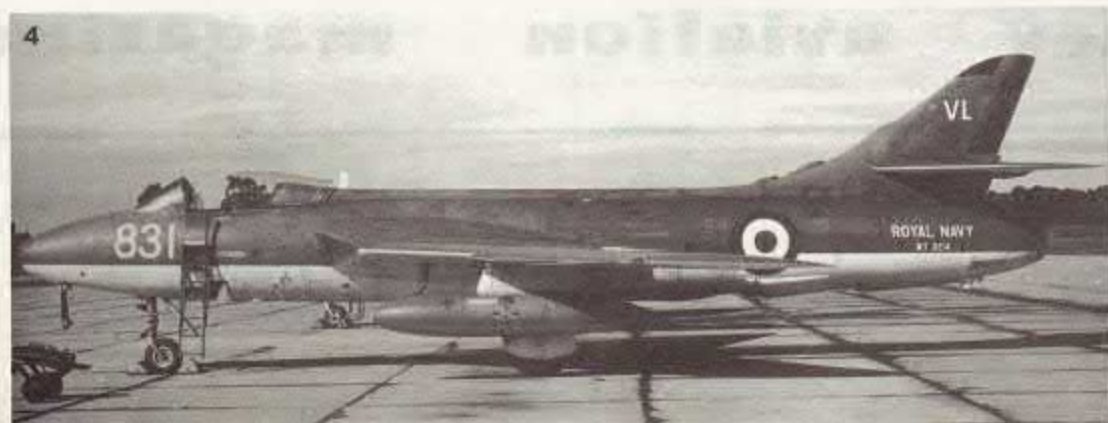
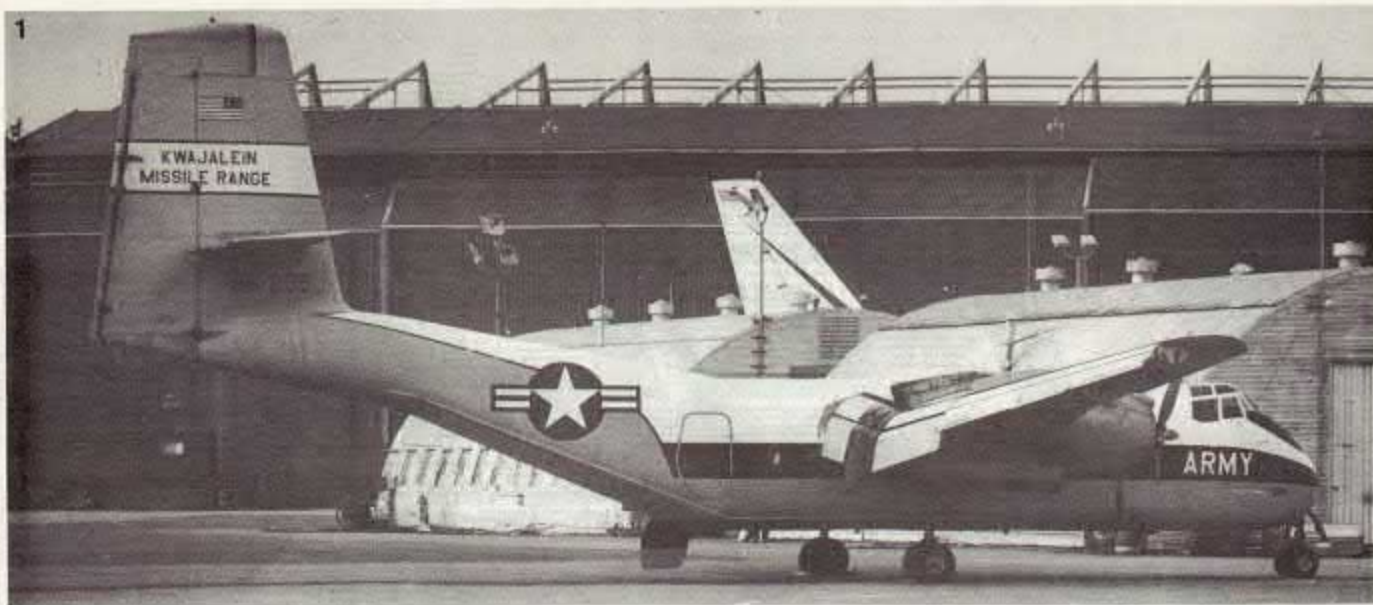


# FLASH



**military aviation magazine**

**HTNING - WGAF PRESERVED AL**



Editorial team: editor: G.A.Hiltermann  
co-editors: J.J.v.Tuyn  
F.J.Klaassen

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- Except for payments ALL mail concerning FLASH should be sent to the following address:  
"FLASH Aviation Magazine"  
P.O.Box 855,  
Eindhoven,  
Holland.
- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.

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- Once again we're standing for a sad task to "write Off" one of our editors: Hans Engels this time. In FLASH NO.10 (July 1971) we wrote: "A new name has been added to the notorious editorial team. It was that of Hans Engels, who decided to devote the best years of his live to FLASH". Well he has been busy devoting for two years; but since his study is running to an end, he cannot spend all of his spare time to FLASH anymore. However he will remain a constant contributor to the magazine.  
That leaves us with only three editors. Anybody interested?

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- The following back-issues are still available: Nrs 10,12,21-37, for DFL 1,25 each.
- Closing-date for next issue is November 30th.

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The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL 15,- or equivalent for a one year- or DFL 7,50 for a six month suscription . Dutch readers may also sent DFL 4,- for a three month subscription.  
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-- All advertisements in FLASH are free of charge.  
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COVER PHOTOGRAPH:

Strange looking aircraft really, that Lockheed KC-97L Stratotanker. They are in service with the Air National Guard and the Spanish Air Force. This month' cover picture was taken at Mildenhall.

Copyright: J.v.Tuyn

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NOTES AND REMARKS:

NEWS - - - NEWS

With special thanks to: F.v/d.Berk, C.Bisogniero, P.Hooper, F.Humbolt, P.v/d.Krommenacker, J.Kusters, A.Luft, J.v/d.Oever, H.R.Productions, A.& P.Vercruijsee, M.Varkevisser, R.v.Zeist, Euravia.

ROYAL NETHERLANDS AIR FORCE

- In November Troopships C-5 and C-6 are to be rebuilt by Fokker-Ypenburg for use as navigator trainers for the MLD.
- Klu Open Days in 1974 will be held at Volkel and Twenthe. The exact dates are not yet known.

- Eindhoven: The c/n of the Italian AF C-130H 46-14 was MM-62000.

September 14: WV-738 Pembroke RAF

October: 24: XV487 Phantom FGR.2 RAF 17 Sqn; A-009, A-019 Drakens RDanAF 725Sqn Karup; AR-101, AR-119 Drakens RDanAF 729Sqn.

- Gilze-Rijen:

July 18: 34-11 G-91T Luftwaffe

August 9: 5108 C-160D Luftwaffe LTG-61 Landsberg

September 4: 3563 RF-4E Luftwaffe AG-51 Bremgarten

25: 104756, 104829, 104875, 104892 CF-104G CAF

29: 104760, 104835, 104845, 104880, 104891 CF-104G CAF; UH68-035 F-111E USAF 20TFW

October 1: 352-13 (T4-13), 352-14 (T4-14), 352-15 (T4-15) C-54's Spanish AF (also on 2/10)

3: 352-17 (T4-17) C-54 Sp.AF.

- Leeuwarden:

September 10: 30-15, 30-18 G-91R Luftwaffe LEKG-43; SP66-619 F-4D USAF

12: 9484 T-33A Luftwaffe

17: 58-30 D0-28D Luftwaffe LEKG-43; 33-06, 30-39 G-91R Luftwaffe LEKG-43; 24-96, 21-04 F-104G Luftwaffe JG-71

18: A-006, A-014 Saab 35XD Draken R.Dan.AF.

26: 21094 T-29 USAF

October 1: 50-70 C-160D Luftwaffe

2: 21-84 F-104G Luftwaffe; K-3001 NF-5A RNethAF (both a/c tried out new bombs during this week. They operated from Leeuwarden to make testbombings on the Vlieland range) RT-684 TF-104G RDanAF

17: A-010, A-019 Drakens RDanAF (one of these two Drakens made an emergency-landing; both stayed till October 19)

18: 31-26, 30-17 G-91R Luftwaffe LEKG-43; K-687 C-47 RDanAF

19: 23-87, 21-60 F-104G Luftwaffe JABO G-31

- Beek:

September 4: 1605 HFB-320 Luftwaffe

5: 109157 CC-109 CAF

11: XS791 Andover CC.2 RAF

19: 130306 C-130E CAF

BELGIAN AIR FORCE

- The Belgian State Police bought 5 Aerospatiale/Westland Puma's, reg OL-G01 upto OL-G05, based at Brasschaat.
- The two Mirages that collided near Soude Bay AB on the isle of Crete were BA-32 and BA-38.
- The Mirage that crashed on 15-6-73 was in fact BR-06 (and not BR-30 as stated in FLASH Nr.37).
- At Koksijde all stored F-84F's have disappeared. On 5 September the last Streaks were broken up. At this moment 5 RF-84F's (FR-20,30,31,32, and FR-33) and 23-25 C-119's are stored.
- The serials of the 6 Greek F-104 which were on squadron-rotation at Kleine-Brogel in August are: 33639/FG-639, 32705/FG705, 32711/FG711, 32712/FG-712, 32715/FG-715, 32722/FG-722. All a/c are of 335Sqn Tanagra.

## FRENCH AIR FORCE

- Two Open Days were held in September:

1. Luxeuil: 4-AA/565, 4-AI/618, 4-AR/562, 4-BG/621, 4-BS/611, 4-BT/615, all Mirages 3E of 4 Esc.; 33-TM/365 Mirage 3RD of 3/33 Esc.; AO/16 Mirage 4A of 3/94 "Arbois"; 13-SL/31 Mirage M5F of 3/13; 7-CI/202 Mystere 4A of 3/7; 12-ZB/88, 12-ZN/127 Mystere B.2 of 2/12 "Cornouaille"; 339-WL/115 Mystere XX; 11-RF/42125 F-100D of 3/11; 7-HD/A-5, 7-HE/E-9 Jaguars of 1/7 "Provence"; 7-JD/16834, 338-HE/16909 T-33A; 4-WZ/164 Broussard; 153 MD-312 of 4 Esc.; 61-ZR/100 C-160F; 62-NB/2 Br.941S of 3/62 "Ventoux"; 312-BH/20 Noratlass of GE-312; VU CAP-10; BUS/1029 Puma; CAI/1506, BWJ/1603, BWK/1332, BWL/1411; BWM/1601, BWN/1132, BWQ/1586, BWT/1038, all Alouette II; 27 F-8E Crusader of 14F; 108 Etendard 4P of 16F; 3 Alize of 4F; 47 Paris II of 2S; SP66-579 F-4D USAF 52TFW/23TFS; FX-26/9057, FX29/9063 F-104G BAF 1 Wing; XP-640, XR-670, XS-177, XS-219, all Jet Provosts T.4 of "The Macaws".
2. Istres-Le-Tube (30 September): Static display: CF/193 SE-210; DK/V-1 C-160V; NV/2 N-2502C; OH/3 N-262; ?E-1 Jaguar; /1 Mirage F.1; /02 Mirage G-8; CL/312740 KC-135F; BT/47 Mirage 4A; 68-OI/153 H-34; 83-RT/83 SE-3130; 116-RZ/116 SE-3130; 125-HG/136 CM-170; DN/242 Mirage 3B; 14153 T-33A; 118-DH/340 CM-170R; OV/115 MS-760; 91 N-3202; 1184 SA-330; 1718 SE3160; 2299/7182 F-104G WGN; 3005/0058 G-91R WGAF ES-61.  
Flying show: CH/312736 KC-135F; 149-RV/149 SE-3130; 68-OQ/158 H-34; DB Mirage 3B; VY/5 CAP-20; 68-OE/92 H-34; 31 Atlantic; 312-TH CM-170; 5-NJ, 5-NR Mirage 3C.  
Other a/c on the field: XZ D-140; 88-RO/88 SE-3130; BZ/37 SO-30P (wfu); DF Mirage 3B; VX N-2051; AH Nord 262; at the scrap-yard a Mystere B.2, perhaps 10-PI.

## ITALIAN AIR FORCE

- At Pratica di Mare an air show was held on 22-9, to commemorate the foundation of the air force 50 years ago.
- Static Display: 36-38/36892 F-84F; 51-62/54868 F-86K (Fiat c/n 128); RS-21/MM53888 Fiat G-82 (Fiat c/n 5); SM-5 PD-808; 9-40 F-104S; 55 Hughes 500; RS-12/MM6459 G-91Y (Fiat c/n 2021); 32-21/MM6304 G-91R1 (Fiat c/n 168); I-AMKK/MM54390 MB-326K; 38/MM54238 MB326; SA-57/MM6357 G-91T (Fiat c/n 87); 15-8/MM51-035 HU-16A; 6-19/MM5020 SH-3D.
- Fly-past: 46-04/MM61990, 46-06, 46-14, 46-11, 46-15, all C-130H; 41-70, 41-71, 41-73, 30-06, all Atlantics; 02, 04, 42, 73, all MB-326s; SA-96, SA-98, SA-100, SA-101, all Fiats G-91T1; 50-03, 50-08, 6-01, 6-02, 5-11, 5-33, 53-03, 53-15, 4-8, 51-03, 51-24, 9-31, 9-35, 36-02, 36-12, all F-104G/S's; 3-25, 3-43 RF-104G; 20-12 TF-104G; 32-1 G-91R; VV-10/MM J00044 Blenik L-13; More over "Frecce Tricolori", the "Red Arrows" (with C-130K XV-296) and "Patrouille de France" (with N-2501 312-BK/56) were present.
- Other a/c on the field: CC-36/MM80780, CC-37 AB-205; 31-1, 31-2, 31-3, 31-5, 31-10, 31-14, 31-16, all AB-204s; CC-21, 11, 12, 13, 14, all AB-206s; CC-4, 31-14, 31-24, 31-34, 31-50, all AB-47s; SM-4 CV440.

## ROYAL AIR FORCE

- On 10 May Victor XL-230 of 543 Sqn crashed on the runway at Wyton, killing its crew of 6 members.
- On 2 August Canberra WJ-674 of 231 OCU crashed.
- A small open day was held at the civil airport of Krefeld (west Germany) on 19 August: XR-519 Wessex; XM-606 Vulcan; XW-370, XW-410 Jet Provost "Gemini's"; XW-768/G Harrier; XN-771/P Lightning; XT-134, XT-192, XT-209, XT-242, XT-511, all Sioux's of the "Blue Eagles".
- On 6-9 Harrier XV-750/X of No.20 Sqn crashed near Roermond, killing its pilots. On 24-9 Harrier XV-739/V of No.1 Sqn crashed at Cyprus.

- Gutersloh:

September 17: ET-273 Hunter T.7 RDanAF 724Sqn; HR65-676 F-4D USAF 10TFS.  
18: Squadron-rotation with RDanAF 724 Sqn at Karup: Hunters  
F.51: E-410, E-412, E-419 and T.7 ET-274  
20: 31-01, 31-61 G-91R Luftwaffe LEKG-41; 34-62 G-91T Luftwaffe  
LEKG-44; 18446 CH-54 USArmy; 28-34 TF-104G WGAF WS-10;  
HR68-529 F-4E USAF 50TFW/496TFS

- Laarbruch:

October 9: 32-61, 32-75, 32-28, 30-04 G-91R WGAF LEKG-44; 20-93,  
20-97 F-104G WGAF JG-74; 113, 107 RF-5A 717Sqn; K-4030  
NF-5B RNethAF 315Sqn  
22: 58-67 DO-28D WGAF; FT-01 T-33A BAF; WJ-768/Y, WT-301/W  
Canberra PR.16 RAF 51Sqn Wytch  
29: 95-06 T-33A WGAF LEKG-43; 58-23 DO-28D WGAF LEKG-41;  
SP66-579, SP66-557 F-4D USAF 52TFW/23TFS; XV-401, XV-418,  
XV-434, XV-465 Phantom FGR.2 RAF 41Sqn; WJ-630/E  
Canberra T.17 RAF 360Sqn.

New Buccaneers: XV-333, XV-340, XV-341, XV-348, XV-166 (all 16Sqn) and  
XV-439 (15 Sqn).

- Wildenrath:

August 24: DT-847 T-33A RDanAF  
September 3: N-625 C-54 RDanAF  
5: ST-17 SF-260M BAF  
11: 7574 Alouette II Heer; RT-682 TF-104G RDanAF

- Prestwick: Movements:

C-130Es CAF: 130325 on 2/9; 130328, 130314 on 3/9; 130306 on 19/9.  
All are of No. 436 Sqn

C-141As USAF: 70027 (438 MAW) on 4/9; 60205 (437 MAW) on 8/9; 70008  
(438 MAW) on 12/9; 50261 (438 MAW) on 16/9; 38080  
(438 MAW) on 18/9; 70017 (438 MAW) on 20/9; 38078  
(436 MAW) on 22/9; 40633 (437 MAW) on 26/9; 67950  
(438 MAW) on 29/9.

Other visitors:

September 1: 151888 EC-130G USNavy VQ-4Sqn  
3: 104866 CF-104G CAF  
7: 104632 CF-104D, 104806 CF-104G CAF  
10: 133069 T-33AN CAF (green colour-scheme)  
11: 10882 C-9A USAF 322TAW  
14: XE-682 Hunter GA.11 R.Navy F.A./FRADTU (coded VL835)  
15: 115461 Buffalo 424 Sqn  
20: 17901, 17892 T-29B USAF 513TAW  
21: No.49 Mystere 20 FAF GLAM  
22: 156174/HL EC-130Q USNavy VQ-4Sqn  
24: 13816 T-29B 513TAW  
28: 12759 CF-104G CAF; No.116 Caravelle FAF 1/60 Esc.;  
12439 C-117D USNavy NAF Kenitra; 17191 C-117D USNavy  
NAF Mildenhall; (both C-117s went back to the USA,  
destination probably Davis Monthan AFB).  
29: 133450 T-33AN CAF

SPANISH AIR FORCE

Four ex Luftwaffe CV-440's (ex 1201, 1204, 1205, 1206) were achieved for  
Escuadron 911, grupo 91. Registrations are T14-1 upto T14-4 (911-21  
upyo 911-24).

The Navy recently took delivery of these ex USNavy P-3A Orions.

SWISS AIR FORCE

- As this air force seems to be very popular with our readers, we will  
first give you a short survey on the a/c in use:

<u>Reg</u>	<u>Type</u>	<u>Number</u>
A-701 / A-703	Junkers 52/3M	3
A-711 / A-713	Twin Bonanza	3
A-801 / A-873	Pilatus P.3	73
C-401 / C-560	E.K.W. C-3603	160
C-601 / C-613	E.K.W. C-3604	13
J-1005 / J-1089	Vampire FB.6	185
J-1101 / J-1200	Venom F.B.50	157
J-1501 / J-1657	Venom Mk.54	100
J-1701 / J-1800	Mirage 3S	36
J-2301 / J-2336	Hunter F.58	100
J-4001 / J-4100	Hunter F.58A	30
J-4101 / J-4130	Mirage 3RS	18
R-2101 / R-2118	Pilatus P-2-05	26
U-101, U-103 / U-127	Pilatus P-2-06	27
U-131 / U-157	Vampire T.55	30
U-1201 / U-1230	Vampire T.11	14
U-1231 / U-1244	Mirage 3BS	4
U-2001 / U-2004	Alouette II	30
V-41 / V-70	Alouette III	84
V-201 / V-284	Dornier DO-27	7
V-601 / V-607	PC-6/B Porter	13
V-611 / V-623	Super Cub	6
V-651 / V-656		

The most important air-bases are:

Dubendorf: Mirage 3RS, Venom, Hunter, transport a/c  
 Emmen: Hunter, Venom Sion: Vampire  
 Payerne: Mirage 3S, Venom, Hunter Interlaken: Hunters  
 Meiningen: Hunters

air-bases for light a/c: Belp, Alpnach, Lebrino, Ambr, Agno, Magadino  
 overhaul bases: Stans (Mirage, Hunter, Venom) and Altenzheim (Venom, Vampire) and Grechnen (light a/c) and Emmen (all kinds of aircraft)

- The first of a batch of 30 Hunters F.58A is delivered
- A very strange movement at Emmen: Mirage 3S with reg. J-2201. A new batch?
- Movements by the end of August, begin September included:

Altenrhein: on 5-9:

Venom Mk.54: J-1748, J-1770; Pilatus P-3: A-803; and 2 cocooned P-16s.

Dubendorf: on 4-9:

Hunter F.58: J-4012, J-4016, J-4033, J-4038, J-4057, J-4070, J-4075, J-4087, J-4091; Hunter F.58A: J-4103; Twin Bonanza: A-711; P-3: A-841, A-857; Venom FB.50/Mk.54: J-1544, J-1546, J-1559, J-1584, J-1592, J-1601, J-1645, J-1711, J-1780, J-1785; Dornier DO-27: V-606, V-607; C-3603: C-547; Vampire T.55: U-1233; Pilatus P-2-05/06: U-124, U-154, U-157; Mirage 3RS: R-2104, R-2106, R-2112, R-2117; Junker 52: A-701, A-702, A-703.

Emmen: on 3-9:

Hunter F.58: J-4018, J-4054; Hunter F.58A: J-4107, J-4111, J-4112; C-3603: C-535; P-2-05/06: U-126, U-144; Mirage 3S: J-2201, J-2302; Vampire FB.6: J-1112, J-1118; Venom FB.50: J-1515, J-1521, J-1522, J-1556, J-1578, J-1579, J-1580, J-1607, J-1620, J-1624, J-1625, J-1626, J-1640; Venom Mk.54: J-1709, J-1716, J-1719, J-1739, J-1744, J-1746, J-1756, J-1763, J-1769; Alouette III: V-265, V-267, V-270, V-271, V-273; Pilatus P-3: A-815, A-859, A-860, A-862, A-873; Pilatus Porter: V-622; Vampire T.55/T.11: U-1212, U-1214, U-1217, U-1222, U-1231, U-1239.

Payerne: on 29-8:

Vampire FB.6: J-1162, J-1177; Venom FB.50: J-1503, J-1508, J-1546, J-1529, J-1588, J-1603, J-1631; Mirage 3S: J-2306, J-2307, J-2308,

Mirage 3S: J-2309, J-2310, J-2311, J-2314, J-2317, J-2322, J-2325, J-2326, J-2329, J-2330, J-2331, J-2336; Hunter F.58: J-4006, J-4028, J-4030, J-4036, J-4041, J-4053, J-4065, J-4083, J-4097; Hunter F-58A: J-4102; Pilatus P-3: A-808, A-867; Mirage 3BS: U-2001; Pilatus P-2-06: U-136; C-3603; C-555; Vampire T.55: U-1201, U-1202, U-1218, U-1227; SE-3130: V-54(c/n 1897)

Sion: on 29-8:

Vampire FB.6: J-1031, J-1054, J-1072, J-1103, J-1104, J-1106, J-1107, J-1119, J-1122, J-1123, J-1131, J-1140, J-1149, J-1152, J-1153, J-1160, J-1166, J-1168, JJ1169, J-1171, J-1172, J-1173, J-1183, J-1184, J-1187, J-1199; Vampire T.55: U-1213, U-1231, U-1234, U-1238; C-3603: C-496, C-495, C-501, C-558; Pilatus P-3: A-868, A-871; Venom Mk.54: J-1728, J-1749, J-1777

Stans: on 3-9:

Venom FB.50: J-1516, J-1526, J-1593, J-1619, J-1732, J-1734; Mirage 3RS: R-2102, R-2107; Mirage 3S: J-2313, J-2321; J-2324, J-2332.

UNITED STATES AIR FORCE

- Both U.S. demonstration teams, Blue Angels and Thunderbirds, presently flying F-4 Phantoms, are to convert to another type of a/c. USN's Blue Angels team decided to replace their F-4J's with A-4F Skyhawks early 1974, while the air force's Thunderbirds will probably choose the F-5.
- Aboard the USNavy aircraft-carrier "John F. Kennedy" were on 11-10-73:
 

VF-14	"Tophatters"	with	14	F-4B	Phantoms	
VF-32	"Swordsmen"	with	14	F-4B	Phantoms	
VA-46	"Clansmen"	with	13	A-7B	Corsairs	
VA-72	"Blue Hawks"	with	13	A-7B	Corsairs	
VA-34	"Blue Baster"	with	15	A-6	Intruder	
RVAH-11		with	3	RA-5C	Vigilante	
HC-2	"Fleet Angels"	with	4	SH-3G	Sea King	
VAW-125		with	4	E-2B	Hawkeye	
VRC-40		with	1	C-1A	Trader and 1 T-2C	Buckeye
- A grand total of 82 aircraft.
- On 4 September 4 C-119G Packets arrived at Rhein/Main for an exercise: O-37837 (W. Virginia ANG), O-38142 (California ANG), O-37849 and O-38154 no markings.
- During September the 81st TFW changed a number of F-4C's for F-4D's. The F-4C's were re-coded TJ at Bentwaters before delivery to Torrejon. In return the 81st TFW received the F-4D's from the 22TFS at Bitburg and 10 TFS at Hahn.
- The serials of the three new F-4E's which arrived with 32 TFS the other day are 69-263 (U.S. serial 90263), 69-254 (90254) and 69-246 (90246); the latter was falsely reported as 69-264 in FL SH 37. Meanwhile all a/c have been coded CR; 90246 once was in service with 401TFW/614TFS at Torrejon, 90263 with 526TFS at Ramstein. We mentioned that 32 TFS is equipped with 21 a/c now; this is not quite correct:
  - 2 a/c were made available for the US military support to Israel (these 2 Phantoms have already been handed over to the Israeli AF).
  - Not all F-4E's of the 32TFS returned from Aviano AB in Italy, early August (o.a. 80401, 80321 and several others). These Phantoms are "lost" for more than 4 months now, and therefore it's impossible to trace the 2 a/c that went to Israel.

WEST GERMAN AIR FORCE

- Another Trukish F-100F during the squadron-rotation was O-63967.
- By the end of September 10 Pembroke's and 1 wreck were preserved at Monchen-Gladbach, some of them being 5406/08/09/11/12/14/15/28.
- The 2 SAR UH-1D's at Norvenich are 7071 and 7124, JABOG-31's DO-28D's are 5820, 5821 and 5852.
- The last 4 CV-440's (1201, 1204, 1205, 1206) are sold to the Spanish AF.
- On 26-10 an F-104 of the WGAf crashed at the Helchteren Range. This was the 160th F-104 of the AF which crashed.



BAC LIGHTNING

Lightning productions:

P.1	WG760/763	c/n	95001,3
P.1A	XA847/853/856		95004-6
P.1B	XG307-313,325-337		95007-26
F.1	XM134-147,163-167		95030-48
F.1A	XM169-192,213-216		95056-70,95082-95
F.2	XN723-735,767,797		95096,94,97-99,105-110,113-115,121-150
			All a/c now flying, converted to F.2A, except XN768,769,779,794
F.3	XP693-708,735-765		95116,17,19,20,51-93
	XR711-728,747,751		95194-216 (XR723-28,47 conv. to F.6)
F.3A	XR752-765		95217-230 (all conv. to F.6)
F.6	XR766-773		95231-38
	XS893-904,918-938		95239-71
F.53	667-700		95272-91,93-98,300-306,317
	K412-423		95292,299,307-316
T.4	XL628-629		95049-50
	XM966-974,987-997		95051-55,071-80,100-01,104,103,111
.5	XS416-423,449-460		95001-20
	XV328-329		95021-22
	K410-411		95023/29
	711-716		95024-028,030

C/ns used for spare & test airframes: 95002,95027-29,95081,95102,95118.

Aircraft to other air forces:

Saudi AF: 655-659 ex XN767,770,796,797,729 (659 later 612)  
666 ex XR722  
650-651 ex XM989,992  
710 ex XS460

1 Sqn Dhahrau: 666,667,671,672,674,679,683,684,685,686,693  
6 Sqn Kharmis Mushait: 688,692,695,699  
OCU Dhahrau: 687,694,696,698,711,712,713,714,715,716

Kuwait AF: 410/A,411/B,412/C,413/E,415/H,416/J,417/K,418/L,420/N,421/O,422/P,423/R

Lightning in RAF service:

- 1 sq. Binbrook: XS923/A, XS903/B, XR772/E, XS999/G, XS922/H, XS898/K, XS925/L, XR726/N, XR755/O, XR768/P, XR749/Q, XP764/S, XV328/T
- 11 Sq. Binbrook: XS904/A, XR763/B, XR765/C, XS929/E, XS930/F, XS931/G, XR762/H, XR719/J, XR724/K, XR723/L, XR720/M, XP761/O, XP748/P, XP751/Q, XP749/S, XS416/T
- 19 Sq. Gutersloh: XN735/A, XN781/B, XN776/C, XN726/D, XN724/F, XN783/G, XN778/H, XN789/J, XN777/K, XN790/L, XN786/N, XN771/P, XN784/R, XM991/T, XM973/V, XN794/W, XN779/X, XN733/Y, XN731/Z
- 23 Sq. Leuchars: XR753/A, XS936/B, XS937/C, XR754/D, XR758/E, XR727/F, XR752/G, XR760/H, XS935/J, XR747/K, XR770/L, XS895/N, XS927/O, XS417/T
- 29 Sq. Wattisham: XP765/A, XP743/B, XP694/D, XP701/F, XP703/G, XP745/H, XP735/J, XP695/L, XP757/M, XP708/N, XP763/P, XR715/R, XS459/T
- 56 Sq. Akrotiri (Cyprus): XR761/A, XR717/B, XR771/C, XR728/D, XS928/E, XS932/J, XS933/K, XR773/N, XR759/P, XS921Q, XS919/R, XS897/S, XS901/T, XS456/X, XR725/Y, XS422/Z
- 92 Sq. Gutersloh: XN793/A, XN775/B, XN791/D, XN773/E, XN774/F, XN782/H, XN730/J, XN780/K, XN787/L, XN792/M, XN788/p, XM968/Q, XN732/R, XN768/S, XM995/T, XN728/V, XN727/W, XN969/Z
- 111 Sq. Wattisham: XR713/A, XP740/B, XP762/C, XP706/D, XP738/E, XP750/H, XP746/J, XR748/M, XP754/R, XP758/S, XS421/T, XS452/X
- 226 OCU Coltishall: XM171,172,180,182,189,214,215,216,XP696,707,737, XR776,718,719,750, XM969,972,987,988,994,996,997, XS418,419,420,423,449, XM450,451,454,457,458 (codes '171', '172', '180' etc.)
- Wattisham TFF: XM139,147,177,192; Leuchars TFF: XM144/X, XM164/S, XM178/Y; Binbrook TFF: XM173,181,183/X,970.

WEST GERMAN AIR POWER (part 10)

Written by G.A. Hiltermann. With special thanks to Th. de Brouwer, Ch. Emrich, the WGAF and E. Ragas.

Preserved Aircraft (part 1)

Like most air forces the Luftwaffe has a great number of preserved aircraft in Germany or in one of the other NATO-countries. Of all aircraft delivered to the Luftwaffe, Bundesmarine or Heer, more than 100 are preserved as a wreck monument in a museum.

At nearly every air-base you can find a monument. Mostly the aircraft is placed on a socket, and unfortunately the Germans are used to wipe out the registration and s/n. Often the aircraft is given a false reg. It is not clear why this is done, but of course it makes it difficult to find out which reg. or s/n is the original.

The movements are often placed by the Fliegerkasernes which you can find some miles from the air-base.

Also a great quantity of wrecks can be found on the different bases. Especially Erding is well-known, because here the Luftwaffe scrap-yard is situated, with almost 30 aircraft.

On most wrecks the reg. has disappeared, so that in many cases these a/c stay anonymous

We want to give a list of all known preserved a/c in Germany. Remember that this list cannot be complete! If anybody has additions, please let us know!

Aachen-town: With military barracks are two monuments:

1. an F-104F without reg; s/n 59-5013. This a/c is the former BB-379 and 2913 c/n 5066.
2. A T-33 without reg; s/n 54-1535. This a/c is the former AB-798 and 9464.

Ahlhorn air-base: On the air-base are two monuments:

1. A Sabre 6 reg JA-110, no c/n visible. In the cockpit the reg. JB-112 is to be read
2. A Noratlas, reg 5356 c/n 186.

Blackpool (GB): Here a monument of a Sabre 6, reg JA-120 may be found.

Bremen-Neuenland (Bremen civil airport): Nowadays only one Sea Hawk wreck remains here on a scrap-yard, this a/c being VA-220 c/n 6653.

Bremgarten air-base: Near the main-gate an RF-84F can be found on a socket Reg is EA-101, the a/c has no s/n.

Buchel: Near the Fliegerkaserne is a silver F-84F reg. DC-319, no s/n readable. This aircraft is 53-7045.

On the air-base is a wreck of a Sabre 6, reg JA-332, no c/n visible.

In a hangar are 4 preserved aircraft: F-84F's BF-108 (s/n 53-7102) and one without reg. (s/n 52-6707, this a/c is ex DD-354) and T-33's s/n 58-688 coded "3" and 58-709 coded "7", both without regs, these a/c being the former JD-395 and JD-397 resp.

Budel (NL): With Luftwaffe-barracks a Sabre 6, c/n 1704, reg JC-240 can be found.

Celle air-base: On the air-base is a coconed Sabre, of course no c/n and reg are visible.

Delft (NL): At the Technische Hogeschool a HEER Dornier 27 can be found Reg OC-054 c/n 231 and parts of the on 3-9-62 crashed F-104G DA-116 (c/n 2019).

Eggebeck: Reported here is a still unknown F-84F wreck.

Erding air-base: At the scrap-yard were in July a number of F-104G wrecks including EB-121, 2085, 2088, 2092, 2136, 2396, 2471, 2521, 2571, 2589, 2600 (no c/n known. TF-104G 2712; T-33 9501 and an other T-33 and a F-86K nose.

Fassberg air-base: Near Technische Schule 3, three wrecks can be found. An RF-84F without s/n (reg EB-310 is still difficult readable) and another one without reg and s/n. Moreover a Sabre 5 reg BB-126 no c/n readable.



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The a/c's c/n is probably 967.

Friedrichshafen: Reported here were four a/c: a DO-24T-3 c/n 5245 reg. HR5-4. (this a/c is ex Spanish) a DO-29 reg. YD-101 (this should be impossible as the DO-29's were broken up in 1963 at Oberpfaffenhofen?); an F-84F reg. BF-101 s/n 53-7146 and a F-84F wreck, details unknown. During a visit by the end of July none of these a/c could be found.

Furstenfeldbruck air-base: Near the officers-mess on the base are two monuments, both placed on sockels: RF-84F BD-119 without s/n and T-33 AB-773 also without s/n. A wreck of a Sabre 6, reg BB-244 no c/n visible, can be found an two a/c without reg or s/n, namely an F-84F and a F-86K both in strange camouflage-colours. It is certain that the F-86K is an ex USAF one, photographic proof is available. Mind you that the USAF only had 3 F-86K's, of which two went to Europe for Fiat-licence built.

Geissbühl: Near barracks an F-84F is placed reg DD-306 s/n 52-6639

Goslar: Near barracks a F-86K is placed reg GS-338, no s/n readable

Hohn air-base: Reported here is a monument of a LTG-63 Noratlas and the wreck of C-160 50-04.

Husum air-base: Two monuments can be found here:

1. An F-84F reg. DE-231, no s/n known.

2. A G-91R-4 reg 3541 c/n 0124. The a/c former reg is BD-250

Jever air-base: Here a monument of a Sabre 6 is placed on a pole reg AB-103 c/n 1730. The ex reg is JB-114

Karlsruhe: Near barracks an F-86K is placed on a pole, without reg. or s/n. According to the Luftwaffe this a/c is ex 55-4881 c/n 121. Rumours told the presence of a Magister, reg BF-209 c/n 154. Probably these rumours are not true; the Luftwaffe told that the only monument which was ever placed in Karlsruhe was the F-86K.

Kaufbeuren air-base: We already publish a photo of it in our Nr.35/36 a silver wreck of a RF-84F reg BD-701 s/n 51-17021.

Köln/Wahn air-base: In 1969 two Sabres were present:

1. Monument of a Sabre 5, no reg or c/n. This a/c should have been c/n 1111 reg BB-237.

2. A preserved a/c is a Sabre 6, without reg or c/n. This a/c will probably have been c/n 1605 reg JC-361, which became later 0103 (The a/c disappeared after 1969).

Nowadays the Sabre 5 got company of a F-104F on a pole reg 2911 c/n 5061.

Landsberg air-base: Since a few years the wreck of a Sabre 5, reg BB-123 or BB-128, no c/n visible can be found. Moreover there are two monuments, both placed on poles:

1. a Magister, reg AA-152 c/n 052.

2. a Harvard reg AA-666 s/n 53-4623.

Aircraft of the Luftwaffe

Fouga Magister:

c/n	reg	details	c/n	reg	details
001	AA-140		018	AA-117	sold
002	AA-150		019	AA-118	sold
003	AA-155		020	AA-119	
004	AA-103	sold	021	AA-120	w/o
005	AA-104		022	AA-121	sold
006	AA-105	sold	023	AA-122	sold
007	AA-106		024	AA-123	sold
008	AA-107	sold	025	AA-124	sold
009	AA-171		026	AA-125	sold
010	AA-109	w/o	027	AA-126	
011	AA-110		028	AA-127	
012	AA-111		029	AA-128	w/o
013	AA-112	sold	030	BD-157	
014	AA-113		031	AA-130	sold
015	AA-114	sold	032	AA-131	sold
016	AA-115	sold	033	AA-132	sold
017	AA-116	sold	034	AA-133	sold

<u>c/n</u>	<u>reg</u>	<u>details</u>	<u>c/n</u>	<u>reg</u>	<u>details</u>
035	AA-134	sold	098	AA-198	
036	AA-135	sold	099	AA-199	
037	AA-136	sold	100	AA-200	
038	AA-137	sold	101	AA-201	
039	AA-138	sold	102	AA-202	
040	AA-139	sold	103	AA-203	
041	AA-141		104	AA-204	to R.Maroc.AF
042	AA-142		105	AA-205	to R.Maroc.AF
043	AA-143		106	AA-206	w/o 6-9-60
044	AA-144		107	AA-207	
045	AA-145		108	AA-208	to R.Maroc.AF
046	AA-146		109	AA-209	
047	AA-147		110	AA-210	
048	AA-148		111	AA-211	
049	AA-149		112	AA-212	
050	BD-161		113	AA-213	
051	AA-151		114	AA-214	
052	AA-152	Monument Landsberg	115	AA-215	
053	AA-153		116	AA-216, 9306	
054	AA-154		117	BD-155	
055	BD-162		118	AA-218	
056	AA-156		119	AA-219	
057	AA-157		120	AA-220	
058	AA-158	w/o	121	AA-221	
059	AA-159		122	AA-128	to Maroc.AF as CN-ANG; w/o 17-12-70
060	AA-160				
061	AA-161		123	AA-158	to R.Maroc.AF as CN-AGA
062	AA-162				
063	AA-163		124	AA-120	
064	AA-164		125	AA-177	
065	AA-165		126	EC-391	
066	AA-166		127	AA-179	
067	AA-167		128	BD-156	
068	BF-210		129	AA-182	
069	AA-169		130	AA-222	w/o
070	AA-170		131	AA-223	
071	YA-027	stored at Manching	132	AA-224	
072	AA-172		133	AA-225	
073	AA-173, YA-206		134	AA-226	
074	AA-174		135	AA-227	
075	AA-175		136	AA-228	
076	BD-151		137	AA-229	
077	SC-601		138	AA-230	
078	SC-602	w/o 29-8-61	139	AA-231	
079	SC-603, 9302		140	AA-232	
080	SC-604		141	AA-233, BD-157	w/o
081	AA-136, SC-605, SB-604		142	AA-234	
082	AA-182		143	AA-235	
083	AA-183		144	AA-236	
084	AA-184		145	AA-237, ED-392	to BAF as MT-46
085	AA-185	w/o 21-5-62	146	AA-238, YA-209	
086	AA-186	w/o	147	AA-239	
087	AA-187, AA-114		148	BD-158	
088	AA-188, AA-115		149	AA-241	
089	AA-189, BD-152	w/o 17-6-62	150	AA-242	
090	BD-153		151	AA-235	to R.Maroc.AF as CN-AGB
091	AA-191				
092	AA-192		152	YA-007, YA-207	
093	BD-154		153	AA-244	
094	AA-194	w/o 3-5-66	154	BF-209	
095	AA-195	w/o 2-11-64	155	AA-246	to R.Maroc.AF as CN-AGH, w/o 17-12-70
096	AA-196				
097	AA-197				

<u>c/n</u>	<u>reg</u>	<u>details</u>	<u>c/n</u>	<u>reg</u>	<u>details</u>
156	AA-247		199	AA-290, EC-396	to Austria AF as 4D-YF
157	AA-248		200	AA-291	Monument Neubiberg
158	AA-249		201	YA-203	to D-IBYZ; stored at Menching
159	AA-250		202		
160	AA-251, YA-205, 9309		203		to BAF as MT-47
161	AA-252		204	AA-293, AA-204	to BAF as MT-48
162	AA-253		205		
163	AA-254	w/o 28-3-61	206	KE-106, AA-295	
164	AA-255	to R. Maroc. AF as	207		
165	AA-256	CN-AGC	208	KE-109, AA-297	
166	AA-257, SA-101, SA-611		209	upto 211 nothing known	
167	AA-258		212	AA-299	to Aust. AF as
168	AA-259, ED-394, SA-612		213	upto 218 nothing known	4D-YI
169	AA-260, SA-613		219	AA-233, 9323	
170	AA-232, EC-392		220		
171	AA-262		221		
172	upto 175 nothing known		222	9324	to BAF as MT-49
176		to R. Morroc. AF as	223	9325	
		CN-AGD	224	AA-240, 9326	to BAF as MT-50
177	AA-268		225	upto 228 nothing known	
178	AA-269	to D-IBYF	229	AA-014	museum Uetersen
179			230		
180	AA-271	to D-IBYG	231		to D-IBYQ
181	upto 196 nothing known		232	upto 250 nothing known	
197	SA-106				
198					

Totally 250 a/c were delivered, as one of the first aircraft for the new Luftwaffe. In 1961 28 Magisters were sold to Algeria, later some others went to different countries (Marocco, Austria, Belgium) and 90 went to Potez-Sud Aviation.

North American Harvard 4:

88 Aircraft were delivered under MDAP by the USA in 1958, for the primary training with Flugzeugfuhrerschule "A" at Landsberg. Unfortunately no complete seriallists are known; we can only offer you 39 s/n. Of course further additions are urgently wanted!  
Known at this moment are:

<u>s/n</u>	<u>reg</u>	<u>details</u>	<u>c/n</u>	<u>reg</u>	<u>details</u>
52-8500	AA-610		52-8569	BF-069	
52-8507	AA-641		52-8570	AA-622	museum Uetersen
52-8537	AA-666		52-8572	AA-681	
52-8540	AA-668, BF-057		52-8573	AA-695	
52-8541	BF-051		52-8576	AA-697	
52-8543	BF-063		52-8578	AA-624	to D-FABE
52-8544	AA-615	to D-FABU	52-8583	AA-621	
52-8545	AA-688		52-8586	AA-697	
52-8547	BF-076		52-8588	AA-633	wreck at Monchen-Gladbach
52-8548	BF-052		52-8593	AA-603	to D-FABO
52-8549	AA-602		52-8594	AA-627	
52-8552	AA-693		52-8603	AA-629	to D-FACE
52-8553	AA-673		52-8610	A-080, BF-070	
52-8556	BF-071		53-4611	AA-645	
52-8560	A-676		53-4618		to D-FABI
52-8563	AA-678	to D-FACA	53-4623	AA-666	monument at Landsberg
52-8564	BF-062		53-4624	AA-690	
52-8565	BF-079		53-4631	AA-635	to D-FABA
52-8566	AA-620				
52-8567	AA-679				
52-8568	AA-680, BF-068				

Hunting-Percival Pembroke Mk.54:

33 Aircraft were delivered for serveral transport and liaison duties. Most of them went to FSS"S"(transport training), F.B.S. at Koln/Wahn and a number to the navy. Very unknown is that even the army had a Pembroke (PA-223 later PB-223). Nowadays most "Pems" are sold or stored at Monchen-Gladbach, while approx. 6 remain in service, most with the Vermessungsstaffel. Here is our list:

<u>c/n</u>	<u>reg</u>	<u>remarks</u>
0091	AS-551,5401	stored at Mon-Gl as D-CAKA
0093	AS-552,5402	stored at Baden-Baden as D-CAKE
0094	AS-553,CA-553,5403	to D-CARL, to D-CAKI
0096	AS-554,5404	stored at Mon-Gl as D-CAKO
0097	AS-555,5405	stored at Mon-Gl
0099	AS-556,5406	stored at Mon-Gl.
0100	AS-557,AA-557	w/o 10-12-62
0102	AS-558,5407	
0103	AS-559	w/o 4-6-63
0105	BF-560,SE-515,5408	cr 17-7-59, rebuilt in 1968, now stored at Mon-Gl.
0106	XA-107,5409	stored at Mon-Gl.
1000	CA-021,5410	stored at Mon-Gl.
1001	AS-560,CA-022,BF-560,5411	stored at Mon-Gl.
1002	SC-301,SE-514	w/o 10-5-60
1003	SC-302,SE-516,5412	stored at Mon-Gl.
1004	SC-303,SE-517,SE-107,5413	stored at Mon-Gl.
1005	AS-552,CA-552,BF-361,5414	stored at Mon-Gl.
1006	SE-514,SE-104,XA-107,5415	stored at Mon-Gl.
1007	CA-551,XA-101,5416	
1008	AS-557,XA-102,XA-108,5417	
1009	CA-025	sold to Sudan AF as HS-211 in 4-'60
1010	PA-223,PB-223,5418	
1011	XA-103,5419	
1012	XA-109,5420	
1013	BF-703,XA-104,5421	
1014	SC-304,SE-518,5422	stored at Mon-Gl.
1015	SC-305,SE-519,5423	
1016	SC-306,SE-520,5424	stored at Mon-Gl.
1017	5425	stored at Mon-Gl.
1018	XA-106,5426	
1019	XA-110,5427	
1020	BF-562,5428	
1021	GB-363,5429	stored at Mon-Gl. as D-CAKU

McDonnell-Douglas RF-4E Phantom II:

As a replacement for the RF-104G 88 modernised RF-4C's were delivered to the Luftwaffe in 1971. These a/c are serialled 69-7448 to 69-7535 regs 3501 to 3588 respectively.

McDonnell-Douglas F-4F Phantom II:

No less than 175 F-4F's will be delivered from December 1973 to October 1975 as a replacement for the Starfighters of JG-71, JG-74 and JABOG-36 and the Fiats of LEKG-42.

These Phantoms are serialled 72-1111 to 72-1285 regs 3701 to 3875 resp.

Piaggio P-149D:

265 yellow Piaggio's were bought, to replace the Piper Cub in the primary training. Many of these Piaggio's temporary wore civil regs. Now a great part has been sold to civil operators, while some remain in service with the Fluganwarterregiment.



<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
001	9001	CA476	to D-EFKS	048	9034	BA394, DC394,	
002	9002	AS577, KB401 YA453				AC431	to D-EOAM
003	9003	AS578, DC393, AC426	to D-EOAD	049	9035	DA392, AC404	
004		BA394	w/o	050	9036	AB464, BD390	to OO-LWG
005		BA395, DC389	to Tanzania AF	051	9037	AS478, SC401, SB211	to OO-LWH
006		BA396, DC390	as 101	052	9038	AS479, BF401	to OO-MEV
007		DA391	to Tanzania AF	053	9039	AS480, BF405	to D-EMBA
008		DA392	as 102	054	9040	AS481, SC331	to CO-MAK
009	9004	DB391, BB391	as 103	055	9041	AS482, ND206	to HB-EVU
010		BB392	w/o	056	9042	AS483, AS407	
011		DA393	to Tanzania AF	057	9043	AS484, SC402, SB212	
012		DA394	as 104	058	9044	AS485, JC389, AC444	to D-EICU
013		BB393	as 105	059	9045	AS486, BC702	to D-EEHH
014	9005	BB393	to Tanzania AF	060	9046	AS487, GA401	to D-ENTM
015	9006	BB394	as 106	061	9047	DA389, AC406	
016	9007	BD391, D-ECIX, YA450		062	9048	DA390, AC408	to D-ENTE
017	9008	BD392		063	9049	DB389	
018	9009	DB391, YA451		064		DB390	to HB-EET
019	9010	DB393, ND107, AC442		065	9050	DD389	to D-EEHG
020	9011	DB394, DF392, AC443		066	9051	DE390	
021		DD391	to D-ECOY	067		DE390	to D-EKNU
022	9012	DD392, AC432	to Tanzania AF	068		DE390	to D-EKNO
023	9013	DD393, AC435	as 107	069	9052	JA389	to D-ENJW
024	9014	DD394, AC434	to D-ENTK	070	9053	JA390	
025	9015	DE391, AC401		071	9054	EA389, BF704, BF404	
026	9016	DE392, AC402		072	9055	EB389, AS431, AC440	to D-EAJP
027	9017	DE393, AC403		073	9056	ND100	
028	9018	DE394, AC409		074	9057	JB389, AC414	to D-EIOV
029	9019	JA391, AC415		075	9058	JB390, AC428	to D-EEEB
030	9020	JA392, AC416		076		JB391	to D-EABE
031	9021	JA393, AC421		077	9059	JB392	to D-ENJH
032	9022	JA394, AC412		078	9060	JB393	
033	9023	EB391, DC391		079	9061	AS488, DD393	w/o 19-4-70 near Kassel
034		EB392, DC387		080	9062	AS489, AC460	
035	9024	EB393, DC388, AC422		081	9063	AS490, JD391	
036		EB394, DB392		082	9064	AS491, GA402	
037	9025	BF702, BF402		083	9065	AS492, GA403	
038	9026	BF703, BF403		084	9066	AS493, AC439	
039		BA391		085	9067	SC403, SB213	w/o 9-5-68 at Lechfeld
040	9027	BA392, DC392		086	9068	AS495, AC453	
041	9028	CA478, AS071, AC071		087	9069	AS496, SC322	
042	9029	GA391, EA391		088	9070		to D-EBDA
043	9030	GA392, EA392		089	9071	AS498, DA390	
044	9031	GA393, EA393		090	9072	AS499	to D-EFDY
045	9032	GA394, AS441, AC441		091	9073	AS404	
046	9033	GA395, AB389, BD389, AB449		092	9074	AS408	
047	9034	GA396, AS445, AC445		093	9075	AS412, BF406	
				094	9076	AS421, BF407	
				095		AS424	w/o
				096	9077	AS431, DB393	
				097	9078	AS432, BF408	to D-EPLG
				098	9079	AS434, BF409	
				099	9080	AS435, ND102	to D-ECUG, ELGF
				100	9081	AS441, SC404, SB214	
				101	9082	AS403, ND103	
				102	9083	AS406, JB394, AC436	to HB-EFW
				103	9084	AS407, CB011	to D-EMEP

<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>	<u>c/n</u>	<u>reg</u>	<u>ex reg</u>	<u>remarks</u>
104	9085	AS409, YA449		154	9132	KB131, BF701	to OO-LWJ
105	9086	AS416, BF410	to D-EOBT	155	9133	KB132, AS087, SC334	
106	9087	AS417, AS403, JA392	w/o	156	9134	KB133, GA406, AC403	
107	9088	AS426, CA012, AC438		157	9135	KB134, AS089, SC335	to D-EOBV
108		AS443	w/o	158	9136	KB135, AS090, AS402	to D-EOBW
109	9089	AS445, JC390, AC448	To D-EBOF	159	9137	KB136, AS091, BB392	
110	9090	AS446, JC391	w/o 21-9-68 Schwarzwald	160	9138	KB137, AS096, JD394	
111	9091	AS419, JC392	to D-ELGU, ELGK	161	9139	KB138, DF393	
112	9092	AS442, JC393	to D-ELGB	162	9140	KB139, YA009, YA459	
113	9093	AS428, JC394	to OO-MEL	163	9141	KB140, AS098, DC389	
114	9094	AS438, AS073, DA389		164	9142	JE389, JD389, AC472	to D-EDCC
115	9095	AS440, SB421, SB215	w/o	165	9143	JE390, JD390, BD387	to D-EJOH to D-EFAT
116	9096	AS450, AS075, AS405		166	9144	JE391, JD391	
117	9097	AS456	to D-EKLE w/o	167	9145	JE392, JD392	
118	9098	AS459	to D-EKLI	168	9146	JE393, JD393	
119	9099	AS461	to D-EKLY	169	9147	JE394, JD394, AC473	
120	9100	AS474	to D-ELHO	170	9148	KB146, DA387, EB389	
121	9101	AS410	to D-ELHU	171	9149	KB147, BF705, BD391	
122	9102	AS413, SB422, SB216		172	9150	KB148, DA386, EB390	
123		AS470, BF411	w/o	173	9151	KB149, DA385, EB391	
124	9103	KB101, BF412		174	9152	KB139, AS415, SC338	
125	9104	KB102, BF413		175	9153	KB141, DF394	
126	9105	KB103, BF414		176	9154	KB142, KB402, YA454	
127	9106	KB104, BF415		177	9155	KB143, AS019, DC388	
128	9107	KB105, BF416		178	9156		to D-EBOC
129	9108	KB106, BF417		179	9157		to D-EBSY
130	9109	KB107, BF418		180	9158		to D-EBUP
131	9110	KB108	to D-EBDE	181	9159		to D-ECEM
132	9111	KB109	to D-EBDI	182	9160	KB144, BF419	
133	9112	KB110	to D-EBDO	183	9161	KB145, BF420	
134	9113	KB111	to D-EBDU	184	9162	KB150, BF421	
135	9114	KB112, ND207	to D-ENAW, EHDM	185	9163	KB151, BF422	
136	9115	KB113, BB390	to D-EOBX	186	9164	KB152, BF423	
137	9116	KB114, AS464, GA404	to D-EKAD	187		KB153, BF424	to Niger AF as 207
138	9117	KB115, BB395	to D-BOBU	188	9165	KB154, BF425	
139	9118	KB116, DF390, ND208	to D-EETV	189	9166	KB155, BF426	
140	9119	KB117, DB388		190	9167	KB156, BF427	w/o 9-5-68 at Lechfeld
141	9120	KB118, YAO10, YA457		250	9168	AS401, AC407	
142		KB119	w/o	251	9169	AS402	to D-EBCY
143	9121	KB120, DF392		252	9170	AS403	to D-EDLA
144	9122	KB121, AS079, GA405	to D-ELEV	253	9171	AS404	to D-EDLE
145	9123	KB122, AS080, SC333	to D-EINO	254	9172	AS405, AC405	to D-EFVI
146	9124	KB123, AS401	to D-EOBZ	255	9173	AS406	to D-EFDO
147	9125	KB124, BF387, ND209	to D-EJIG	256	9174	AS407	to D-EBCI
148	9126	KB125, DC391, AC401	to D-EMML	257	9175	AS408, AS094	to D-EJCA
149	9127	KB126, DA388	to OO-TAL	258	9176	AS409, EA392	to D-ELSY
150	9128	KB127, AC402, AC464		259	9177	AS410, AC410	
151	9129	KB128, AS085, AC449	to D-EHET	260	9178	AS411, AC411	
152	9130	KB129, DF388, ND210	to D-EAEF	261	9179	AS412, AS095	to D-EJCI
153	9131	KB130, ND104	to D-EGEC	262	9180	AS413	
				263		AS414	to Niger AF as 208
				264	9181	AS415	to D-EBDY
				265	9182	AS416	to Niger AF as 209
				266	9182	AS417, AC417	to HB-EFX

c/n	reg	ex reg	remarks	c/n	reg	ex reg	remarks
267	9183	AS418, AC418	to D-EDCD	295	9202	AS446, AC446	
268	9184	AS419, AC419		296	9203	AS447, AC447	
269	9185	AS420, AC420		297		AS448, AC448	to Nigeria AF
270	9186	AS421	to D-EBCO				as 214
271	9187	AS422, AS092,	w/o 15-5-68	298		AS449	w/o
272	9188	AS423, AC423	to D-EIOW	299	9204	AS474, AS406	
273		AS424	to Nigeria AF	300	9205	AS475, KE401,	
			as 201			YA455	
274	9189	AS425, BD388		301	9206	AS452, AC452	
275	9190	AS426, CA177,		302		AS453	to Nigeria AF
		GB-380					as 206
276	9191	AS427, AC427		303	9207	AS454, AC454	
277		AS428, AC428	to Nigeria AF	304	9208	AS455, AC455	
			as 210	305	9209	AS456, AC456	
278	9192	AS429, AC429	to D-EAEG	306	9210	AS457, AC457	
279	9193	AS430, AC430		307	9211	AS458, AC458	
280	9194	AS431, YA-03		308	9212	AS459	to D-EFDU
281	9195	AS432	to D-EJCO; w/o	309	9213	AS460, AC460	
			16-1-68, coll.	310	9214	AS461, AC461	
			C-140 1102	311	9215	AS462, AC462	to D-ELSV
282	9196	AS433, AC433		312	9216	AS463, AC463	
283	9197	AS434, YA006,		313		AS464	w/o
		YA456	w/o	314	9217	AS465, AC465	
284		AS435	to Nigeria AF	315	9218	AS466, AC466, CA478	
			as 202	316	9219	AS467, AC467	
285		AS436	to Nigeria AF	317	9220	AS468, AC468	
			as 203	318	9221	AS469, AC469	
286	9198	AS437, AC437	to D-EIOX	319	9222	AS470, AC424	
287		AS438, AS418	to Nigeria AF	320	9223	AS471, AC471	
			as 204	321	9224	AS472, AC425	to HB-EFZ
288	9199	AS439, AC439		322			to D-EKQA
289		AS440	to Nigeria AF	323	9225	AS473	
			as 205	324	9226	AS450, AC450	
290	9200	AS441, AS099	to D-EJCU	325	9227	AS451, AC451	
291		AS442, AC442	to Nigeria AF				
			as 211				
292		AS443, AC443	to Nigeria AF				
			as 212				
293		AS444	to Nigeria AF				
			as 213				
294	9201	AS445, AS093	to D-EJCY				

More corrections and additions to the lists of German a/c published in our Luftwaffe article:

Sabre 6: Also Sabres with 01- and D-95.. registration left service by the end of 1972: S6-1591 is stored at Manching as 01-01; S6-1605 was for some time at the Koln/Wahn fire section as JC-361, but this a/c later became 01-03; S6-1643 was BB-382 and JB-374, later JB-110; S6-1651 JD-334, JA-334, JA-339, now (8/73) wreck at Leipheim; S6-1777 to IIAF, later to Pakistan AF as 1777; S6-1659 was a chase-plane for the XJ-101C as KE-105 (more details see Muchen museum); S6-1675 stored at Oberpfaffenhofen as 01-03; S6-1616 is not D-9540; D-9540 is S6-1666; S6-1704 is monument at Budel (Holland) as JC-240.

Noratlas: In april 1973 no longer Noratlasses were on scrap-yard Finkenwerder; c/n 006, 007, 011 went to Nigeria AF as AM, AN, AO. A fourth one AP is still unknown. c/n 005 was not 5205; c/n 006 - c/n 007 are 5205-5216. Some Nord's which were s.o.c. 1/68 will be with the Portugese AF now, at least Port.AF. 6413-6427 are ex Luftwaffe. c/n 001-088 were French built. c/n 056 is not 5251; c/n 057, 058 are 5251, 5252; c/n 073 became D-ACUV, now NG7531;

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R.NETH.AF. 322 SQUADRON: "NIET PRATEN MAAR DOEN"

Dutch pilots which were trained by the RAF formed the base for their own Dutch fighter squadron. In 1942 this began to look like reality; all pilots were gathered together in no 167 RAF squadron. On 12 June 1943 this unit (commanded by a British officer) was stationed at RAF Woodvale and officially renamed 322 (Dutch) Squadron. In December the unit moved to Hawkinge and on 4 January 1944 they started with their operational job: escorting bomber-aircraft to their targets in France. For this purpose the unit was equipped with Spitfires Mk. Vb. During the war period 322 Sq moved to several bases: Aklington, Hartford, West-Malling, Deanland, Biggin-Hill and, in January 1945, Woensdrecht, the first real "home"-base. Numerous sorties were flown from this airfield; Spitfires Mk IX had been received in the meantime. One month later No 132 Wing, of which 322 Sq was part, moved to Schijndel, a brandnew airfield constructed by the Americans and again 2 months later (April 1945) Twenthe became home-base. In those two months at Schijndel no less than 697 operational flights were logged!

On 30 April 1945, the 19 Spitfires of 322 Sq moved to Varrelbusch in Germany, to join No 131 (Polish Wing). The unit stayed here till the end of the war; the very last attack by a 322 pilot was made on 4th of May. And then, on 6 October 1945 No. 322 Sq suddenly existed on paper only. The unit was disbanded, pilots and aircraft were assigned to other squadrons. However, in the short time of its existence 4896 sorties had been flown against the enemy in 6382 flying-hours; 18 pilots had sacrificed their lives for the liberation of Europe..

In September 1946 No. 322 Sqn was re-activated as the "322 Jachtvliegtuig Afdeling". The equipment consisted of 20 Spitfires: H-1,4,6,7,8,9,10,11, H-15,12,13,24,25,27,28,34,35,97,98 and 99 (the latter three are duals). After a short period of training at Twenthe, the unit was sent to the Netherlands-Indies to support the ground-troops against the Indonesian rebels. They arrived at Kalidjati in October 1947 and in March 1948 the twentieth and last Spitfire landed after a successful test-flight. Another field was taken in use; Kalibanteng. Then, on 19 December 1948 the action started: Mogawoe, a Republican airfield was attacked by the Spitfires. Since then, several missions were flown against the Indonesian republicans.

Peace negotiations between Holland and Indonesia were progressing and in September 1949 the flying stopped. The Spitfires were flown to Andir and from there shipped back to Holland.

From November 1949 till August 1951 was based at Twenthe again, then it moved to Soesterberg; 322 was still flying their Spitfires, this time on behalf of the Netherlands air force Reserve pilots. Several deadly accidents occurred in this period: on 18-11-49 H-33 crashed near Twenthe, on 27-8-50 H-2 crashed near Elten and on 20-9-51, when H-97 (3W-20) crashed near Soesterberg.

For 322 Squadron the Spitfire era ended in July 1952, when the first Gloster Meteors Mk.4 arrived. Later Meteors Mk.8 and 9 were received, but in 1958 the training of reserve pilots stopped; the Meteors were gradually withdrawn and replaced by the more modern Hawker-Hunter. Several tragical accidents happened in the Meteor period: I-301 crashed near Harderwijk on 17-3-54 causing the death of both pilots, on 27-9-55 Lt. Vilsteren was killed when his a/c (I-246) collided with I-181 near Tiel.

In 1960 another period of stress with Indonesia started; 322 squadron was to go to Dutch Guinee to defend the Netherlands aerospace there. In May 12 Hunters Mk.4 (serials N-101,104,105,107,108,109,110,112,120,123 and 135), 2 Alouettes II and the necessary ground-equipment were taken aboard the Dutch naval aircraft-carrier "Kerel Doorman". The ship arrived at Biak on 6 August 1960 and two months later the first Hunter (piloted by

Major Blaauw) took off from the improvised runway of Boeroekoe (Mokmer) airfield.

Spring 1962: the situation is becoming critical. Four Hunters Mk.6 have been added to the strenght of 322 Sq and from now on 2 a/c are on a constant standby, ready for action. In view of the limited range of the Hunters, two other airstrips are being prepared for use: Jefman, a World War II airfield with 1400 metres concrete runway and Utarom which was even worse. The pilots never came in real action though; only patrol-flights were made.

Nevertheless one aircraft was lost in Guinee: on 24-4-62 the Hunter of Sgt. Drenth suffered an engine-failure over the Geelvinkbaai, near the Isle of Noemfoer. On 18 August 1962 the order "Cease Fire" was received: the mission of 322 squadron had ended here.

Several Hunters were scrapped on the spot, the remaining servicable ones returned to Holland. Once again the unit is "reduced to a number only".

In August 1964 No. 322 Squadron is back again. Now based at Leeuwarden, flying F-104G Starfighters on behalf of Air Defence Command. And a few months ago, in July 1973, the "Polly Grey" squadron celebrated its 30th anniversary. The unit's motto: "Don't talk, do" is kept in honour every hour of the Day: night-flying, alert-force, it's all part of the daily routine. Good show!

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Open Day Rheine-Bentlage: 16-9-'73:

H-34A's HEER: 80-61, 80-64, 80-26, 80-74, 80-57, 80-54, 80-88, 80-91, 80-56, 80-86, 80-76, 81-02, 80-85, 80-58, 80-79, 80-62, 81-09, 81-07 (SAR).

UH-1D HEER: 73-46, 73-80, 72-16

Alouette II HEER: 77-59, 77-78, 75-22, 77-35, 77-29, 77-62.

Alouette II Belg.Army: OL-A54, A68, A62, A59, A76, A79 "Blue Bees"

CH-53G HEER: 84-17 AH-1G USArmy: 16043, 16046 CH-54A USArmy

CH-54A USArmy: 18448 CH-47A USArmy: 19066

SH-3D RDanAF: U-260 Scout RArmy: XV-138/J, XV-140/K

SA-330 F.Army: CUD Alouette III RNethAF: A-522

Hangar: H-34: 80-35; DO-27: 56-80; Alouette II: 77-05

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ute news: 316 Sqn at Gilze-Rijen has adapted a new sqn-insignia: a black/white bird on a yellow shield. Three a/c have already been painted in these new colours.

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CORRECTIONS AND ADDITIONS

FLASH Nr.34 Page 18: Deelen air show: The yellow Alouettes III of the "Grasshoppers" were: A-351 (Harry), A-488 (Menno), A-499 (Rick), A-521 (Jan), A-535 (Sijt).

FLASH Nr.35/36: Page 24: Group 21's two squadrons are based at Villanubla, Valladolid (not Villanubla and Valladolid).

Page 28: Photo's 30 & 31: C-10B and C-10C are built by Hispano and not by CASS.

FLASH Nr.37: Page 5 Karup: RF-4E's are of AG-52 Leck

Page 9 Lakenheath: XG-160 Hunter belongs to 228 OCU.

corrections and additions cont.

FLASH Nr.37: Page 18 Military Spanish Designations: T.10 is now for the Convair CV-340, because the 4 CV-440 have been designated T.14. Z.16 designation now is not for the CH-47C but for the Alouette III; in this matter the CH-47C is Z.17. CAS/ C-2.111.B and C-2.111.D are not B.21 and BR.21 but B.2.1. and BR.2.1.  
 Page 20: Photo 8 is a C-352L and not a JU-52 (Sp. designation T.2B.237)  
 Photo 10 The Harvards are T-6D's. Their serial numbers are not E.6.44 and E.6.15 but C.6.44 and C.6-15.

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: A Caribou in a rather strange colour-scheme. The aircraft (66-255) is assigned to the Kwajalein Missile Range. Does some body know were this is situated?  
 Copyright: H.v.Tuyn
- PHOTO 2: This F-5A of the Thailand AF, which shows the emblem of a tiger on the nose, is 97158 "1343", the other F-5 is coded "1311"  
 Copyright: ALPS/M.H.Larsen
- PHOTO 3: An example of the Israeli Defence Force/Air Force Hercules fleet is illustrated here. Note the civil registration, typical to Israeli transport a/c; military code is 06.  
 Copyright: ALPS/N.H.Larsen
- PHOTO 4: Fine view of a R.Navy Hunter GA.11, taken at Yeovilton, last August  
 Copyright: API/B.Ullings
- PHOTO 5: Rare aircraft, this Putzster Elster; only a few of them remain in service with the Luftwaffe  
 Copyright: T.Maurizio
- PHOTO 6: A Piper Cub is also a disappearing aircraft in the military airscene; colour scheme is all yellow.  
 Copyright: G.A.Hilteramnn
- PHOTO 7: The Spanish AF took over a few WGAFF Metropolitans; one of them is seen here, 911-23/T14-3  
 Copyright: J.Serrano
- PHOTO 8: Some 50 C-47 Dakote's are in service with the SpAF; Previously this a/c was code numbered 911-8, belonging to 911 Esc/91 Gruppo at Getafe AFB.  
 Copyright: J.Serrano
- PHOTO 9: A remarkable photograph; an former Spanish AF F-104G prior to delivery to the Turk.AF. Copyright: ALPS/N.H.Larsen
- PHOTO 10: Action-shot of two Teronevale Crusaders (39 and 9)  
 Copyright: E.Moreau
- PHOTO 11: One of the oldest jet aircraft in the FAF; the Mystere IVA. These ones belong to Esc. 314, based at Tours AFB. Just before take off: 314/TD/84 and 95.  
 Copyright: E.Moreau
- PHOTO 12: A "study" of a FAF Super Sabres; at least one squadron F-100's will remain in service till 1975  
 Copyright: EMoreau
- PHOTO 13: The Fouga Magister once was the Luftwaffe's standard training aircraft. Only 3 of them remain in service nowadays.  
 Copyright: H.v.Tuyn
- PHOTO 14: Present at Ahlhorn AB is this preserved Sabre JA-110.  
 Copyright: J.A.Hiltermann
- PHOTO 15 and 16: Photo's that were made during a sqn-rotation at Eindhoven recently: 46-14 C-130H and 3-42 RF-104G. Copyright: H.v/d.Laar

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