list. These additions are wrong however. Obviously these c/ns have been quoted from McDonnell Revision List K, November 1966. RAF XT897 c/n 2471 is correct - seen on a photo of the factory-, but after that the c/ns were changed again. Navy XT871 was to be 2666 but examination of the aircraft shows c/n 2708. RAF XV400-402 are 2910, 2919, 2828 but on the old list they are given as 2927, 2936 and 2943 (17 c/ns ahead); XT915 in the FLASH corrections was not built. XT915-919, c/ns 2791, 2803, 2822, 2834 and 2850 were all cancelled. The block numbers of the Phantoms haven't changed:

<u>RAF:</u>		<u>RN:</u>	
XT852-853	YF-4M-29MC	XT535-596	YF-4K-26MC
XT891-895	F-4M-31MC	XT597-598	F-4K-27MC
XT896-906	-32MC	XT857-858	-30MC
XT907-914	-33MC	XT859-862	-31MC
XV393-410	-34MC	XT863-870	-32MC
XV411-430	-35MC	XT871-876	-33MC
XV431-442	-36MC	XV565-571	-34MC
XV460-471	-36MC	XV572-578	-35MC
XV472-494	-37MC	XV579-585	-36MC
XV495-498	-38MC	XV586-592	-37MC

ROYAL NAVY PHANTOMS

YK-4K: XT595 c/n 1449 F/F 27.6.66; Tests, Edwards AFB
 XT596 c/n 1527 Edwards AFB; Patuxent River NAS. Rolls-Royce 1.5.69; Bristol Siddeley 2.4.71; HSA 6/72.

F-4K:

XT597 c/n 1611 Trials on USS Coral Sea 7/68; HSA 10/69; A&AEE
 XT598 c/n 1669 A&AEE; HSA; A&AEE; RAE Bedford
 XT857 x/n 2097 HSA 27.9.68; A&AEE; RAE Bedford; HSA; 159VL/767 Sqn; 23MU; Leuchars OCU.
 XT858 c/n 2225 Yeovilton 29.4.68; RAE Bedford 1.5.68; 724VL/700P Sqn; Rolls-Royce; RAE Bedford 5.5.69; A&AEE

- XT859 c/n 2279 Yeovilton 29.4.68; 725VL/700P 30.4.68; 23MU; 001R/892; NASU; 155VL/767; 23MU
- XT860 c/n 2336 Yeovilton 29.4.68; 726VL 700P Sqn 30.4.68; 002R/892 Sqn; NASU; 001R/892Sqn; 014R/892Sqn
- XT861 c/n 2383 Yeovilton 6.68; 727VL/700R Sqn; 003R/892Sqn; 155VL/767Sq; 23MU; 151VL/767Sqn
- XT862 c/n 2426 Yeovilton 6.68; 722VL/700P Sqn; 004R/892Sqn; 156VL/767; crashed 19.5.71 into sea
- XT863 c/n 2463 Yeovilton 31.7.68; 723VL/700P Sqn; 150VL/767Sqn; 012R/892Sqn
- XT864 Yeovilton 1.7.68; 724VL/700P Sqn; 151VL/767Sqn; 011R/893Sqn
- XT865 HSA 13.9.68; A&AEE; RAE Bedford; HSA; A&AEE; 156VL/767Sqn
- XT866 NASU; 158VL/767Sqn
- XT867 Yeovilton 28.8.68; NASU; 152VL/767Sqn; crashed 10.1.67
- XT868 NASU; 153VL/767Sqn; A&AEE; 23MU; Leuchars OCU
- XT869 757VL/700P Sqn; 154VL/767Sqn
- XT870 005R/892Sqn; 006R/892Sqn; NASU; 001R/892Sqn
- XT871 c/n 2708 006R/892Sqn; 016R/892Sqn; NASU; 007R/892Sqn
- XT872 A&AEE 21.11.68; RAE Bedford; A&AEE; 007R/892Sqn; 005R/892Sqn
- XT874 23MU 18.11.68; 155VL/767Sqn
- XT875 156VL/767Sqn: to RAF
- XT875 23MU 29.10.68; 157VL/767Sqn; to RAF
- XT876 160VL/767Sq; to RAF
- XV565 NASU; 001R/892; crashed off Florida, USA 5/70
- XV566 Yeovilton 26.1.69; NASU; 010R/892Sqn; crashed 3.5.70
- XV567 23MU; NASU; A&AEE; 011R/892; NASU
- XV568 23MU; NASU; 012R/892Sqn
- XV569 23MU; NASU; 013R/892Sqn; HSA; 013R/892Sqn
- XV570 23MU; NASU; 014R/892Sqn; NASU; 23MU; Leuchars OCU
- XV571 to RAF
- XV572 23MU 21.2.69; 156VL/767Sqn; to RAF
- XV573 upto XV578 to RAF
- XV579 23MU 16.4.69; 157VL/767Sqn; 23MU; Leuchars OCU
- XV580 upto 585 to RAF (c/n 3218,3235,3253,3268,3302 resp.)
- XV586 NASU; 015R/892Sqn; NASU; 003R/892Sqn
- XV587 NASU; 005R/892Sqn; 012R/892Sqn; Leuchars OCU
- XV588 NASU; 017R/892Sqn; NASU; HSA; 010R/892Sqn
- XV589 Yeovilton 28.7.69; NASU; 016R/892Sqn; NASU; 002R/892Sqn
- XV590 NASU; 007R/892Sqn; damaged
- XV591 23MU 15.8.69; 006R/892; NASU; 006R/892Sqn
- XV592 Yeovilton 21.11.69; NASU; 002R/892Sqn; 004R/892Sqn

R: base HMS Arc Royal

VL: base Yeovilton

NASU: Naval Aircraft Storage Unit at Yeovilton

HSA: HSA at Holme-on-Spalding-Moor

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

- The Belgian Mirage that crashed on 28-3-1972 appears to be BA-25
- An interesting news-item from Scotland, Prestwick. Our colleagues from "Scottish Air News" report, that on 19.2.73 the following CF-104's were present: 104632,633,637,759,766,801, and 850 in work for the R.Nor.AF.; 104656,666,713,735,810,829,830,841,845,891 and 899 in work for CAF. 104807,824, and 883 were test flying. 12656,717, 104730,755,777,800,12818,104833,12836,12860,104866,104870,104882, 12886,12889,104890 and 12900 are all in storage, with the exeption of 104866 all silver (several a/c are without their wings). 12818 out of storage 20/2 and now in work for Mcr Bay. 104815 went into strorage 22/2, 104762 (cam.) arrived for overhaul on 24/2.
- BAF Thunderflash FR-34 is now placed as a monument at Bierset AB, while Dakota OT-CUG/K-16 has gone to the War Museum in Brussels (OT-CWE and OT-CND were still going strong in January 1973)

FLASH PHOTO SERVICE NR. 17

Time for our FPS again! This month we can offer you a new batch of negs for ordering.

By the way, we received a number of negative reactions on our Photo Service. We will talk about this problem next month while evaluating the results of our enquiry.

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 DFL 6,- for the whole lot, postage NOT included. Closing-date is May 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. | 324 | Harvard | RDanAF | 11. | K-3023 | F-5 | RNethAF |
| 2. | 31-75 | G-91R | WGAF | 12. | N-283 | Hunter | RNethAF |
| 3. | C-865 | RF-84F | RDanAF | 13. | 60011 | F-111 | USAF |
| 4. | 3-05 | RF-84F | ItAF | 14. | FU-155 | F-84F | BAF |
| 5. | 3-13 | RF-84F | ItAF | 15. | R-754 | F-104G | RDanAF |
| 6. | EI-292 | Piper Cub | ItArmy | 16. | 13-2 | F-86F | ItAF |
| 7. | EI-179 | Piper Cub | ItArmy | 17. | 151311 | UH-2C | USNavy |
| 8. | WT64-907 | F-4D | USAF | 18. | P-218 | F-84F | RNethAF |
| 9. | 5-MO | S.Broussard | FAF | 19. | O-53614 | F-100D | USNavy |
| 10. | No79 | Paris II | FAF | 20. | 12758 | F-104G | CAF |

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

- On January 15th Fiat Aviarione delivered her 100st F-104G Starfighter 36-12, for 36e Stormo at Gioia del Colle
- The Royal Danish Air Force is to receive 6 more F-100F Super Sabres from the USAF this year. F-100's still equip 727 and 730 Sqn
- Present at Twenthe AB were on March 7th: NF-5A K-3020, 3024, 3059, 3038, 3005, 3002 (all 315 badge on tail), K-3012, 3042, 3025 (no badge) NF-5B K-4023, 4003 (no badge) and K-4015 (315 badge). Also present was Beaver S-1. An interesting statement by the base-commander: Early April 1973 Twenthe will be closed for some 2 months, due to necessary runway-repairs, No.313 (TVO)Sqn will then go to Leeuwarden, while 315Sqn is to move to Nordholz in Geramny.
- Like we predicted several months ago, the Djibouti based FAF Skyraiders have been replaced by F-100's of the recently founded Escadron 4/11 (aircraft are taken from the other squadrons).
- RAF's aerobatic team "the Red Arrows", which are very likely to appear at the Deelen airshow in June, have received a new colour scheme: the red-white-blue tails are now re-painted in a Union Jack scheme (the British flag).
- Some news from Avio-Diepen (Ypenburg AB): on February 14th the following aircraft were present: Norwegian F-104G 12239 with wiped out code FN-N on the nose, Dutch TF-104G D-5808, NF-5B's K-4004, 4006, NF-5A's K-3034 and 3030 (the latter has been there since its crash on 9-6-1971. Spare parts had just arrived from Canada and repairs would start soon). (R)F-104G's D-8049, 8062, 8098, 8103, 8129, 8133, 8243, 8260, 8297, 6668, 6656. All KLu Starfighters are receiving new air-intakes, new wings and new tail-planes. Total programme will take about 4 years with an average of 30 a/c per year. According to Avio-Diepen personnel, a Klu Troopship (C-8?) is to be rebuilt as a training aircraft for the MLD. This would mean that the aging Beechcrafts will be withdrawn soon.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: We know we're a bit late with this picture of Alouette H-20 at the International Helicopter Rescue Meet last year, but you might just as well consider it as a warming-up for this year's meet, which will be held at Uetersen in Germany.
photo: RNehtAF
- PHOTO 2: Although carrying no markings this 69174 is an USAF F-5A. The a/c was stationed at Wiesbaden prior to its performance at Le Bourget 1967
photo: F. Spangenberg, via H.v/d.Laar
- PHOTO 3: A Packet overshooting the air-strip of Keiheuvel, Belgium, during the yearly meeting there. This picture was taken in 1970.
Photo: F. Klaassen
- PHOTO 4: There aren't many air forces that didn't use the C-47. The RNoAF has had 20 Dakota's, probably all are withdrawn now. Illustrated is B"-N, ser 43-48247, seen at Soesterberg in 1967.
Photo: W. Snel, via H.v/d.Laar
- PHOTO 5: Spanish AF T-bird E-15-1 while landing at
Photo: F. Spangenberg, via H.v/d.Laar
- PHOTO 6: A newly formed escadron (IV/11) equipped with Super Sabres is now in Djibouti guarding the entrance of the Red Sea. Perhaps 11-RR is one of them !? Photo: F. Klaassen
- PHOTO 7 upto 11. Guess what aircraft of the "GAF we're dealing with in this issue
Photos: G. Joos and F. Klaassen
- PHOTO 12: Norwegian Thunderflash AZ-X landing at Ypenburg AB for overhaul this photo was taken in 1968
Photo: H.v/d.Laar
- PHOTO 13: "Aerospace Defence Command", HQ at Ent ADB, Colorado, disposes of several aircraft types for VIP and other duties; seen here is T-bird 54400.
Photo: H.v/d.Laar
- PHOTO 14: It's another method of displaying an aircraft: Super Sabre 52882
Photo: H.v/d.Laar
- PHOTO 15: Most of the ADC aircraft are older types such as Delta Darts, Voodoos and F-100's. This F-106, 57-2507, is painted all white with dayglow!
Photo: H.v/d.Laar
- PHOTO 16: Out of service for several years, but still worth a picture: Cougar 138840 in the dessert of Arizona, at Davis Monthan AB.
Photo: H.v/d.Laar

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

-- At Villafrance-di-Verona, with the 3rd Aerobrigata, have 2 squadrons re-equipped with the RF-104G, Gruppo 28 and 132. Gruppo 132 is now converting to the Starfighter. The last Thunderflashes will be phased out in the very near future.

CORRECTIONS & ADDITIONS

FLASH Nr.30: WGAF: Thunderstreak DB-365(53-6804) is now in the Uetersen Museum

Belgian Starfighters: FX-02, crash 20-6-68, should be FX-05

Page 15: the Gloster Meteor Mk.4 which is parked at Camp Prinsenbeek (part of Gilzen-Rijen AB) is I-177. The a/c, which is painted blue-grey and carries no marking at all, is used by the RNehtAF NBC-school (NBC stands for Nuclear, Biologisch, Chemisch). The Meteor is in a poor condition.

Photopage: In addition to our comment on Delta Dagger O-61242 we would like to remark that the last front-line F-102 unit in the USAF is 57 FIS based at Keflavik, Iceland. This squadron operates the following aircraft:
F-102A: 61314, 61319, 61341, 61356, 61378, 61401, 61419, 61487, 70890
TF-102: 62356 and 62367. T-33A: 70592, 80540, 80575, 80583

