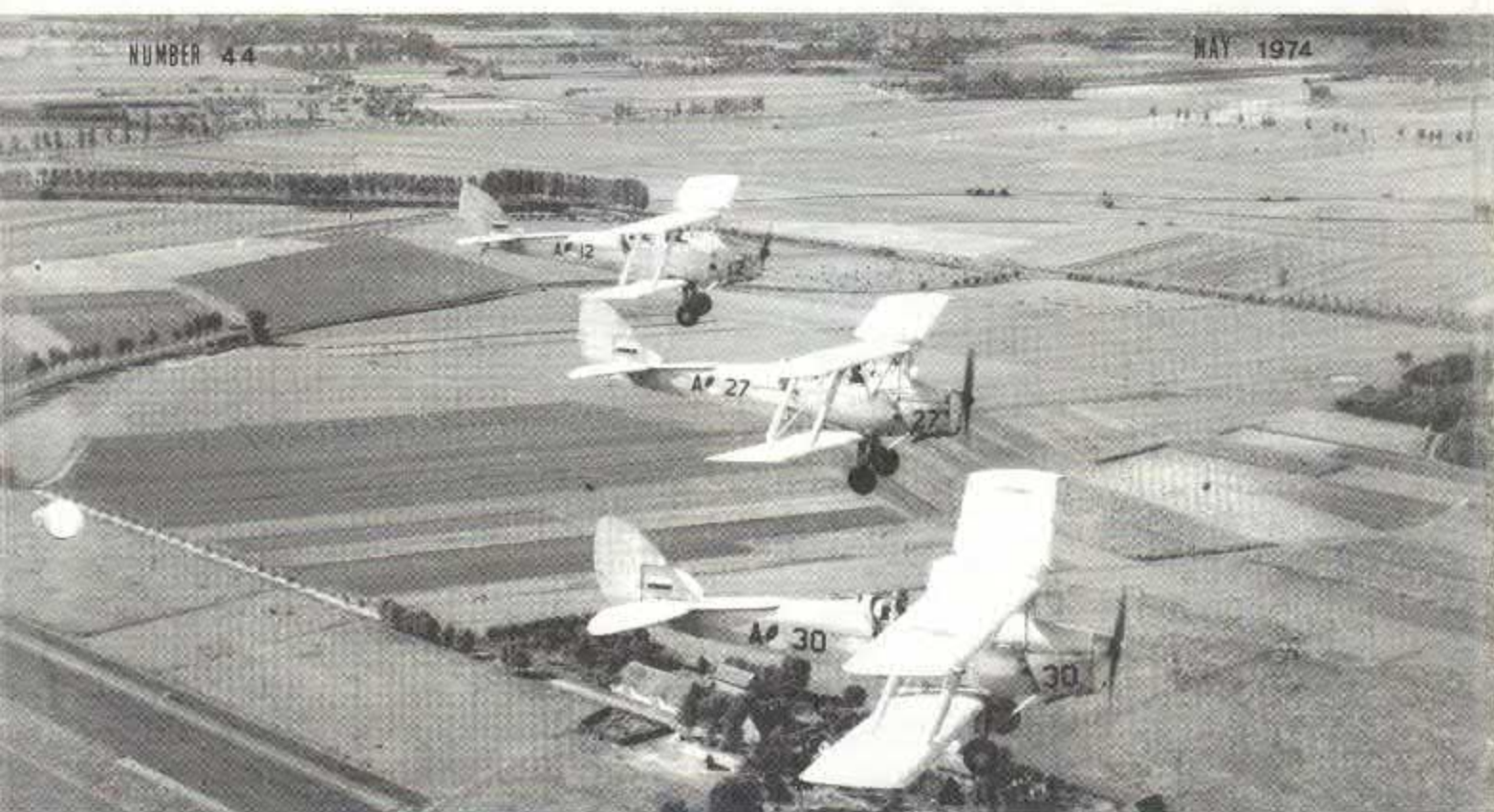


FLASH

NUMBER 44

MAY 1974



military aviation magazine

Italian Air Force

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

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Dear Reader,

Our apologies for the rather late appearance of last month's issue and the somewhat diminished size of it. The usual 23 pages are back again this time however.

A new series of articles appears in this issue: a feature on the Italian Air Power, of course compiled by Chief editor and FLASH work-horse Gijs Hiltermann. His Luftwaffe story has been one of the best coverages in its kind no doubt. We are thinking of publishing the complete article in a special shape: a FLASH-Monograph. This of course asks for a lot of extra work (due to the many corrections and additions we received everything will have to be typed out again), but we'll keep you informed.

Co-editor Jac van Tuyn has offered to set up a team of researchers to check and work on the information published in FLASH. Very often we are unable to check everything we print and by establishing a Research-group we hope to get a better grip on the contents of the magazine. Some of our readers may already have received a letter inviting them to join this Group, we sincerely hope that they won't hesitate donig so. If you are interested please let it know and write to Jac van Tuyn, Zeelsterstraat 40, Eindhoven.

The editors.

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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 subscription. Dutch readers may also sent DFL.4,- for a three month subscription.

All payments should be sent to gironummer 2696854 t.n.v. G.A.Hiltermann, Verleunstraat 8 in Best (Dutch readers) or via an International Money Order to the same address (foreign readers).

-- All advertisements in FLASH are free of charge.

-- If you publish information out of FLASH elsewhere, please mention the source.

-- A great number of back-issues was sold last month, but at this time we still have following back-issues available:

Nr.23,24,26,29,31,32,33,37-41.

Moreover we have a very small quantity of the following issues

Nr.10,21,25,27,30,35,36,42. If you want to have one of these you must be vey fast.

COVER PHOTOGRAPH: Romantic, is it not? Three Tiger Moths over Holland, a picture from a lost era. Photo Koninklijke Luchtmacht

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NEWS ---- NEWS

With special thanks to: F.v/d.Berk, J.Creegan, P.v/d.Krommenacker, J.v/d.Oever, P.Vercruijssse, P.Zeilstra, French Air Force, SEAR, JP-4, R.Kaanan, SCAN, Luftfahtt Illustriert, Falcon Airmail, K.Riemersma, H.Mulder, G.Weinman, VOX, G.Bonetti and G.Aviata.

HOLLAND

- Super Cubs R-201 (s/n 51-15685 c/n 850) and R-202 (s/n 51-15668 c/n 833) have been sold to D-EETT and D-LEWO resp.
- The Neptunes with a white upper-fuselage are going to HATO. Neptune 208 has been broken up, 206 will follow soon.
- Open days this year are at Volkel (22 June) and Twenthe (31 August)
- Observed on a boat going from Den Helder to Schiphol last month were CS-2A Tracker H-190 for the KLM Vakschool and Sikorsky S-55 076 "Salomi" for the Aviodome (museum).
- Seen at Valkenburg on 5 April were cocooned Neptune V-217 (the only one untill now known), V-208 had been broken up, only the fuselage was still intact, V-206 was present without engines and toptanks. Tracker H-180 was on the scrap-heap, while H-182 was partially cocooned.

More Valkenburg movements:

- March 4: 141021 C-131F USN Mildenhall baseflight
- 7: XT459 V-B, XT755 V-D, XT469 V-E, XS522 V-J, XT468 V-L, XS511 V-P, XT485 V-T and V-K, V-R, V-U. All Wessex HU.5 Royal Navy 848Sqn HMS Bulwark
- 13: 158923 code LP-6 Orion P-3C USNavy VP-49 Sqn
- 15: 64-IE c/n 126 Noratlas FAF 64 Wing
- 26: 72-31 Bell UH-1D HEER
- 28: CM-02, Mystere XX BAF
- April 2: 158923 code LP-6 Orion P-3C USN VP-49Sqn
152761 code LK-8 Orion P-3B USN VP-26 Sqn
- 9: 18034 King Air U-21A USArmy Headquarter US European Comm.
- 18: 59-12 DO-28D WGNavy MFG-5
247 Wasp AH-12A MLD (new Wasp on delivery-flight for 860Sqn)
- 22: 158925 code LP-2 Orion P-3C USN VP-49 Sqn
- 25: 152687 C-118B USNavy Keflavik baseflight
- 29: XS479 V-V, XT485 V-T Wessex HU.5 RN 848Sqn HMS Bulwark
XS520 X-B, XT464 X-E Wessex HU.5 RN 846 Sqn RNAS Yeovilton

A new white Neptune is V-210

- Leeuwarden AB will be closed from July to November.

Movements included:

- April 2: R-756, R-832 F-104G RDanAF
- 4: UH-68-076, UH68-006, UH68-088 F-111E USAF 20TFW
V-251 Atlantic SP-13A MLD
- 8: CR69-254 F-4E USAF 32TFS
- 16: FT-38 T-33A BAF
- 17: WL793 "Ermitrude" HS.Shackleton AEW.2 RAF
104808, 104829, 104749, 104714, 104822, 104845 CF-104G CAF
104661 CF-104D CAF
- 22: FX-84, FX-90 F-104G BAF
- 23: BR-22 Mirage 5BR BAF
- 24: BA-10, BA-11 Mirage 5BA BAF; XW-550 Buccaneer RAF 15Sqn
FX-85, FX-48 F-104G BAF
- 26: 35-52, 35-09 RF-4E Luftwaffe

- Eindhoven: movements:

April 22: BR-13, BR-08 Mirage 5BR BAF 42Esc.; MT-29 CM-170R BAF

- Volkel movements:

April 3: BD-08 Mirage 5BD BAF 8 OTU Bierset
8: BR-08, BR-12 Mirage 5BR BAF; FC-01 TF-104G BAF;
CR69-558 F-4E USAF 32TFS

cont. Volkel.

- 5 -

April 11: FT-30 T-33A BAF

24: AF c/n 78 Nord 262 FAF E.T.65

BELGIUM

- In April 5 Sea Kings were ordered for the Heli Flight at Koksijde to replace the SH-34A. The Sea Kings will be delivered from September 1975 on.
- In April 3 Hawker Siddely HS-748-2A were ordered for 15 Wing at Melsbroek/Brussels. Delivery will start in October 1975.
- Aero Commander 560F OT-CWB (c/n 1069-25) is sold to civil on 20-4-73. The new registration is F-BTYZ.
- WFU F-84F at Kleine-Brogel are FU-49,183,185,188.
- At a scrapyard at Evere were on 6-1-74 three Mirages, these being BR-02 and BR-06 (Mirage 5BR) and a 5BA, reg BA-?.
- At a scrapyard in Snaaskerke were on 3-2-74 the following Belgian Hunters Mk.4: ID-47,49,51,52,53,54,57,115,119,121,127.
- Brussels/Melsbroek movements include:
 - January 2: SM-8 MM61923 DC-6 ItAF Stato Maggiore
 - February 4: OL-G02 SA-330 Belgian Gendarmerie
 - 11: O1468 C-130 Turkish AF
 - April 16: XR395 Comet RAF; LG c/n 14 Paris FAF; 24130 VC-137 USAF

DENMARK

- 5 new TF-35 Drakens have been ordered.
- The 3 C-130H's will be delivered early 1975 with registration B-678, B-679 and 680.

FRANCE

- The first unit which received the Mirage F.1 is 2/30 "Normandie-Niemen" at Reims. Noted till so far are c/n 8(30-ME),10,12,14(30-MP),15(30-MS). The following sqn receiving the F-1 will be 3/30 "Lorraine" at Reims after which the 5th Esc. at Orange (Mirage 3C) and the 12th Esc. at Cambrai (Mystere B.2) will follow.
- Some C-160F of Esc.61 have gone to civil temporarily:
 - F-16 (61-MK) to F-WUFP, to F-BUFP F-49 (61-MU) to F-WUFR, to F-BUFR
 - F-47 (61-MS) to F-WUFQ, to F-BUFQ F-50 (61-MV) to F-WUFS, to F-BUFS
- The Mysteres 4A of the 8th Esc. at Cazaux have moved to Nancy-Ochey.
- The 7th Esc. at Saint-Dizier has now received the Jaguar for all her squadrons. The last Mystere 4A of the 7th Esc. have gone to Chateaudun where they will be broken up.
- A new version of the CAP-20, with another wing, was delivered to the FAF. The first one is coded "AD".
- Some Piper-disposals to civil are:

PA-18 185337 to D-EMMF	L-18C 181387 to D-EDGD
185346 to D-EOAW	181578 to D-ENLL
185380 to D-EEKU	
- From the FAF we received a complete list of the open days which will be held in 1974:

June 9: Reims	June 16: Apte
Cambrai	June 23: Strasbourg
Chartres	Orange
Avord	June 30: Aulnat
June 16: Tizon	July 7: Rochefort
Romorantin	July 20: Mont de Marsan
Saintes	Sept 22: Metz-Frescaty

Sept 22: Orleans	Sept 29: Nimes
Toulouse-Francazal	Crepy-en-Leonnois
Sept 29: Creil	Oct 13: Villacoublay
Evreux	Amberieu

The International Air Meeting Are:

Cognac 19 May	Biarritz 7 July
Saint Dizier 26 Mai	Saint Etienne 22 September
Melun-Villaroche 16 June	Perpignan 6 October

ITALY

- A new batch of G-91T has been delivered to the Italian Air Force for the Scuola Volo Basico Avanzato (Advanced Training School) at Amendola. Till now 17 a/c have been noted, s/n MM54393 up to MM54409, c/n 120 up to 136. MM54408 has become SA-108, MM54409 SA-109.
- Some Piper-disposals to civil are:

L-21B MM54-2525 to OO-LVB	L-21B MM54-2617 to OO-LWA
MM54-2393 to OO-LVP	L-18C MM52-2384 to OY-DRY
- The 50 Stormo at Piacenza-San Damiano has been disbanded. The only squadron of this Stormo, 155 Gruppo, has been transferred to the 51 Stormo at Istrana. The F-104S with 50- regs have changed their regs in 51. The 51 Stormo at Istrana is now flying with two F-104S squadrons: 22 Gruppo and 155 Gruppo.
- A number of the aircraft stored at Piacenza and Villafrance (F-84F and RF-84F) have gone to the town of Castrette, where they will be b/u or sold. Seen in Castrette were F-84F 50-10 (36695) and 50-06 and RF-84F 3-14 (27471) and another 3-14(27479)!! Other RF-84F have been b/u at Villafrance.
- Two crashes occurred in the early days of April:
 - 1-4-74 a G-91Y crashed near Cesena, reg 8-02 s/n MM6458, c/n 2020, ex reg 8-09.
 - 5-4-74 a Harvard crashed near Spiazzi di Boavio, reg RM-15, s/n MM53830.

GREAT BRITAIN

- The only BAC-221 (ex Fairey FD-2) is wfu end 1973, registration WG-774. Delivery date was 1-5-64.
- The Farnborough Show will be held from 2 till 8 September.
- All Laerbruch Buccaneers are carrying codes now: No.15 Sqn aircraft A to N, No.16 Sqn aircraft P to Z and ZZ.
- Movements:from Laerbruch:
 - February 12: BR-07 Mirage 5BR BAF 42Esc; 58-29 DO-28D WGAF LEKG-42
 - 20-87, 24-04 F-104G WGAF JG-74 Neuburg
 - 30-27, 32-81 G-91R WGAF LEKG-42 Pferdsfeld
 - March 4: 58-51 DO-28D WGAF JABOG-31 Norvenich
 - 19: 58-64 DO-28D WGAF JABOG-36 Hopsten
 - April 2: 58-33 DO-28D FSS-S Tunstorf; D-8107 RF-104G RNethAF 306Sq.
 - A-008, A-014 Saab A-35XD Draken RDAF 725 Sqn
 - AR-108, AR-110 Saab S-35XD Draken RDAF 729 Sqn
 - 88: WT532 Canberra PR.7 RAF No.13 Sqn (also 9 and 10/4)
 - BA-41 Mirage 5BA BAF
 - 9: 31-04 Fiat G-91R WGAF LEKG-41 Husum
 - 35-47 RF-4E Luftwaffe AG-51 Brengarten
 - 16: WJ755, WJ768 Canberra PR.16 RAF
- Gutersloh movements:
 - February 27: FX-41 F-104G BAF
 - March 4: WH902/N Canberra T.17 RAF 360Sqn
 - 7: ET-271 Hunter T.53 RDenAF 724 Sqn
 - 11: WD955/E Canberra T.17 RAF 360Sqn
 - ET-273 Hunter T.53 RDAF

cont. Gutersloh

- March 12: AR65-835, AR64-031 RF-4C USAF 1TRS/10TRW
19: WH902/N Canberra T.17 RAF 360Sqn; 84-44 CH-53G HEBR-
27-37 TF-104G WGAF WS-10 Jever
25: 27-06 TF-104G WGAF WS-10; WH665/A Canberra T.17 RAF 360Sqn
26: ET-271, ET273 Hunter T.53 RDAF
April 10: 26-07 F-104G WGAF JABOG-36
-- Wildenrath: movements
March 10: 133069 T-33A CAF; RJ625/D Canberra T.17 RAF 360Sqn
20: R-755 F-104G RDANAF
21: RT655 TF-104G RDANAF; 11-DC, 12-DC Magister FAF
27: 104845 CF-104G CAF; 56/LP Paris FAF
April 1: DT490 T-33A RDANAF; XR365 Belfast RAF 53Sqn
4: 1205 CV-440 WGAF; DT847 T-33A RDANAF; BA43,48 Mirage 5BA BAF
9: 64-IM c/n 161 Noratlas FAF; AT-151 Draken RDAF;
7778 Alouette II HEBR; WD995/Q Canberra T.17 RAF 360 Sqn
-- On 26 March Harrier XV785/F of No.4 Squadron crashed on the Wilden-
rath runway and burned out completely, the pilot was killed.
On 18 April Harrier XV790/S of No.20Sq was severely damaged after
making a heavy landing at Wildenrath; the pilot was unharmed, but
the aircraft will probably be written off.

SPAIN

- One of the T-33's of the 104Sqn (ex F-104G at Torrejon, now disbanded)
has gone to Nr.41 group at Sanjurjo-Valenzuela, the registration
being 41-10 (E.15-21), ex 104-21. Nr.41 group is the only Spanish unit
which uses 3 registration code of only two digits, as all other
units use 3 digits. The unit badge of this unit is a tiger badge, which
was the former emblem of Nr.2 Fighter Wing, 102 Escuadron, 131 Escuadron.

UNITED STATES

- RF-4C 65-919 (10TRW/32TRS) crashed on 27-1-74.
-- The C-141 Starlifter that crashed at Torrejon AB on 28-8-73 was
38077 of 438 MAW.
-- 32 TFS at Soesterberg will have a squadron-rotation with RAF Wattisham
in the near future.
Some 32 TFS F-4E's have gone to 526 TFS at Ramstein, these being
68-401, 68-438, 68-441, 68-446, 68-447. 32 TFS got some F-4E's back
from different squadrons in Europe. Some new "CR"-coded Phantoms are:
68-538, 69-254, 69-239.
-- This years Tiger Meet will be held at Bitburg, starting at 26 June.
On 29 June an Open Day will be held at Bitburg.
-- The first ANG-unit flying the A-7D is 150TFG of New Mexico at Kirt-
land AFB, Albuquerque, a former F-10JC unit.
-- In 1974 101 AH-1G's will be converted to AH-1Q (for TOW-missiles).
-- Registrations of the loser of the A.X.competition, the General
Dynamics A-9A are 11367 and 11368. This a/c will not be built in pro-
duction. Both prototypes will go to Davis Monthan for research.
The winner of the A.X.Competition is the Fairchild A-10A. The two
prototypes have regs 11369 and 11370. The USAF will probably order
a number of approx. 600 A-10A's.
-- During March 24 F-4s were at Bitburg, coded HO of Holloman AB.
In April 24 "HO"-Phantoms were stationed at Hahn. Of these F-4's
only 22 returned to the States. 67519 was one of the two Phantoms
left at Hahn. On Bitburg HO66-580 stayed behind.
-- Hahn AB had a squadron-rotation with RAF F-4M's of Leuchars in March.

- Phantoms of 36TFW observed at Bitburg on 1-5:
 BT-68-386(ex TJ); 68-459; 68-464; 68-375(ex TJ); 69-266(ex RS);
 BT-69-286(ex TJ); 69-242(ex TJ); 69-279(ex TJ); 69-267; 69-212(ex RAAF);
 BT-67-266(ex TJ). ↑
ex RS
- Ramstein movements:
 April 28: 23-11, 23-25 F-104G Bundesmarine MFG-2
 125 F-5A, 241 F-5B RNoAF; BT69-278(ex TJ), 68-370 (ex TJ)
 F-4E 36TFW Bitburg; SP66-607 F-4D USAF 52TFW;
 TJ64-919, 64-918 F-4C USAF 401TFW; 9500 T-33A WGAF WS-50;
 00465 (436 MAW); 00448 (436 MAW); 80216 (436 MAW) C-5A USAF.
 30: LM63-783 C-130E USAF; 35-02 RF-4E WGAF AG-52;
 60152 C-141A USAF 437MAW
 526 TFS Phantoms on this day:
 RS68-438(ex CR); 68-478(ex BT); 68-441(ex CR); 68-497(ex BT);
 RS68-403(ex TJ); 68-447 (ex CR); 69-234(ex RAAF); 69-252(exTJ).
↑

WEST GERMAN

- Two Starfighters crashed on 17 April, one Bundesmarine F-104G near Friedrichskoog (168th crash) and another one at Norvenich. A TF-104G crashed at Jever in early 1974, this a/c being 2800.
- Totally 107 F-104G's will be withdrawn in the next coming months and go to the Erding scrapyard. These are the Starfighters which will be replaced by the F-4E with JG-71 and JG-74 and JABOG-36.
- At 8 April PANAIA MRCA rolled out at Manching, c/n is P-01, registration of this first prototype being D-9591. 310 MRCA's have been ordered by the Luftwaffe and 100 by the Bundesmarine.
- 5 AB-47G-2's have been delivered to the Spanish Army in 1973.
- A new scarpyard seems to be near Heilbronn. Besides a Belgian F-84F there are 3 Luftwaffe a/c: an H-21C, a fuselage of a T-33 and a fuselage of a Noratlas, no regs or s/n are known till now.
- On 18 May Erding will be open to the public.
- The Luftwaffe will buy 3 Boeing 727 (and not two as stated in our last issue) from the Lufthansa.
- In addition to our list of air shows 1974 in our last issue we can inform you that the Wittmundhafen Open Day will be held on 25 August and that another open day will be held at Ahlhorn, date is not yet fixed but will be end May, begin June. Open Day Bremgarten has been cancelled.

NEWS-FLASHES

- SINGAPORE: the first A-4S Skyhawks have been delivered, regs till now are 600, 601 and 602.
- COLOMBIA: HS-748 FAC1103 crashed 9-1-74 near Bogota.
- BOLIVIA: DC-4 TAM-52 is missed on 10-1-74 en route Santa Rosa-La Paz.
- BRAZIL: 32 F-5's and 6 two-seaters have been ordered.
- IRAN: 30 F-14 Tomcats have been ordered
- KENYA: Piper PA-31 302 (c/n 31-7300902, ex N7481L) replaced an Aero Commander 680F.
- PERU: 24 A-37B's have been ordered
- TACTICAL WEAPONS MEET: will be held at CAF Sollingen from May 28 till June 12.

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Part 1.: Aeronautica Militare Italiana (A.M.I.)

The post-war Italian Air Force is one of the largest of the NATO. Italy is situated in the Mediterranean and is of great importance for the defence of whole South Europe. That is why great numbers of military materials were delivered by the USA after the war.

The air force first flew with numbers of F-84F (fighter-bomber), RF-84F (reconnaissance) and Sabre (air defence). As training aircraft the T-33A was used. Italy is famous by its aircraft industries; also non-American aircraft entered the AMI. Some 200 Fiats G-91 were delivered as light attack a/c, followed by 125 F-104Gs. Fiat is now busy with an order of 205 F-104S air defence aircraft and 75 G-91Y fighter-bombers.

As transport aircraft 60 C-119's were delivered, which are now being replaced by 14 Herculeses and 44 Fiat G-222's. V.I.P. aircraft in use are 25 PD-808, 4 CV-440 and 6 DC-6B. Liaison a/c are Piaggio P-166M and C-45-Expeditor, while some Harverds are still used.

The helicopter-fleet is nearly totally delivered by the Agusta factories, containing types like AB-204B, AB-204AS, AB-205BY, AB-206A, AB-212, A-106, AB-105 and AB-47G and J.

In the coming years the Italian Air Force will have the following "first line" units:

Reconnaissance	:	2 Squadrons with RF-104G
Air Defence	:	9 Squadrons with F-104S
Fighter-Bomber	:	3 Squadrons with F-104G
Light attack a/c	:	2 Squadrons with G-91R and 2 with G-91Y
Fighter training	:	1 Squadron with TF-104G
Tec. transport	:	1 Squadron with C-130H and 2 with G-222

AIR FORCE UNITS

An Italian squadron is called "gruppo". One or two gruppi form a Stormo (Wing), while three gruppi together are called an Aerobrigata (meaning also Wing).

The Italian Air Force is divided in a number of "first line" squadrons and wings while the other aircraft (training schools, liaison squadrons, VIP.-aircraft, test squadrons) are divided in a number of Schools, Groups and Squadrons.

On 1-5-74 the A.M.I had the following "first line" units:

<u>Wing</u>	<u>Sqn</u>	<u>air base</u>	<u>type</u>
2 Stormo	14 gruppo	Treviso	G-91R
	103 gruppo	Treviso	G-91R
3 Aerobr.	18 gruppo	Villafranca	RF-84F
	28 gruppo	Villafranca	RF-104G
	132 gruppo	Villafranca	F-104S
4 Stormo	9 gruppo	Grosseto	F-104S
5 Stormo	23 gruppo	Rimini	F-104S
	102 gruppo	Rimini	F-104G
6 Stormo	154 gruppo	Ghedi	F-104G
8 Stormo	101 gruppo	Cervie	G-91Y
9 Stormo	10 gruppo	Grazzanise	F-104S
15 Stormo	84 gruppo	Roma/Milano	HU-16A, C-45, AB-204
	85 gruppo	Roma/Milano	AB-47J, AB-204B
-----	20 gruppo	Grosseto	TF-104G
31 Stormo	?? gruppo	Viterbo	AB-204B
	93 gruppo	Viterbo	AB-47J
32 Stormo	13 gruppo	Brindisi	G-91R
36 Stormo	12 gruppo	Gioie del Colle	F-104S
	156 gruppo	Gioia del Colle	F-104S

46 Aerobr.	2	gruppo	Pisa	C-119G
	50	gruppo	Pisa	C-130H
	98	gruppo	Pisa	C-119G
51 Stormo	22	gruppo	Istrana	F-104S
	155	gruppo	Istrana	F-104S (see news)
53 Stormo	21	gruppo	Camerti	F-104G

The other units are indicated by their name or by a number. The following units are known to us at this moment:

Scuola Volo Basico Iniziale (SVBI)	at Lecce	with MB-326
Scuola Volo Basico Avanzato (SA)	Amendole	G-91T
Scuola Pattugliamento (SP)	Guidonia	C-47 and P-166
Scuola Centrale Istruttori Volo (SC)	Grottaglia	P-166, MB-326
Scuola Volo Basico Iniziali Elica (SVBIE)	Alghero	Harvard, P-148
Vola a Vela (VV)	Rieti	various gliders
Scuola Volo Elicotteri (SE)	Frosinone	AB-47J, AB-204B
Controlla Radiomisure (CR)	Cagliari	C-47, T-33, C-45
Reparto Volo della Regione Milano (RM)	Milano	T-6, S-208, AB-47J, C-47, C-45, P-166
Reparto Volo della Regione Roma (RR)	Rome	C-47, C-45, P-166, T-6, S-208
Reparto Volo della Regione Bari (RB)	Bari	C-45, P-166, S-208
Scuola Lecce (SL)	Lecce	Harvards
Centro Addestramento Al Tiro (TD)	Decimomannu	Harvards
Gruppi di Standardizzazione (GS)	Cagliari	T-33A
306 gruppo Stato Maggiore (SM)	Roma	C-47, C-188, C-131
311 gruppo Reparto Sperimentale (RS)	Pratica di Mare	several types
313 gruppo Addestramento Aerobatico (AA)	Rivolto	G-91PAN
538th flight of Airsouth (FS)	Napoli	T-6

One unit remains unknown: ST flying with RT-33A

REGISTRATION CODE

For the first line a/c the registration code begins with the Stormo or Aerobrigata number, e.g. an F-104G of 5th Stormo reg. begins with 5-. This number is followed by 1, 2 or 3 figures. Mostly these are 1-20 for the first gruppo, 21-40 for the second gruppo and 41-60 for the third gruppo, but unfortunately there are many exceptions.

It is also possible that the last three figures of the s/n is used. The training and supplementary units are using the two or three letters of the unit name as squadron code, e.g. DC-6B's of the Stato Maggiore are flying with SM-code. These letters are followed by 1 or 2 figures. Two exceptions are the Initial training school at Lecce, of which the MB-326's are coded 00 up to 99 and 313 aerobatic sqn which have a number on tail. The squadron code of the SVBIE at Alghero is not known (probably SI).

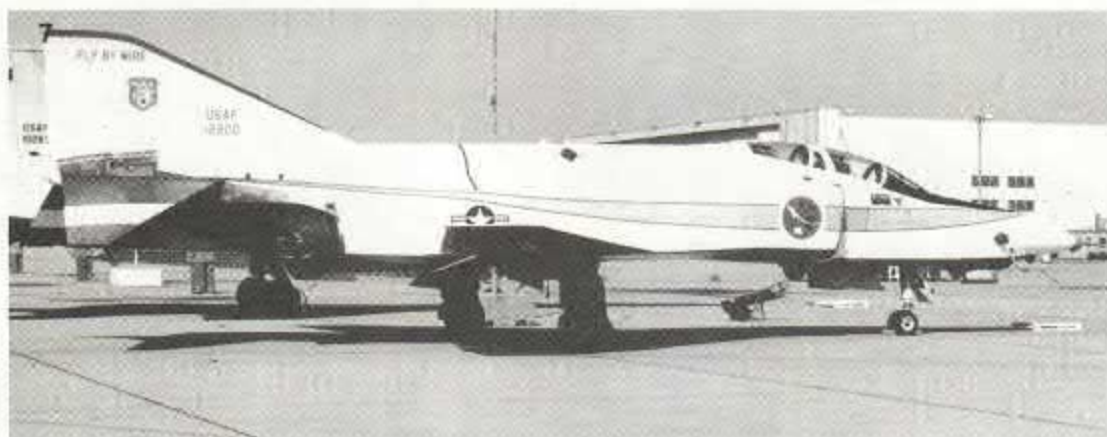
CONSTRUCTION AND SERIAL NUMBERS

Normally all aircraft, built in Italy or bought outside receive an Italian serial, beginning with MM (Matricola Militare means military serial). MM is followed by 3, 4 or 5 figures in the following blocks:

500	for prototypes
5000	for ASW helicopters
6000	for fighters
50000	for liaison and training aircraft
60000	for transport aircraft
80000	for helicopters
90000	for miscellaneous

Older a/c like F-84F and RF-84F are still wearing their USAF-serial: they never got an MM-serial, although F-86K's got an MM-serial but always carried the USAF s/n.

The T-33A and C-119G and J are wearing their USAF serial preceded by the letters MM.



9



10



11



12



13



Each Italian military a/c nowadays wears a serial-number somewhere on the a/c. Often this is the only way to identify the a/c as many planes don't wear registrations; moreover registrations are changing on a high frequency.

AIRCRAFT OF THE A.M.I. part 1

Fairchild C-119J Flying Boxcar/Packet

20 C-119J's were bought for 46 Aerobrigata's 50th gruppo at Pisa. Last year the C-119J was replaced by the C-130H.

<u>s/n</u>	<u>reg</u>	<u>details</u>	<u>s/n</u>	<u>reg</u>	<u>details</u>
MM51-8113	46-69		MM51-8158	46-62	
MM51-8121	46-50	to aviation museum Torino	MM52-5849	46-59	WFU at Vergiate
MM51-8125	46-51	WFU at Pisa	MM52-5851	46-60	WFU at Vergiate
MM51-8128	46-52	to trainings School at Caserta	MM52-5866	46-61	
MM51-8130	46-53	WFU at Pisa	MM52-5884	46-63	converted to EC-199J
MM51-8140	46-54		MM52-5896	46-64	WFU at Vergiate
MM51-8144	46-55	WFU at Vergiate	MM52-5897	46-65	
MM51-8152	46-56	WFU at Pisa	MM52-5947	46-66	
MM51-8154	46-57		MM53-8098	46-67	
MM51-8156	46-58	WFU at Pisa	MM53-8103	46-68	WFU at Pisa

C/ns are: 116, 123, 128, 131, 133, 10918, 147, 155, 157, 159, 161, 10208, 10210, 11025, 11051, 11063, 11064, 11134, 201, 206

46-59, 60, 61, 63, 64, 65, 66, 67, 68 ex ex C-119G, the other are ex C-119Fs

Fairchild C-119G Flying Boxcar/Packet

Totally 40 C-119G's were bought for 2 and 98 gruppo of 46 Aerobrigata at Pisa. These C-119G's will remain in service till the Fiats G-222 are delivered.

<u>s/n</u>	<u>reg</u>	<u>s/n</u>	<u>reg</u>	<u>s/n</u>	<u>reg</u>
MM51-17365	46-26	MM52-6013	46-37	MM52-6042	46-32
MM51-17366	46-80, 46-82	MM52-6015	46-99	MM52-6048	46-92
MM51-17367	46-27	MM52-6016	46-81	MM52-6049	46-83
MM52-6000	46-98	MM52-6017	46-39	MM52-6053	46-85
MM52-6001	46-33	MM52-6018	46-86	MM52-6054	46-88
MM52-6002	46-31	MM52-6019	46-21	MM52-6056	46-89
MM52-6003	46-34	MM52-6020	46-84	MM52-6057	46-90
MM52-6004	46-22	MM52-6024	46-91	MM53-3200	46-38
MM52-6006	46-82	MM52-6025	46-36	MM53-3219	46-96
MM52-6007	46-87	MM52-6029	46-93	MM53-7828	46-97
MM52-6008	46-20	MM52-6030	46-95	MM53-7845	46-94
MM52-6009	46-24	MM52-6031	46-30	MM53-8146	46-35
MM52-6010	46-23	MM52-6040	46-25		
MM52-6012	46-29	MM52-6041	46-28		

Lockheed C-130H Hercules

Last year 50 gruppo got 14 Herculeses to replace the C-119J at Pisa. These C-130H's are registrated 46-2 up to 46-15 s/n MM61988-62001 resp.

Convair CV-440

4 Convairs remain in service as VIP a/c of the Stato Maggiore at Rome: SM-1 s/n MM61833; SM-4 MM61898; SM-21 MM61899; SM-22 MM61901.

Douglas DC-6B

5 DC-6B's were delivered to the Stato Maggiore for VIP-duties. Later one ex civil DC-6 was added. These a/c are:

SM-5 s/n MM61965; SM-6 MM61900; SM-8 MM61923; SM-23 MM61964; SM-26 MM61922; SM-29 MM61987.

DOUglas DC-9; one a/c was bought by the end of 1973 for VIP-duties, being SM-12 (MM62012, c/n 47595).

-- 12 --

HEERESFLIEGER (II)

From Christian Emrich of Neufahrn, Germany we received additional information on the article published in FLASH Nr.43.

Formation of the Heeresflieger in the mid-sixties

The HEER (West German Army) is divided into three korps: the 1st Korps in Munster, the 2nd Korps in Ulm and the 3rd Korps in Koblenz. Within each Korps there is a Korpheeresfliegerkommandeur (KorpsHFlgKdr), who has command over:

- one Heeresflieger-Batallion K
- 2 or 3 Heeresflieger-Instandsetzungsstaffeln
- 1 or 2 Heeresflieger-Ausbildungskompanien
- plus several other Heeresflieger units (not flying)

A Heeresflieger-Batallion K consists of 4 Staffeln, two of them being Transportstaffeln, equipped with 21 medium helicopters (H-21 and H-34) each, and one is a Beobachtungs- und Verbindungsstaffel flying 15 Alouettes II and 8 DO-27's.

The three Heeresfliegerbatallions K are:

- HFlgBtl 100, at Rheine-Bentalge, code-letter PZ
- HFlgBtl 200, at Laupheim, code-letter PY
- HFlgBtl 300, at Niedermendig, code-letter PX

The HEER is furthermore divided into 12 divisions, which are assigned to the three Korps. Each division has at its disposal one Heeresflieger-Batallion D. These HFlgBtln D were originally just Heeresfliegerstaffeln, but they have been enlarged to become a Batallion. There are still a few Staffeln which have not been transformed into a HFlgBtl though, for instance HFlStff 7 at Celle. The first HFlgStff to become a HFlgBtl was HFlStff 6 (based at Itzehoe) in 1963.

A Heeresflieger-Batallion D consists of several Staffeln, two of which are equipped with aircraft: One Beobachtungs- und Verbindungsstaffel (Observation and liaison Squadron) and one Transportstaffel (Transport-squadron). The Beobachtungs und Verbindungsstaffel is equipped with 15 light helicopters (Alouette II). In former years there have also been several DO-27s within the Verbindungsstaffeln of the HFlgBtln D. The Transportstaffeln of the HFlgBtln D have 21 medium helicopters (H-21 and H-34)

Here is a short survey of the existing Heeresflieger-Batallions D resp. Heeresfliegerstaffeln, their code-letter and the Divisionen, to which the various Staffeln and Batallions are assigned:

<u>code-letter</u>	<u>HFlg unit</u>	<u>based at</u>	<u>assigned to Div.</u>
PA	HFlgStff 1	Hildesheim	1
PB	HFlgStff 2	Fritzlar	2
PC	HFlgStff 3	Rotenburg/Hann.	3
PD	HFlgBtl 4	Roth	4
PE	HFlgStff 5	Fritzlar	5
PF	HFlgBtl 6	Itzehoe	6
PG	HFlgStff 7	Celle	7
PH	HFlgStff 8	Oberschleissheim	1st Gebirgsdiv.
PJ	HFlgStff 10	Neuhausen ob Eck, was at Friedrichs- hafen earlier	10
PK	HFlgStl 11	Celle	11
PL	HFlgBtl 12	Niederstetten	12

(This list doesn't enclose the code-letters PI, which should belong to HFlgBtl 9. As I have not been able to trace any a/c with these code-letters, I suppose that there is no HFlgBtl 9.)

As for the Heeresflieger-Instandsetzungsstaffeln (HFlgInstStff), they have for their use some medium helicopters and in former days some DO-27, too. There are the following HFlgInstStff: Nos. 107 (at Rheine-Bentlage), 108, 207 (at Laupheim), 208, 209, 307 (at Niedermendig), 308 and 309. The code-letters for these Staffeln range from PM to PT, but it has not yet been found out, which codes belongs to which staffel.

As mentioned above, there are several Heeresflieger training units under the command of the three KorpsHFlgKdr. These units use the DO-27 and the same helicopter types as the other Heeresflieger units. The a/c of these training units have registrations beginning with the letter Q. Known code-letter allocations are:

QA	HFlgTrspStff (Lehr) 102	at Buckeburg
QB	unit designation unknown	at Rheine-Bentlage
QC	unit designation unknown	at Rheine-Bentlage
QD	unit designation unknown	unknown
QE	unit designation unknown	at Laupheim
QF	unit designation unknown	at Niedermendig

The most important training unit is Heeresfliegerwaffenschule (HFlgWaS) at Buckeburg. The aircraft of HFlgWaS were coded QW

Not only the HEER has an aviation component, but the Territoriale Verteidigung (TV) too. There are several Verbindungsstaffeln within the TV, the aircraft of which have registrations in the Q-range. Further details concerning units and code-letter allocations are not known.

Formation of the Heeresflieger today (1973/1974)

In the past few years, several important changes have taken place within the Heeresflieger. These changes mostly affect the Heeresflieger units under the command of the three Heeresfliegerkommando resp. the three KorpsHFlgKdrs. At present there are the following Heeresflieger units placed under the command of a FFlgKdo:

- one leichtes Heeresflieger-Regiment (leHFlgRgt)
- one mittleres Heeresflieger-Regiment (mHFlgRgt)
- one HFlg Beobachtungs- und Verbindungsstaffel
- one Heeresflieger-Instandsetzungsstaffel
- plus several other units.

A Heeresflieger-Regiment is divided into:

- one Stabs- und Versorgungsstaffel
- one fliegende Abteilung
- one Flugzeugtechnische Abteilung

The Fliegende Abteilung has two Fliegende Staffeln:

The formation of the new HFlgRgt is the result of the reorganisation of the old HFlgBtl K and some of the old HFlgInstStff. The leHFlgRgt are equipped with the Bell UH-1D. They have been designated HFlgTrspRgt-10, 20 and 30. The mittlere Heeresflieger-Regimenter are to be equipped with the CH-53G, each Fliegende Staffel is to receive 16 helicopters of this type. There are three mHFlgRgt: No. 15 at Rheine-Bentlage, No. 25 at Laupheim and No. 35 at Mendig (new name for Niedermendig).

As for the Heeresflieger-Batalione D, no changes are known, except that the H-21 and H-34 have been phased out in favour of the Bell UH-1D.

So far the Heeresflieger. It has been tried to give a complete as possible picture of the past and present statue of the aviation component of the WG Army, but there are still several unknown details. Let's hope that some more information on the Heeresflieger will come to light in the near future.

Some corrections and additions concerning the aircraft of the Heeresflieger are:

Bell 47G-2 (licence-built by Agusta in Italy)

The Heeresflieger had 6 aircraft of this type, which later were transferred to the Luftwaffe. Known registrations are PA-117 and PA-118 (c/n 1988, later 7429).

UH-1D

7001 c/n 8001 is ex US-801, 7002 c/n 8002 is ex US-802, 7317 c/n 8437 crashed in 1972.

Sikorsky H-34

additional subsequent identities: 8003 to D-HAGB, 8004 to N47787, 8005 to N33602, 8006 to N7320, 8007 to N7330, 8008 to D-HMBC to N65527, 8009 to D-HMBD to N65526, 8011 to N33601, 8012 to N17199, 8014 to N47780(ntu) to N47788, 8018 to N47781, 8021 to N47782, 8025 to N82806, 8027 to N82807, 8032 to N51881, 8036 to CH-1101 to LN-OSA to N..., 8040 to N33605, 8043 to CH-1108 to LN-OSD, 8044 to N51882, 8045 to N51883, 8047 to N47783, 8048 to N51884, 8065 to N33603, 8068 to N..., 8071 to N51885, 8077 to N51886, 8082 to N47785, 8094 sold to the USA, 8101 to N82846, 8106 to N..

Sikorsky CH-34J

CH-34J 8202 sold to Norway

Sikorsky CH-53G

8403 is with TSLW 3 at Fessberg

c/n from 8412 upwards are 65010 upwards (8428 c/n 65026 seen at Paris Air /Show)

Sud Aviation Djinn

There have been six Djinn with the HEER. PB-157 is ex PB-119; it has been supposed that c/n 1016 (ex PB-157) is the Djinn which is now in the Hubschraubermuseum in Buckeburg.

Sud Aviation Alouette

The Heeresflieger have got 53 Alouette Astazou, registered 7725 to 7777. Known c/n-registration-allocations are:

C/n 2008 is 7725, 2017 is 7728, 2040 is 7732, 2041 7733, 2046 7734, 2085 7747, 2091 7749, 2101 7754, 2105 7756, 2115 7761, 2116 7762, 2118 7763, 2130 7771, 2131 7772, 2132 7773, 2134 7774, 2135 7775, 2136 7776, 2137 7777

Vertol H-21C

8332 c/n WG-32 is no H-21C, but a V-44B (H-21C is V-43). 8332 is ex QK571.

HEERESFLIEGER III

Also from Olaf Meier, of Herford, Germany we received some notes concerning the article on the German Heeresflieger:

The organisation scheme published in the April issue doesn't exist any longer. Since 1972 a new one has been introduced: Nowadays there are three HeeresfliegerKommandos, one for Northern Germany, one for Central Germany and one for Southern Germany. Each of these Kommandos comprises the following units:

- 1 one Heeresflieger Verbindungsstaffel (liaison-unit) with 12 Alouette 2.
- 2 one Leichtes Heeresflieger-Transportregiment (light transport unit) with two Leichtes Heeresflieger-Transportstaffeln, each with 20 Bell UH-1D.
- 3 one Mittleres Heeresflieger-Transportregiment (Transport unit) with two Mittlere Heeresflieger-Transportstaffeln each with 16 CH-53G.

This means that the Heeresfliegerbattalione of the Divisions have

become Heeresfliegerstaffeln with 10 Alouette II each- no more UH-1Ds which are used by the Kommandos.

The only exception is HFB 6 based at Itzehoe-Hungriger Wolf. As this unit doesn't belong to one of the three Heeresfliegerkommandos but to AFNORTH, it comprises:

- one Beobachtungs- und Verbindungsstaffel (observation- and liaison unit) with 10 Alouette II
- one Leichtes Heeresflieger-Transportstaffel with 20 UH-1D

Here now a survey of the three Heeresfliegerkommandos:

HfLKom 1:	HfLVerbStff	Rheine-Bentlage	12 Alouette II
	LeHfLTrReg 10	Celle	40 UH-1D
	MittHfLTrReg 15	Rheine-Bentlage	32 CH-53
			now still H-34
HfLKom 2:	HfLVerbStff	Laupheim	12 Alouette II
	LeHfLTrReg 20	?	40 UH-1D
	MittHfLTrReg 25	Laupheim	32 CH-53
HfLKom 3:	HfLVerbStff	Niedermendig	12 Alouette II
	LeHfLTrReg 30	Fritzlar	40 UH-1D
	MittHfLTrReg 35	Niedermendig	32 CH-53

The Heeresflieger-Waffenschule at Buckeburg/Achum uses:

- 15 CH-53
- ca. 30 UH-1D
- ca. 40 Alouette II
- ca. 5 DO-27 (Luftsportgruppe)

The HfLStff 5 is based at Niedermendig, not at Fritzlar as we wrote. Furthermore the five CH-34J are not used by the army but by the navy. Being painted in the well known silver/orange SAR colour scheme they are part of the MFG-5 at Kiel-Holtenuu.

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CENTRAL FLYING SCHOOL REGISTRATIONS

by Paul A. Jackson

The following list gives the aircraft now operated by the CFS, to add to the information given by Ben Ullings.

Bulldog	: XX514-518 coded 44,40-43; XX538-542 coded 45-49			
Jet Provost T.3	: XN554/60	XN366/61	XN573/62	XM470/63
	XN549/66	XN548/67	XM349/68	XN595/69
	XM358/70	XN640/74	XM425/75	XN581/77
	XN472/78			
Jet Provost T.5	: XW287-295 code 80-88	XW414/89	XW421/90	XW423/-
	XW434/92			
Sioux HT.2	: XV311/K	XV313/E	XV314/M	XV315/W
	XV318/V	XV319/N	XV320/B	XV324/X
Whirlwind HAR.10	: XD163/X	XJ726/F	XJ727/L	XJ758/Z
	XP331/T	XP333/G	XP338/N	XP344/K
	XP360/V	XP394/C	XP405/D	XR458/H
Gnat T.1	: XP514(RA)	XP515/A	XP531(RA)	XP539/L
	XR544/B	XR572/R	XR955(RA)	XR981(RA)
	XR991(RA)	XR993(RA)	XR996(RA)	XS101(RA)
	XR107(RA)	XS111(RA)		XS105/C
	RA is Red Arrows display-team			
Varsity	: WF377/377	WJ945/21		
	(WF409/J shown in the photo No.8 belongs to 5 FTS at Oakington).			

LOCKHEED F-104 STARFIGHTER IN US SERVICE

In March 1953 the USAF ordered two prototypes of this revolutionary new aircraft; these prototypes were designated XF-104 and serialled 53-7786 and 53-7787, c/n 083-1001/1002 resp.

In 1954 fifteen pre-production machine, YF-104's were ordered, which had another engine installed. As a result of these tests the first batch of F-104A Starfighters was ordered in 1955.

Details on these F-104A's are as follows:

55-2955 to 55-2971 YF-104A c/n 183-1001-1017
56-730 to 56-736 F-104A-1-Lo c/n 183-1018-1024
56-737 to 56-747 F-104A-5-Lo c/n 183-1025-1035
56-748 to 56-763 F-104A-10-Lo c/n 183-1036-1051
56-764 to 56-788 F-104A-15-Lo c/n 183-1052-1076
56-789 to 56-825 F-104A-20-Lo c/n 183-1077-1113
56-826 to 56-882 F-104A-25-Lo c/n 183-1114-1170

On 26 January 1958 the first F-104A was delivered to Air Defence Command, the first unit to receive the aircraft being 83 Fighter Interception Wing at Hamilton AFB.

Individual histories of the 170 F-104A Starfighters as far as known are:

53-7786 first flight was on 7-2-54 56-770 to RCAF as 12700
-7787 w/o Mojave, Cal.in 4-54 -771 to R.Jordan AF
55-2958 w/o Palmdale, Cal.15-2-57 -772 w/o 26-7-58 Edwards AFB
-2959 converted to JF-104A -775 to China Nat. AF as 4211
-2960 w/o Edwards AFB 3-11-56 -776 w/o 3-3-58 Hamilton AFB, Cal.
-2961 to NASA -779 to R Jordan AF
-2962 w/o Palmdale, Cal.1-5-57 -781 w/o 9-4-61 nr. Phoenix, Ariz.
-2964 w/o Wright-Patterson AFB, Ohio 2-11-59 -782 to R Jordan AF
-2967 damaged nr. Austin, Texas -783 w/o 13-2-59 Larsen AFB, Wash.
3-5-57 -784 to R Jordan AF
-2968 w/o Eglin AFB, Texas -791 to R Jordan AF
3-5-57 -792 w/o 6-2-58 nr. Palmdale, Cal.
-2970 f/f 17-2-57; w/o Bartow, Cal 27-5-57 -793 to R Jordan AF
-2971 converted to QF-104A -794 w/o 15-2-58 Palmdale, Calif.
56-731 w/o Edwards AFB, Cal.on 2-4-57 -795 to R Jordan AF
-735 converted to QF-104A -798 to Pakistan AF
-738 w/o Kirtland AFB, New Mexico 21-3-58 -803 to Pakistan AF
-739 converted to QF-104A -804 to Pakistan AF
-740 w/o 22-9-60 nr China Lake -805 to Pakistan AF
-741 converted to QF-104A -806 w/o 13-6-60 Weston AFB
-742 w/o 23-6-59 Edwards AFB -811 to R Jordan AF
-743 converted to QF-104A -812 w/o 20-4-59 Hamilton AFB
-750 to R.Jordan AF -815 w/o 5-7-59 Caprus, New Mex.
-751 w/o 21-10-60 Edwards AFB -819 w/o 17-3-61, Knoxville, Tenn.
-752 to R.Jordan AF -820 w/o 7-3-60 Castle AFB
-754 to R.Jordan AF -824 to R Jordan AF
-756 converted to NF-104A -825 w/o 11-8-59 Hamilton AFB
-757 w/o George AFB, Calif. on 7-4-61 -826 to R Jordan AF
-759 to R.Jordan AF -834 to Tennessee ANG
-760 converted to NF-104A -839 to MAP
-761 w/o 9-2-61 Edwards AFB -840 w/o 13-4-60 near Moses Lake, Washington
-762 converted to NF-104A -845 to CNAF as 4204
-765 w/o 6-4-59 Hamilton AFB -849 to R Jordan AF, w/o Amman 8-5-67
-766 to R.Jordan AF -853 w/o 25-5-61 Olmstead AFB, Pennsylv.
-767 to MAP -855 w/o 5-5-61 Knoxville, Tenn.
-768 w/o 30-6-59 Edwards AFB -857 w/o 30-8-68 Homestead AFB
-869 w/o 11-12-58 Wright-Patterson
-872 to R Jordan AF
-873 w/o 18-1-60 Tinker AFB, Ohio

F-104A Starfighters served with Air Defence Command till 1959. A number of aircraft were then converted to QF-104A's, radio-piloted target planes, others were passed through to the Tennessee ANG and South Carolina ANG. Three F-104A's were converted to NF-104A's, to serve with the Aerospace Research Pilot's School at Edwards AFB, Calif. Furthermore a number of F-104A's were delivered to the air forces of Nationalist China (25), Pakistan (12) and Jordan (30, including some of the B version).

During the Cuba crisis in 1963 F-104A's were called back to first-line service in the USAF: Homestead and Webb AFB became equipped with ex ANG Starfighters.

At present practically all F-104A's have been withdrawn from USAF and ANG strength. A few are still in use with the Test Pilot School e.g. 56-817.

A more sophisticated version was the F-104C, the tactical Starfighter. The first F-104C was delivered to George AFB in October 1958. 76 F-104C's have been build:

56-883 to 56-938 F-104C-5-Lo c/n 183-1171-1226
57-910 to 57-930 F-104C-10-Lo c/n 183-1227-1247

Details on some of these are:

56-884	w/o 18-11-60 Tinker AFB, Ohio	56-909	w/o 21-6-60 in Spain
-885	w/o 13-5-61 Bitburg AFB, Germany	-915	w/o 28-10-59 George AFB
-886	w/o 9-5-61 in Spain	-916	w/o 12-11-57 Tinker AFB
-893	290 29-2-59 George AFB, Cal.	-917	ww/o 13-3-60 in Bermuda
-894	w/o 2-8-61 in Spain	-922	w/o 2-3-61 George AFB
-896	w/o 14-12-59 in Spain	-923	w/o 26-6-61 Charlottesville, Virginia
-897	w/o 15-6-61 in Spain	-925	w/o 3-10-60 in Spain
-900	w/o 19-3-59 George AFB	-930	w/o 15-3-60 in Spain
-905	w/o 26-2-60 Nellis AFB, Neva.	-932	w/o 16-6-61 George AFB
-906	w/o 19-7-60 nr. Cuddeback, Calif.	57-910	w/o 9-2-59
-907	w/o 29-1-59 George AFB, Calif.	-917	w/o 26-6-61 Charlottesville
		-919	w/o 27-1-60 George AFB

As you can see, several Starfighters crashed in Spain: a detachment of 479 Wing at George AFB, was based at Moron, near Sevilla in Spain in the early sixties. The F-104C is still in service with the Air National Guard. Late 1973 the following a/c flew with 198TFS/156TFG Puerto Rico NG: 60886, 60890, 60891, 60892, 60898, 60910, 60914, 60926, 60932, 60936, 60938, 70920, 70928, 70929.

Trainer version of the USAF Starfighters were the F-104B and F-104D.

Details Lockheed F-104B Starfighter:

56-3719 to 56-3724 F-104B-1Lo c/n 283-5000-5005
57-1294 to 57-1302 F-104B-5-Lo c/n 283-5006-5014
57-1303 to 57-1311 F-104B-10-Lo c/n 283-5015-5023
57-1312 to 57-1313 F-104B-15-Lo c/n 283-5024-5025

56-3719	f/f 7-2-57, w/o 30-6-58 Palmdale, Calif.	57-1296	to MAP
-3724	w/o 19-10-59 near Gardner	-1300	to CNAF as 4102
57-1294	to CNAF as 4101	-1302	w/o Luke AFB 16-7-60
-1295	w/o 10-11-59 Hamilton AFB	-1303	NASA a/c
		-1313	w/o 22-4-60 Hamilton AFB

Details Lockheed F-104D Starfighter:

57-1314 to 1334 c/n 283-5026 to 5046
57-1329 w/o Tinker AFB, 22-5-61
Still in service with Puerto Rico ANG: 71316, 71318, 71320, 71323, 71330, 71334.

Another Starfighter version is the F-104N; these aircraft are flying on behalf of NASA and don't carry military serials:
c/n 4045 is NASA 011; 4053 is NASA 012; 4058 is NASA 013.

PORTUGUESE AIR FORCE: AIRCRAFT & SERIALS (II)

In the FAP feature by Jose Luis Gonzalez Serrano in FLASH Nr.43 of April 1974 were several errors, and also I can add a few details:

CLASS 1 (single-engined trainers):

- T-6C/D/G block 1601-1799 (not 1800) also includes Harvards Mk.4, ex Luftwaffe (ca.70). Another T-6 block is the 1500-series, consisting of ex South African Harvards. Serials known in this block range from 1501 to 1554.
- The ex-Canadian T-33's were serialled 1951 through 1955, not 1901 through 1905, and threse five aircraft are no longer in service. Normal T-33A's are serialled from 1901 onwards, the highest known serial being 1927.

CLASS 2 (twin-engined trainers):

- The 2500-series does not exclusively cover Beechcraft T-11 Kansans, but also includes C-45 and SNB Expeditor and Navigator models. The highest number known to me is 2520, a C-45 serving in Angola.

CLASS 3 (liaison aircraft):

- The FAP received a total of 27 Super Cubs, serialled 3201-3227, not 26 as sometimes asserted. A photo of 3227 is known to exist.
- The FAP Broussards remained in service as late as 1973, and may still be on strenght now.
- The first FAP DO-27 serial block was 3401-3499 (not 3500), and in the second block starting at 3321 the highest known number is 3371.
- In the FAP Auster block, 3501 onwards, the 15 first aircraft (3501-3515) were bought in England. Then 150 Austers were produced by OGMA at Alverca, but many of these were given civil registrations. In fact no more than 75 were ostensibly taken onto FAP-strenght, the highest number recorded being 3590.

CLASS 5 (fighters/fighter bombers):

- The highest F-84G Thunderjet serial known to exist is 5219
- The FAP did not receive any CL-13B Sabres from the WGAF, contrary to some assertions. In fact all Sabres are F-86F's, some of which came from the Royal Norwegian Air Force. Highest serial number known to exist is 5365, although some earlier serial-numbers may have been used twice.

CLASS 6 (transport aircraft):

- Although the 6200-block may have been reserved for C-47's, it was not taken up, and the highest known serial number for Dakota's is 6171.
- No serials beyond 6322 were used on Ju-52/3m's, but there are reports that 6300 also was a Ju-52/3m, which would be rather unusual.
- The Nord Noratlas serial allocation was not as given. 6401-6412 were N-2502's, with wing-tip jet engines. From 6413 onwards all aircraft were N-2501D's received from Germany, the highest known number being 6427.

CLASS 7 (search- and rescue and experimental aircraft):

According to some reports the B-26 Invaders are serialled 7104-7110, thus not duplicating HU-16A serials. This theory would be made plausible by the fact that B-26 7107 was marked with "D", which would appear to indicate that this was the fourth aircraft. However, in 1973 B-26 7102 was reported at Alverca, and this would suggest that the block 7101-7107 would be more correct. It is known that several B-26's were overhauled at Alverca late 1972 and during 1973 pending their deployment in Angola during 1973, and it is not impossible that "new" B-26's were delivered to Portugal recently to add to the seven B-26's received in 1965.

CLASS 8 (VIP transport):

-- It is doubtful whether the two Boeing 707's serialled 8801-8802 are exclusively used for VIP-flights, since they are both fitted with cargo doors, and since both were originally acquired for trooping flights to the African colonies. The class may in fact be for jet-transport rather than VIP transports, especially since Dakotas and C-45's are also known to be used for VIP-flights.

CLASS 9 (Helicopters):

-- The highest known serial number for Alouettes III is 9401, not 9375 as recorded. In fact there may be higher serials, as 9401 was reported about 1½ years ago as just having come from the production line, and since there are indications that more Alouettes III have been delivered since.
-- The SA-330 Pumas are not in the 9400-block as that is the third Alouette III-block. In fact the Pumas are in the 9500-block, i.e. 9501-9512 inclusive, for which photographic evidence is available.

Additional information and photographs would be welcome.
Anton le Nobel, Grenslean 18, Aerdenhout 1541, Holland.

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WEST GERMAN AIR POWER Corrections and Additions

With special thanks to P.van Gemert, J.van den Oever and P.Vercrijse, and SEAR

- The F-84F at Belzenberg is an F-84F-45RE, s/n 52-6783, ex reg DD-248.
- Further Bell 47 disposals are: 5 to the Spanish Army in 1973, Regs?
 - c/n 249 (74-09) to D-HINS c/n 268 (74-26) to D-HAKN
 - c/n 253 (74-12) to D-HOND c/n 1986(74-34) to D-HAKO
 - c/n 261 (74-19) to D-HAKM
- Bolkow 105 D-9574 is ex D-HBWB, not D-HMBB
- DO-27 D-9519 up to 9521 never used regs 5579, 5590 and 5596, and were ferried to Turkey as D-EGRY, EGTU and EGTY resp.
- G-91R 30-11 temporarily flew in USArmy colours as 0065
- G-91T 34-02 temporarily flew in USArmy colours as 0002
- Some more old codes of the G-91R:
 - c/n 0078 ex BD-238, 0079 EC-119, 0080 EC-120; 0081 EC-121; 0083 EC-249;
 - c/n 0086 ex EC-231; 0087 EC-232; 0088 EC-233; 0089 EC-234; 0090 EC-231.
 - c/n 0145 up to 0153 BD-377 to 385 0415 up to 0417 DG-231 to 233
 - c/n 0374 up to 0393 BD-401 to 420 0433 up to 0434 DG-249 to 250
 - c/n 0394 up to 0412 DH-101 to 119
- Further DO-27 disposals to civil: c/n 328 (56-46) to D-EIVE.
- Further P-149D disposals to civil:
 - c/n 051 (90-37) to D-EOMQ c/n 115 (90-95) to D-EFNR (so not w/o)
- N-2501 D-9512 and 9513 never used the regs 5214 and 5204
- F-104G list: 20-55 of JB-31 crashed 15-6-73 at Beja (Portugal) and is now at the Erding scrap-yard. 26-38, 26-39 and 26-40 don't exist.
 - c/n 8261 is 25-03 not 24-03 c/n 8189 crashed at Jever
 - c/n 8142 crashed near Bremerhafen c/n 8081 is 23-81 and not w/o
 - c/n 8078 was w/o before the new code-system, so not 23-79
 - c/n 8080 was the Dutch D-8080 which went to the Luftwaffe after a crash at Schiphol. This is now 23-80
 - c/n 8002 63-13270 must be 63-13269; c/n 8003 63-13271 must be 63-13270
- DO-27 to Spanish AF: L9-68 (c/n 408) is ex 56-94 not 56-95.
- Alouette II 76-25 was QW-218, QW-743 not 76-26.
- Sea Hawk Mk.101 c/n 6692 is a wreck at Bremen as RB-245 not VA-245.
- Sea Hawk Mk-100 c/n are 6653-6686, VA-220 at Bremen is c/n 6653.
- Sycamore 78-22 is sold to D-HELF
- Pembroke 54-25 was broken up at Monchengladbach 10-73.
- Albatross c/n 49-095 has never got the reg 60-02, but was WFU before 1968. The a/c went to the VFW-factories at Bremen-Neuenland as RE-507 and was not sold to the USA as at this moment the wreck of this a/c is still visible at Bremen!

- Wanted: information on the C-130 in all versions of all Air Forces for an article in FLASH. Write to P. van den Krommenacker, van Ostadepad 9, Best, Holland.
- Following the outstanding success of our first "Super Monograph" on the Westland Wyvern, we now present our second one in the series:
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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: One of USAF's F-104A Starfighter of the Air Defence Command is O-60870. Copyright: H.v/d.Laar
- PHOTO 2: An interesting photograph of Spanish Albatross AD.1-4 at Las Palmas 1973. Copyright: C.J.van Gent
- PHOTO 3: Thunderstreak DD-335 of Jagdbombergeschwader 34, Luftwaffe. Copyright: R.Wendt
- PHOTO 4: P-138 and P-108 of the R.Neth.A.F. 315 Squadron ready for take off from Eindhoven. Copyright: Kon.Luchtmacht
- PHOTO 5: Seen at Point Mugu in 1973 was this F-86H Sabre of USNavy's VX-4 Squadron: 52-5747, code XF-31. Copyright: H.v/d.Laar
- PHOTO 6: A look at Davis Monthan AFB, shows Delta Dagger O-61334 of 179 FIS, Minnesota ANG. Copyright: H.v/d.Laar
- PHOTO 7: Inviting you to fly by wire is NYRF-4C 62-12200 which was photographed at Edwards AFB in 1973. Copyright: H.v/d.Laar
- PHOTO 8: An A-4E Skyhawk of VF-126 Squadron USNavy, prior to delivery to the IDF, Israels air arm. Copyright: H.v/d.Laar
- PHOTO 9: A photo of an F-84F of 311 Squadron Klu; note that the aircraft carries only one droptank. Copyright: Kon. Luchtmacht
- PHOTO 10: The remains of BAF Dakota OT-CNB/K-4 are at Antwerp-Deurne airport. Copyright: K.Kramer
- PHOTO 11: Neat formation of 4 F-5A's of the Hellenic Air Force, posing are 10478, 10480, 10487, 13367. Copyright: Hellenic Air Force
- PHOTO 12: A Wessex of HMS Bulwark is XS522, code VJ. Copyright: C.J.van Gent
- PHOTO 13: Ex RAF Dakota KN782 is now in service with the Hellenic AF; Larissa July 1972. Copyright: F.Klaassen
- PHOTO 14: The Kon.Luchtmacht in action during a Tactical Weapons Meet; this year's meet will be held at Sollingen and for the first time NF-5A's of No.315Sqn will be used. Copyright: Kon.Luchtmacht
- PHOTO 15-16: Two pictures illustrating the article on the Italian AF: C-119J 46-54 and C-119G 46-29. Copyright: G.Hiltermann
- PHOTO 17: A Convair 44 of the AMI SM-4. Copyright: G.Hiltermann

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