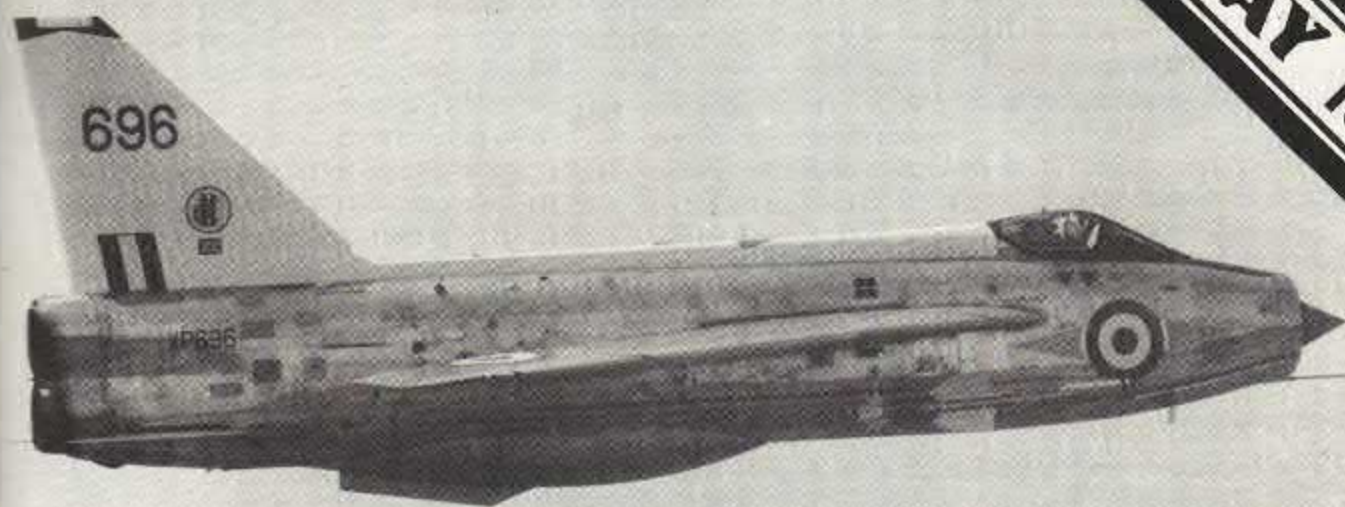


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FLASH

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MAY 1975



military aviation magazine





FLASH

MAGAZINE P.O. BOX 855
EINDHOVEN HOLLAND

EDITORIAL TEAM:

EDITOR F. KLAASSEN

CO-EDITORS H. ENGELS - P. V. GEMERT - H. V. D. LAAR - P. V. D. KROMMENACKER - J. V. TUYN

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Dear reader,

It appears that there are readers, who wish to order photographs out of our photographs; unfortunately we are not in the position to sell pictures of which we haven't got the copyrights. So only those prints published which have been made by the editors themselves can be ordered.

To correct a mistake in our last month's preface: we announced both an F-16 and a Sea King article, but due to lack of space they had to be left away. This month and next month we will try to realize this announcement.

We have received some pleas to get the ItAF back. Although the reception of these series of articles was not very satisfying which made us chose for USAFE to deal with, we will consider resuming the story if more requests will reach us.

After having discussed the matter with the RNethAF public Info Service in the Hague we will not publish exact figures of a/c based at particular airbases anymore. This will result in a more intensified cooperation between the RNethAF and FLASH!

Since a short time FLASH is also obtainable in some local kiosks. Therefore we were forced to increase the price of single copies from DFL.1,50 to DFL.2,50.

.....The-Editors.

- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
- Except for payments ALL mail concerning FLASH should be sent to the following address: "FLASH Aviation Magazine",
P.O.Box 855,
Eindhoven,
Holland.
- The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.18,- or equivalent for a one year- or DFL.9,- for a six month subscription. Dutch readers may also sent DFL.5,- for a three month subscription.
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- All advertisements in FLASH are free of charge.
- If you publish information out of FLASH elsewhere, please mention the source.
- At the moment the following back-issues are still available: Nrs.10, 26,31-33,38,40,44,45,47-50,52,53,54. At DFL.2,50 each.
- Sample-copies of FLASH are free obtainable at the editorial address.
- Also still obtainable are the self-adhesive FLASH-stickers; DFL.1,-.

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COVER PHOTOGRAPH: Making a very fast and low overshoot during its performances at the Air Tattoo at Greenham Common last year, this Lightning of 2T/2260CU from Coltishall. Copyright: J.v.Tuyn



HOLLAND-BELGIUM-W.GERMANIA

As one can see below our last month's plea resulted in a tremendous success. Therefore our special thanks to:

F.v/d.Berk, A.Booy, A.v.Dijk, G.Hiltermann, H.Jockers, J.Los, O.Meier, Pa van den Oever, H.Ploegstra, P.v.Veen, P.Vercreuijs, G.Weinmann and G.van der Weide.

HOLLAND

- A Northrop NF-5B of 314 Squadron crashed 24 April near Turnhout (Belgium). The aircraft was returning to its home-base Eindhoven after an instrument-flight, when it suddenly came in trouble. When leaving their NF-5B, one pilot (Kapitein JR.Smit) was killed, the other (Luitenant J.Kuhne) was severely injured. According to eye-witnesses, pilots of a Belgian police helicopter, the ejection-seat of the NF-5 didn't function all right. Registration of the unfortunate aircraft was K-4004. On the same day an NF-5A of 316Sqn (K-3077) hit a bird during its take-off from Gilze-Rijen, which made the pilot decided to brake off the take-off. This causing an ending in the barrier. The a/c will be repaired. The F-3071, which crashed on 2/10/73 at Gilze-Rijen is being used at the air base for schooling at the Loading Crew Trainings Section. The reg. has changed into NAC-7, which stands for Nico's Aircraft Corporation. Nico is the loading sergeant at Gilze-Rijen.
- Neptunes V206 and V-208 have been scrapped and the remains of both a/c are resting at a dump in Katwijk. At Valkenburg NAS two Grumman Trackers are still flying, being used as target-tugs: V-159 and 160
- Movements at Eindhoven included:
 - Apr. 15: BR-07 Mirage vBR BAF 42Esc.
 - 16: 58-89 DO-28D Luftwaffe; D-8107, 8338, 8083 (R) F-104G Volkel
 - 28: FT-04 T-33A BAF
- Movements at Ypenburg included:
 - Mar. 10: 46-22 C-119 ItAF (also on 11/3)
 - 17: 24477 and 24474 T-39A USAF; 46-36 C-119 ItAF
 - 18: CM-01 Mystere 20 BAF (also on 19/3)
 - 20: 18019 U-21A USArmy (also on 21/3); 12626 F-104G RNoAF
 - 24: 17785 F-104G RNoAF
 - 25: 12629 and 12630 F-104G RNoAF
 - Apr. 2: FM-2101 F-28 Fellowship Malaysia AF
- Movements at Volkel included:
 - Apr. 15: 34-10 G-91T Luftwaffe LEKG-41
 - 16: 24-03 and 25-10 F-104G Luftwaffe JABOG-33
 - 17: 21-90 and 25-44 F-104G WGAF JB-33; 24-77 and 24-17 F-104G WGAF JB-31; 31-13 and 31-47 G-91R WGAF LEKG-41; 58-76 DO-28D WGAF LEKG-41; 58-71 DO-28D WGAF JB-31

This German "invasion" concerned a large exercise at Volkel AFB, resulting in an alert take-off of 24 Starfighters of 311/312 Sqn
- Movements at Valkenburg included:
 - Mar. 6: K-688 C-47 RDanAF 721Sqn
 - 10: 157324/LR-9 P-3C USNavy VP-24Sqn. 11: XW790 Dominie RAF 328
 - 12: 1002 BAC.111 Oman AF 13: 16-03 Hansa Jet WGAF
 - 19: 232 Navajo French Navy; 61-05 Atlantic WGNavy MFG-3; CM-01 Mystere 20 BAF
 - 21: 61-13 Atlantic WGNavy/MFG-3 23: 1001 BAC.111 OmanAF

- Movements at Beek included:
Apr. 23: o-10679 T-39A USAF; 18040 U-21USArmy
RP-C99 C-130 Phillipine Government.
- Movements at Soesterberg included:
Apr. 7: XV580/Q Phantom FG.1 RAF 43Sqn Leuchars
WR65-687 F-4D USAF 78TFS; D-6654, 6657, 8060, 5809, 5813,
and D-5815 all (T)F-104G 322/323Sqn
- Movements at Leeuwarden included:
Apr. 3: 30-37, 30-25 and 33-10 G-91R WGAF LEKG-42
XR505/BS, XR529/BN Wessex RAF 18Sqn; FC-10 (c/s EB425) TF-104G
BAF 10Wing Kleine Brogel
- 4: C-9 F-27 334Sqn; FX-24 F-104G BAF 10Wing;
XV222 (c/s Ascot 4166) C-130K RAF
- 7: C-8 F-27 334Sqn; FC-01 and FX-24 (c/s EB431) (T)F-104G BAF
10 Wing; FX-19, 59 (c/s EB137) F-104G BAF 1 Wing;
XV585/P, XV572/N Phantoms FG.1 RAF 43Sqn;
252/V (c/s Pakev) Atlantic MLD
- 9: D-5811, 8022, 8133, 8279 T/R/F104G Volkel Wing; XT681/BA
Wessex RAF 18Sqn (till 10/4); 37-42, 37-19 F-4F WGAF JG-71
- 10: XV210, XV296 C-130K RAF; C-8, 10, 11 F-27M 334Sqn
- 15: XT469, XT461/XD, XT474/XE, XT476/XC Wessex R Navy;
C-8 F-27M 334Sqn; D-5801, 5803, 5808 TF-104G Volkel Wing
- 16: 233 (61-12233 ex FN-P) and 633 (61-2633 ex FN-O) F-104G
RNoAF 331Sqn (both silver); CR69-0266 F-4E USAF 32TFS;
ZR68-0565 RF-4C USAF 26TRW/17TRS; FC-05 (c/s EB154) TF-104G
BAF 1 Wing
- 17: K-3003, 3062 (both 315Sqn), 3033, 3048 (both 316Sqn),
K-4013 (313Sqn) and 3020, 3025 (without badge), all NF-5A/B
- 21: K-4002 NF-5B (no badge); D-5808, 8258, 8280 (T)F-104G Volkel
- 22: 5844 DO-28D WGAF JG-71; C-9 F-27M 334Sqn; K-4010 NF-5B;
D-8300 F-104G 311/312Sqn
- 24: K-4016 NF-5B 315Sqn; CR69-0265 and 69-0275 F-4E USAF 32TFS;
- 28: RT-657 CF-104D-RDanAF; XL954 Pembroke RAF 60Sqn; V-250
Atlantic MLD; 27-25, 26-35 (T)F-104G WGAF JABOG-32
- 29: BD-10 Mirage 5BD BAF 8OTU

BELGIUM

- At least seven people were killed when a belgian Mirage exploded over the German town of Vechten and crashed on a row of houses. The a/c based at Liege-Bierset flew in a formation of 4 when it suddenly lost height; the pilot probably tried to eject from his aircraft, as it was found under some trees later. The terrible accident happened on 2 May.
- Noted at Koksijde on 7 May:
The following Packets (without OT-.. reg): CP-10, 11, 12, 13, 16, 17, 18, CP-22, 27, 41, 43, 46
The following Packets were on a dump: OT-CAI/9, -CBF/26, -CBI/29, OT-CBJ/30, -CBL/32, -CBM/33, -CBN/34, -CBO/35, -CBR/38, -CBS/39 OT-CBT/40
Some more fates of the BAF Packets the following can be add:
CP-1 up to -8 to RNoAF; CP-14 crashed;
CP-23 cr. 12.12.61; CP-36 cr. 19.07.60; CP-37 probably to Ethiopia AF
CP-45 cr. 26.6.63

WEST GERMANY

- The last prototype of the Alpha Jet, 04, made its first flight on 11 October 1974 at Oberpfaffenhofen; No.03 is camouflaged and has registration 40-01.
- On 24 April a Starfighter of the WGAF crashed in Southern Germany; the pilot was killed.
- In the beginnig of April the first Phantoms F-4F were delivered to JABOG-36 at Rheine Hopsten. So far noted regs of the F-4F's of JB-36 are 37-49, 37-53, 37-61, 37-97, 37-98.

- Noted at Monchen Gladbach are Pembrokea 5410, 5411, 5412, 5428, 5404, 5408, 5409, 5415 plus one without reg., and Harvard T-6 AA-63 52-8588. Visiting on 26/3 was UH-1D 7097 of the HEER.
- Probably the first real w/o of a Phantom of the Luftwaffe, was the one which crashed on 22-4-75 near Dillingen/Donau. Both pilots were killed.
- Movements at Norvenich included:
Apr.24: 21-40 F-104G JABOG-31 (new a/c); 27-40 TF-104G JABOG-32;
37-49 F-4F JG-71; 58-66 DO-28D WS-10 and A-351 Alouette KL
- Movements at Wittmundhafen included:
Apr.23: 37-01, 15, 17, 19, 26, 30, 37, 45, 47, 55, 75, 83, 87 and 38-03, all Phantoms F-4F of Jagdgeschwader 71.
Visiting aircraft were DO-28D 58-45; F-104G 23-02 of MFG-2; (T)F-104G 25-47 and 28-29 of WS-10
- At Seifertshofen near Wurttemberg is a new scrap-yard. A/c present are Pembroke 5417, 5418 and 5427. Noraltas 5303 (ex Elbeflug) and 5343 and Belgian F-84F FU-160 (in good condition!), Dutch Navy SH-3 143 and USArmy CH-37B O-50621.
- LEKG-42, currently operating the Fiat G-91R from Pferdsfeld, will be designated JABOG-35 in the latter half of this year when the unit is due to receive the F-4F Phantom.
- Some disposals to civil include the following:
Bell 47: 7404 c/n 228 to D-HAUS; 7408 to D-HASI;
7416 c/n 257 to F-BVUQ; 7425 to D-HAVO; 7437 to D-HEIM
P-149D: 9069 c/n 087 to D-EFDF; 9074 c/n 092 to D-EHIG
9160 c/n 182 to D-EICD; 9225 c/n 323 to D-EEAZ
furthermore 9150 to D-EHLG and 9204 to D-EELL
H-34A : 8014 c/n 58-827 to G-BCWD and 8038 c/n 58-1103 to G-BCTX
DO-28D : 58-02 to D-IFZB and 58-03 to D-IFBD
DO-27 : 5693 to D-ENJY

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NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS ---- NEW ORDERS

- ARGENTINE: Ordered 2 Fiat G-222's, plus option on a third one.
- AUSTRIA: Ordered 10 Turbo Porters, to replace their Beavers.
- BRAZILE: Ordered 10 Westland/Aerospatiale Lynx helicopters for the Navy (Aeronavale Brasileira).
- ECUADOR: Ordered 2 DHC-5D Buffalo's.
- EGYPT: Ordered 22 Mirage F-1C's and 22 Mirage F-1E's.
- INDIA: Believed to have ordered 50 Mig 23's for delivery before 1978.
Ordered 100 Aero L-39 Albatrosses.
- INDONESIA: The 16 OV-10's ordered recently are for the air force, not navy.
is getting 16 A-7 Corsairs.
ordered three CASA C.212 Aviccar's for the Tentara Nasional Indonesia-Angkatan Udara (TNI-AU, or Air Force).
- IRAN: ordered 36 F-4E's extra in October 1974.
placed a contract for a further six Boeing 707-3J9, convertable tanker-tranports.
- JORDAN: The US government permitted the IIAF to pass on one squadron of 24 F-5A's to the Jordan Air Force. These aircraft will become surplus with the IIAF as the latter one will receive a large quantity of new F-5E's. The Jordan AF has already 24 F-5E's.
- LYBIA: ordered 29 MIG-23's (including 5 trainers), 12 TU-22'S (including 2 trainers) and 12 Mi-8 helicopters.
- MOROCCO: ordered 6 Beech A-100 King Airs.
- PAKISTAN: ordered 150 MFI-7 trainers.
- PERU: ordered 18 Northrop F-5E Tigers.
- TUNISEA: ordered 12 SF-260's to be delivered in May 1975.
- TURKEY: ordered 3 Bell AB-212's for the Navy.
- W-GERMANY: ordered two prototypes of the AWI-2 Pantrainer (from Rhein-Flugzeugbau GmbH). This a/c might become the successor of the P-149D, which will leave service in 1977.
- ZAIRE: ordered 6 DHC-5D Buffalo's and ZAMBIA: ordered 7 DHC 5D's



FLASH WORLD NEWS

With special reports from Tokyo, Seoul, Taipei, Hong Kong, Singapore, P. Verducruijsse and G. Weinmann, SEAR, BAR, ASA and JP-4.

AUSTRIA

- The Austrian AF is looking for new first line self defence aircraft. A team of the Austrian AF visited a few Swedish AF bases in March to have a closer look to the performances of the AJ-37A Viggen. Other candidates are the Northrop F-5E and the Mirage F.1.

FRANCE

- W/o on 9 or 10 April, a Mirage IIIR. The accident occurred near Metz.
- The Protection Civile ordered 5 extra Canadair CL-215 water-bombers; the first aircraft will be delivered in 1975, two in 1976 and two in 1977.
- SA-341 O2/F-ZWRL has been converted to be a testbed for the Turbomeca Arriel engine. F/f as such was on 17 December 1974.

ITALY

- Crashes we didn't report so far include:
 - An RT-33A of 36th Stormo Gioia del Colle crashed some 30km from Bari; the pilot was killed. The accident happened on 13-2-75.
 - On 15-2-74 an F-104S of 36th Stormo Gioia del Colle crashed near Metaponto; pilot ejected.
 - On 15-3-75 an F-104S of 5th Stormo Rimini crashed on Mount Curtone; pilot was killed. Serial of the a/c: 5-10/MM6829.
- Some movements from Italy; not exactly hot news but interesting enough for publication:

Malpensa:

- May 29: 22121 C-119G Moroccan AF; 53-15 and 53-21 F-104S AMI
- Jun. 7: 6-25 SH-3D ItNavy; 3-02 AB-204 ItNavy
- 16: 36-61 MM35795 T-33A and 46-39 MM52-6017 C-119G both AMI
- 17: I-THAN SF-260MT Royal Thailand AF
- 24: 22109 C-1119 Moroccan AF (22126 on 31/7)
- Jul. 16: 021 and 034 C-160D Turk.AF; 5-4057 and 4056 CH-47C IIAF
- 22: 35587 T-33A
- 25: AF-818, 819 and 820 (I-MAOX, Z, Y) MB-326GB Zambia AF
- 1457 C-130 RSaudi AF (1451 on 29/7 and 1611 on 5/8)
- Aug. 8: XW791 HS-125 RAF 32Sqn
- 24: 0-23 C-160D TurkAF (inscribed "Luftwaffe 501")
- 26: 0-26 and 0-33 C-160D Turkish AF
- 30: 11-01 Jetstat WGAF; SM-12 MM62012 DC-9 AMI
- 31: SM-6 MM61900 DC-6B AMI
- Sep. 2: 00463 C-5A Galaxy USAF 4: 5-4059 CH-47C IIAF
- 14: 46-03, 05 MM61989, 61991 C-130H AMI
- 15: 6 MM57192 P-6B Polizia 16: 3-11 AB-204 ItNavy
- 25: 90006 C-5A Galaxy, carrying 2-4205, 06, 07, 08 (AB-206) and 6-4382, 83, 84, 85 (AB-205) of the I. Iran Army
- Oct. 15: 46-30 C-119G AMI; 3-030 MM55-3030 T-33A AMI
- 18: 2-4390 AB-205 I. Iran Army 9: 18080 U-21A USArmy
- Nov. 13: 115 C-130 Libyan AF (carrying AB-212 CC-5521)

A sketch of other interesting birds:

- Ghedi Nov. 4: 6-03/MM6805, 6-14/MM6532, 6-15/MM6556, all F-104G of 154 Gruppo C.B.
- Gioia Del Colle Nov. 4: 36-04/MM6805, 36-06/MM6818, 36-11/MM6811, 36-13/MM6739 all F-104S of 12 Gruppo CIO
- 36-44/MM6744, 36-45/MM6747, 36-46/MM6745, 36-47/MM6750, all F-104S of 156 Gruppo CB plus 253/MM51-9253 T-33A

- Palese Nov.4: RB-3/MM54143 T-6H, RB-39/MM80132 AB-47J; RB-64/MM61932 P-166M, RB-65/MM61904 P-166M, RB-77/MM61972 S208M 304G; 32-9/MM6445 G-91Y 13Gr.CB; 41-71/MM40109 Atlantic 88Gr.AS; 37/MM80305 AB-47J "Guardia di Finanza"; EI-591/MM80859 AB-206A
- San Angelo Nov.4: 2-10/MM6403 G-91R 14Gr.; 2-43/MM6415 G-91R 103 SA-55 G-91T; EI-595/MM80863 AB-206A ItArmy
- Grosseto: Sep.19: 5-140/MM51-9140 T-33A; 20-23/MM54258 and 20-6/MM54232 both TF-104G AMI
- Rimini:
 - Jul. 2: 2-8/MM6399 and 2-34/MM6411 G-91R AMI
 - 3: RM-72/MM61883 and SP-55/MM61918 both P-166M; 51-86/MM55-2980 T-33A; 3-26/MM6651 RF-104G; 15-9/MM51-037 Albatross; FX-41, 98 F-104G BAF; FT-10,28,37,30 T-33A BAF
 - 4: 03/MM54103 and 89/MM54289 MB-326; CR-31/MM61740 C-45; BA16 and BA-20 Mirage VBA BAF
 - 5: RB-7/MM54111 T-6G; 20-24/MM54259 TF-104G; SA-109/MM54409 G-91T; ZR68-564 and 65-901 RF-4C USAF 26TR
 - 6: CR-35/MM61744 C-45; RM-2/MM53794 T-6/H4m
 - 8: 8-32/MM6474 and 8-53/MM6490 G-91Y; 20-6/MM54232 and 20-23/MM54258 both TF-104G
 - 9: 20-14/MM54250 and 20-15/MM54252 TF-104G; 8-22/MM6466 and 8-52/MM6489 both G-91Y; FT-20,24,34 T-33A BAF
 - 10: 8-06/MM6450, 8-26/MM6470 G-91Y; CR-33/MM61661 C-45
 - 11: 3-37/MM6528 RF-104G (ex 5-05)
 - 12: 20-10/MM54235 TF-104G; 45/MM54245 MB326 SCIV; RM-58/MM61668 C-45; RM-19/MM53820 T-6/H4m (ex SC-12); SA-100/MM54400 G-91T
 - 15: RR-22/MM61677 C-45H
 - 16: SA-48/MM6348 G-91T; CR-22/MM51-4514 T-33A
 - 20: 16/MM54216 MB-326 SVBIA
 - 26: RB-22/MM61727 C-45H; CR-40/MM61823 C-47; D-5670,8282 F-104
 - 27: RM-4/MM53047 T-6D; 16/MM54216 MB-326
 - 29: RM-45/MM62004 S-208M
- Rivolto Aug.2: 1/MM6248 c/n 14, 3/MM6244 c/n 10, 4/MM6242 c/n 8, 5/MM6314 c/n 178 (ex G-91R/1A) 6/MM6264 c/n 30, 9/MM6251 c/n 17 (ex G-91R); 10/MM6243 c/n 9; 11/MM6240 c/n 6; 13/MM6265 c/n 31 (ex G-91R); 15/MM6254 c/n 20, all G-91PAN of "Frecce Tricolori"
- Also present were RR-12/MM61755 C-45 and T-6D RM-4/MM53047
- Villafranca-di-Verona:
 - Aug.20: TR-951/54951 T-33A HAF; 3-09/MM6563, 3-10/MM6502, 3-11/MM6565; 3-01/MM6595, 3-06/MM6545, all F-104G
 - Oct.12: CR-44 C-47
 - 14: 3-030/MM51-9141 T-333

JAPAN

- The first 2 RF-4E's arrived on 3 December 1974; there are 14 of them on order.
- Sqn 4 (6th Wing) and Sqn.10 (8th Wing), the last two units flying the F-86F as interceptor are to be disbanded soon.
- An F-86F crashed on 8 August 74 at Nagoya, killing the pilot and two people on the ground; the aircraft belonged to 8th Wing.
- The 24th Japanese F-104 crashed on 28 August, after a flame out at 3000 meters, the pilot baled out. It was an aircraft of the 5th Wing. Number 25, an F-104J of the Southern Air Wing, crashed on 9 September during a night approach to Okinawa.

SPAIN

- A Twin Otter of the Spanish Army crashed on 6 January near Tucuman, causing the death of all occupants.
- An F-4C Phantom of ALA-12 crashed on 14-2-75 near Torrejon AB.

SOUTH VIETNAM

-- In the last stage of the Vietnam war the last US civilians and other people were evacuated by US Helicopters, mainly CH-47, CH-53 and UH-1. During this operation one UH-1 of the USMC crashed shortly after take-off from its home carrier on April 29th. Also crashing on the 29th of April was a USN A-7C, it was in charge of clearing the sky for the helicopters and crashed some miles out of the Vietnamese coast. Several South Vietnamese pilots tried to find a safe "hide-out" on the US carriers in the South Chinese Sea, using UH-1 and CH-47 to reach them. Lots of them landed on the carriers without a landing permission, causing lots of damages. As the USN/USMC had an idea where to leave the South Vietnamese helicopters, it was decided to put them overboard. This job was being executed by US pilots who jumped out of the helicopters at the last moment. Two S.Vietnamese UH-1's of the 23, which found their end in this way on April 30th, were coded 308 and 334.

UNITED KINGDOM

-- No.2 Sqn at Laarbruch has the following a/c on strength:
XT901/T (with ECM-tail), XV413/E, XV411/H, XV399/W, XV475/Y, XV457/S, XV488/I, XV473/O, XV439/R

Other movements at Laarbruch:

Apr. 3: K-4024 NF-5B RNethAF 316Sqn; 26-05 F-104G WGAF JABOG-31

May 5: XM497, XL635 Britannia C.1 99/511Sqn; 58-07 DO-28 WGAF AG-52; XV219, XV298 C-130K; XR364, XR362 Belfast 53Sqn

May 6: K-4007 NF-5B RNethAF 314Sqn; XR396 Comet C.4; 58-76 DO-28D WGAF LKG-41;

Six F-5A/B arrived for a rotation with No.16Sqn:

136 (F-5B), 228 (cam), 212, 565, 569, 574, all of 336Sqn

No.15 Sqn left on 1, 2 and 5 May for a three weeks stay at Decimomannu (Sardinia).

-- Despite our report of last month, in the beginning of April No.14Sqn at Bruggen received Jaguars. Known registrations are: XX751, 755, XX756, 757 (GR.1's) and XX836 (T.2).

The Phantoms of 14Sqn are now at Lossiemouth, waiting to be delivered to the ex Lightning squadrons.

-- At the end of this month Wildenrath will have a rotation with LKG-41 with G-91's from Husum.

-- If rumours prove to be correct RAF Germany will have the following changes (but only time will tell):

No.3, 4 and 20Sqn at Wildenrath will move to Gutersloh and will be added with another Harrier squadron.

No.14, 17 and 31Sqn at Bruggen will receive the Jaguar and will also be added with another squadron (74Sqn).

In September No.19 and 92Sqn with Lightning at Gutersloh, will move to Wildenrath where they will phase out the Lightnings in order to receive the Phantom FGR.2.

-- The three prototypes of the MRCA, currently under construction with BAC at Warton will receive the following serials:

Prototype 03/XX947, 06/XX948, 08/XX949.

UNITED STATES OF AMERICA

-- A UH-1D of the US Army crashed north of Heidelberg, killing four soldiers

-- There will be 4 prototypes of the new B-1 bomber; the second one will be a static airframe; serial of the first a/c is 40158 and not 40518 as stated in FLASH Nr.54.

There are still 2 Grumman F-11A Tigers flying with the US Navy. One of them (coded "1") has been converted with an in-flight thrust reverser, while the other (coded "2") is unmodified for comparative trials with number one. They are operated by Grumman for Rohr Industries in Navy markings.

-- The first Boeing-Vertol YUH-61A for the US Army, 21656 made its first flight on 29 November 1974.

- Two FB-111's collided on 3 February in Vermont.
- Hellinikon, an air base of the USAF near Athens and home of 7206 Support Group, will be closed in the very near future. Another American Station that is to be abandoned is Elefsis, where 3200 USNavy personnel is based. The matter of the US bases became topical, when Greece withdrew from NATO last year. At present the United States have seven bases in Greece.
- Movements at Frankfurt/Rhein-Main included:
 - Mar. 12: 24126 VC-135B 89MAW
 - 16: new KC-97L: 30310, 30298, 30348, 30283 all Missouri ANG
 - 20: the following CH-47C (205 Av. Comp.) were temp. based: 20950, 20953, 20946, 15029, 15035, 18509, 17113, 15838
 - 27: C-12 P-27M RNethAF; 46-88 C-119G ItAF; 029 C-160D Turk.AF
 - 28: 159361/JM CT-39G USNavy VR-24Sqn
 - 29: 50219 C-141A 63MAW
 - 30: new based KC-97L: 22603, 22642, 22604 all Ohio ANG
 - 30307, 30278 all Wisconsin ANG
 - Apr. 3: 50235 C-141A 62MAW
 - 10: 23586 EC-135K 8 ACCS
 - 11: OL-D12 DO-27 BAF; 59-02 DO-28D WGAF Flugbereitschaft
 - 13: new KC-97L: 30325, 30276, 30291, 33816 all Pennsylvania ANG
 - 15: 33252 C-118A 7101 ABW
 - 17: 86972 VC-137B 89MAW
 - 21: 46-21 C-119G ItAF
 - 23: 46-36 C-119G ItAF; 50-73 C-160D WGAF LTG-63
 - 25: 00296/WX C-130B AFRES 905TAG/337TAS Westover AFB
 - 26: new KC-97L: 30350, 30317, 30363, 30296 all Texas ANG
 - 28: No.141 Caravelle FAF
- Movements at Wiesbaden-Erbenheim included:
 - Mar. 13: 25-70 F-104G WGAF JG-71; 69244 F-5B RNoAF No.334Sqn
 - 16: 152731/20 P-3B USN VQ-2; 40560 C-130E MAC (c/s ASK446)
 - 23: 150505/24 EP-3E USN VQ-2 (c/s WA-25)
 - 24: 156515/LL-37 P-3C USN VP-30; K-4022 NF-5B RNethAF 314Sqn
 - 28: 68-10368 HH-53C 67ARRS; 152175/LM-6 P-3A USN VP-44 (c/s A5NS)
 - Apr. 11: 96609 UH-1N 7SOS (black with USAFE-badge)
 - 13: 10679 T-39A 7101ABW; 159361/JM CT-39G USN VR-24
 - 17: 70166 C-141A 443MAW; 157313/LP-4 P-3C USN VP-49Sqn
 - 20: 150494/22 EP-3E USN VQ-2 (based 20.4 till 26.4)
 - 21: 84-77 CH-53G WGArmy HFR-25 (84-68 of HFR-25 on 22.4)
 - 22: 1 569 T-29B 513TAW 24: 84-90 CH-53G WGArmy HFR-25
 - 25: 144852/13 EA-3B USN VQ-2
 - 26: 16-03 Hansajet WGAF Flugbereitschaft
 - 28: 17638 C-118A USAT-AFSC Patrick AFB; 17902 T-29B
- Noted at Bitburg on 10 April:
 - BT68-377, 68-378, 68-388, 68-405, 68-443, 68-444, 68-460, 68-509,
 - BT68-538, 97-213, 69-237, 69-240, 69-260, 69-266, 69-270, 69-278,
 - BT69-284, 69-302, 69-550, all F-4E
 - 01267 C-130E MAC; 23831 OV-10 601TCW; 58-62 DO-28D WGAF JB-36;
 - 24-29, 25-14 F-104G WGAF JB-33; 61-06 Atlantic WGNavy
- On 2 May the United States Navy announced to have selected the Northrop F-17 as their new fighter aircraft; at least 600, perhaps 800 Cobras will be bought.
- The USA will receive 120 aircraft and helicopters back from the former South Vietnamese Air Force. It concerns machines that were flown over to Thailand by SVAF-pilots just before the end of the war. Thailand had originally promised the aircraft to the new regime in South Vietnam, but the US Defence Minister Schlesinger protested; and since the planes are at a USAF base in Thailand, it wouldn't have been easy for the Thais to "give" them away. In the statement the Thai vice prime minister said that the aircraft had been given to South Vietnam by the USA in the frame of aid programmes, under the condition that they were to be send back when not needed any more.

-- Just some Reinsteir movements: 51 -

- Mar. 15: 51-21, 12, 07 and 16 F-104S ItAF; LN66-8756, 66-7740, 66-7485 all F-4D 48TFW; WR65-0681, 65-0721, 65-0710 all F-4D 81TFW; SP66-8735, 65-0756, 66-8825, 66-7575 all 52TFW
BT68-0512 F-4E 36TFW
- 21: 80220, 90018 C-5A 436NWW; 21297 C-130E MAC; 50267 C-141A 53119 NKC-135A AFSC; 40618, 40651 C-141A 437MAW; SP63-565 F-4C 52TFW (yellow); ZR68-564 and 69-367 RF-4C 26TRW; 15118, O-17899, 33535 VT-29A/D; O-10654, O-10679, 24461, 24471, 24477 T-39A; OT-ZAG Pembroke BAF; DT-516 T-33A RDanAF; WV733 Pembroke RAF; XS791 Andover RAF; 27-41 and 27-76 TF-104G WGAF JABOG-34; 5046 C-160D WGAF LTG-63; 58-54 (JB-32) and 58-94 (LKG-42) both DO-28D WGAF; 18451 CH-54 USArmy; 18030 U-21A HQ USAREUR; 15883 RU-21 USArmy
- 22: 53119 NKC-135A AFSC ; 55-45 DO-27 WGAF; 133393 T-33AN CAF; BT68-0382 F-4E 36TFW; AR66-0478 RF-4C 10TRW
- Apr. 5: WR65-0708 F-4D 81TFW; SP66-8758 F-4D 52TFW; AR64-1069 and 64-1022 RF-4C 10TRW; HR66-7694 and 68-0531 F-4D/E 50TFW
- 14: 00465, 90005 C-5A 436MAW; 37888 C-130E MAC; OT-CND C-47 BAF; 11408 E-3A AWACS; 53119 NKC-135 AFSC; 50217, 50279 C-141A 437MAW; 70024 C-141A; BT68-496, 68-506, 69-284 all F-4E 36TFW; ZR68-563, 69-364, 69-370, 69-371, 69-373 all RF-4C 26TRW; 96608 UH-1N (cam); 96609 UH-1N (Black/white); 133450 T-33 CAF; O-10654, O-10679, 10677, 24462, 24474, 24477 all T-39; 67-IF Alouette III FAF; 41-AA Broussard FAF; 20-02 F-104G WGAF JB-32; 34-05 G-91T WGAF LKG-43; 58-32 (JG-74) and 58-80 (JB-34) both DO-28D WGAF; 27-22 TF-104G WGAF JB-34; D-8052 F-104G RNethAF; 61161 and 21696 UH-1H USArmy; 15876 and 15884 RU-21; 18001 and 18019 U-21 USArmy; plus two Noratlasses of the Greek AF, no serials to be seen.
- 19: 11408 E-3A AWACS; 58-59 DO-28D WGAF JB-34; 51-10 C-160D WGAF LTG-61; 70-58/SAR UH-1D WGAF; WV729 Pembroke RAFG
- 20: 50-46, 50-78, 50-54, 50-82, 50-90 C-160D WGAF LTG-63
WR66-7733 F-4D 81TFW

-- Three weeks ago the most modern aircraftcarrier "Nimitz" was delivered to the USNavy. The code of the carrier will be CVAN-68 (the N stands for nuclear). The next carrier to be delivered will be the Dwight D. Eisenhower (CVAN-69).

-- Movements at Mildenhall included:

- Feb. 5: 69-0010 C-5A 60MAW; 66-0137 C-141A 437MAW; 59-1464 KC-135A 456BW; 58-0117 KC-135A 456BW
- 22: 53-3273 C-118A 7101ABW; 156175/51 EC-130Q USN Vq-4Sqn; 17108 C-117D USN NAF Kenitra; 64-0620 C-141A 438MAW; 70-0463 C-5A 436MAW; 58-0099 KC-135Q 456BW; 59-1470 KC-135A 456BW; 64-14848 RC-135V 55SRW
- Mar. 8: 149676/MH WP-3A USN VV-4Sqn; 66-0203 C-141A 437MAW; 59-1513 KC-135A 456BW; 58-0086 KC-135A 456BW; 64-14843 RC-135V 55 SRW; 64-14847 RC-135U 55SRW; 66-0166 C-141A 438MAW; 66-7954 C-141A 438MAW; 62-3872 U-8F USArmy; 61-0685 T-39 C-130E rotation during the dates above were from the 463TAW as follows: 63-7866, -7874, -7884, -7834, -7858, -7856, 63-7852, -7829, -7853, -7880, -7883, -7848, -7830, 7842, -7846 TAC C-130E rotational sqns are now operated by MAC
Correction to March magazine-Based EC-135J's are intact EC-135H's.
- Apr. 12: 67-0004 C-141A 438MAW; 65-0276 C-141A 438MAW; 150500 RP-3A USN VXN-8Sqn; 58-0015 KC-135A; 60-0332 KC-135A; 59-1523 KC-135A; 64-14842 RC-135V 55SRW; 52-2603 KC-97L Ohio ANG

-- The traditional Phantom changes:

- 66-7609, 7750, 7758, 8804 all to 10TFS at Hahn in Oct. 1974.
 - 66-7480 to 48th TFW from 81TFW in March 1975.
 - 66-7504 to 48th TFW from 52nd TFW in March 1975
- Next month's list of 48th TFW and 81th TFW F-4D's will be published.
Correction to last month's changes: RF-4C 66-0421 has to be 66-0422 (page 6)



UNITED STATES AIR FORCE IN EUROPE

PART 6

by:

Hans van de Laar

With special thanks to USAF, Paul Jackson and Pieter van Gemert.

For the time being, one addition to USAFE part 3: F-4C 63-7589 (ex 4453rd CCTW/DM) is flying with the 57th FIS at Keflavik.

10th TACTICAL RECONNAISSANCE WING

The Wing's history dates back to September 1941, with its birth as the 73rd Observation Group in Harrisburg, Pennsylvania. Entering into Photographic operations shortly after arriving in England, in February 1944, the unit was redesignated the 10th Tactical Reconnaissance Group, and began to formulate plans and organization to handle one of the most dangerous and difficult photo-reconnaissance operations in history - the low level photography of the German coastal defenses prior to D-Day. A total of 232 operations was flown in 14 days, a number of these missions flown at altitudes of 15 feet over some of the strongest anti-aircraft emplacements in Europe. This was done to provide the assault commanders with detailed information regarding the proposed landing beaches as well as the airborne landing areas immediately behind them. These missions were flown from RAF Station Chalgrove in Oxfordshire. The last and most vital of these was flown only a few hours before the actual D-Day landing, to give assault commanders the most accurate, up to the minute information on beach defenses. They earned for the 10th TRGp the slogan "First on D-Day" and Distinguished Unit Citation.

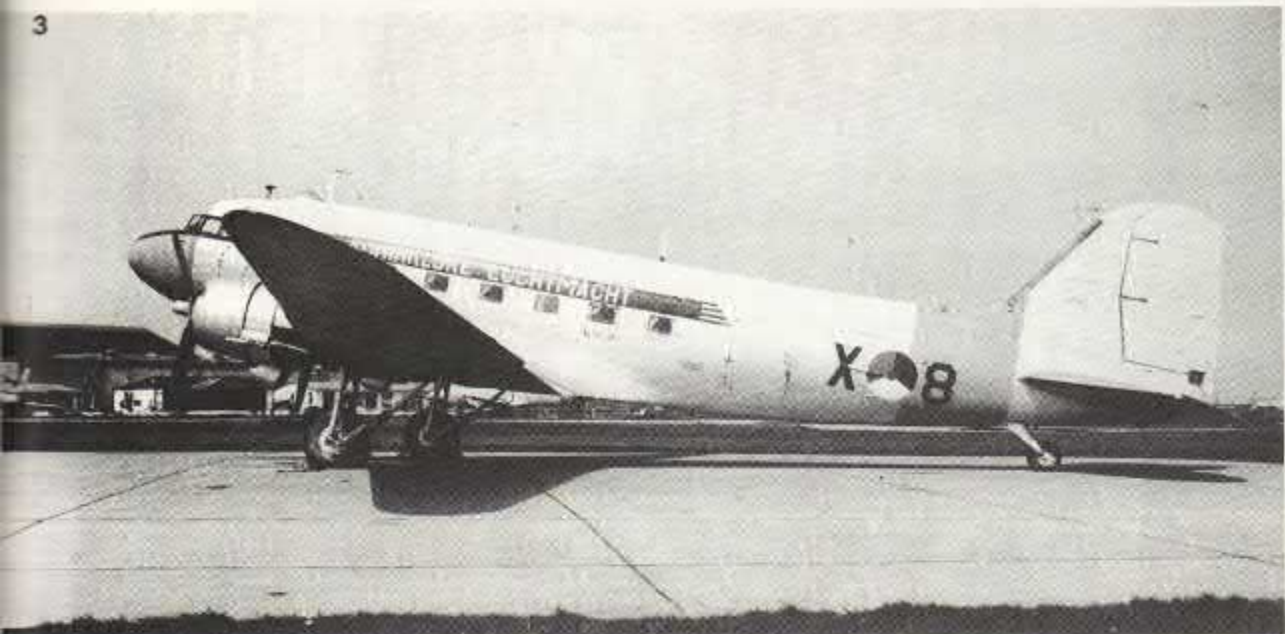
Later, intelligence gained through the photographic plates supplied by the 10th, played an important part in planning the break-through at St. Lo and the closing of the Falaise-Argentan gap. In their most productive months, March and April 1945, the 10th shattered all records when it flew 1,277 missions, including the last on V-E-day. During the course of the conflict in Europe, the 10th TRGp flew over 8,000 missions comprising over 27,200 flying hours and 13,900 sorties. The Group claimed 94 enemy aircraft destroyed, with 15 probables and 84 damaged, while losing 57 aircraft. After D-Day, the 10th TRGp became known as the "Aerial Eye" of Gen. S. Patton and his 3rd Army, in its race across Europe. For these actions, the Group earned 6 battle streamers. A 10th TRGp aircraft shot down the last aircraft and flew the last mission in the European Theater, thereby earning the slogan "Last on V-E-Day!".

Following the conclusion of hostilities, the unit flew a series of photographic missions, covering the areas of occupation and also completed a number of mapping missions. Upon completion of these jobs, the Group was placed on stand-by status and in June 1947, it was transferred as a paper organization to Langley Field, Virginia. In 1948 the 10th TRGp was inactivated.

The next phase in the history of the Wing occurred in July 1952, when it was activated at Toul-Rosieres AB, France, as the 10th Tactical Reconnaissance Wing, absorbing personnel and equipment of the 117th TRW. It then was composed of the 1st and 38th TFS's, flying RF-80A Shooting Stars, which were exchanged with RF-84F's in 1956. In 1953, the 10th had moved to Spangdahlem AB, Germany, and on 18 March 1954 a third squadron was assigned to the Wing, namely the 42nd Tactical Reconnaissance Squadron, Electronics and Weather, flying RB-66B/C Destroyers.

In 1957 the 38th TRS moved to Phalsbourg AB, France, and on 8 March 1958 a reorganization within the 10th TRW took place: the 38th TRS was reassigned to the 66th TRW (and converted to RF-101C's), and two new squadrons

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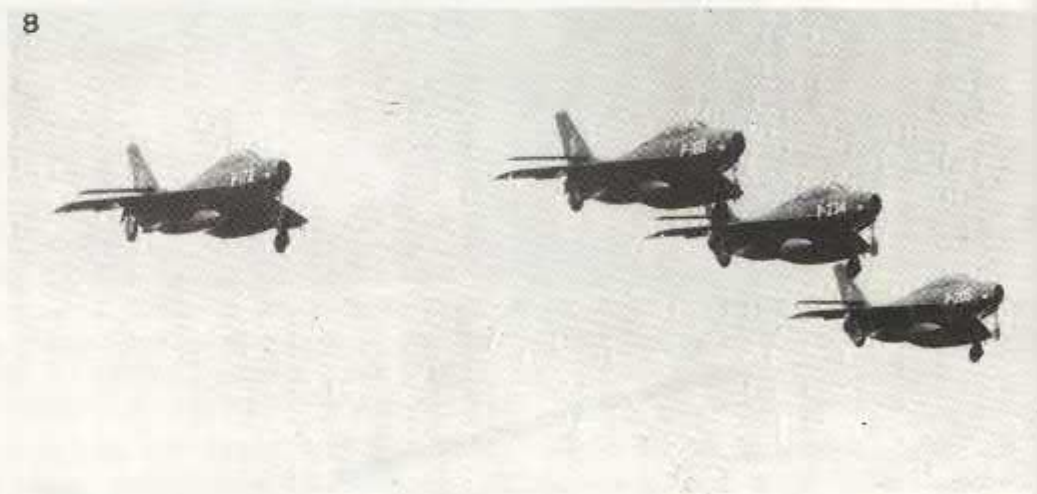




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were attached to the 10th TRW, namely the 19th and 30th TRS's, both ex 66th TRW units, both flying the RB-66B/c's and both located at Spangdahlem AB. In August 1959, the 10th TRW moved to England along with the unit move of its four squadrons. The 1st and 30th TRS's were relocated at Alconbury RAF Station, while the 19th was stationed at RAF Bruntingthorpe and the 42nd TRS at RAF Chelveston. All its four sqdns. were operating RB-66B/C's at that time. Already in July 1962, the 19th and 42nd TRS's departed the United Kingdom for Toul-Rosieres AB, France. At this time Toul came under the command of the 10th TRW, because RAF Bruntingthorpe closed and RAF Chelveston phased down and became a dispersed operating base. Throughout the early months of 1956, many plans were made for the 10th TRW, but the final result was the announcement, that the 10th would receive the RF-4C. May 13, 1965, saw its first RF-4C introduced into USAFE weapons inventory and assigned to the 10th TRW at RAF Alconbury. With the formation of the 25th and 26th TRW's under the 17th Air Force, the 10th TRW lost control of the 19th and 42nd TRS's; the 19th TRS joined the 26th TRW at Toul-Rosieres AB and the 42nd TRS became part of the 25th TRW at Chambley AB, France. The effective date of this change was 1 July 1965. End 1965, the 10th became the first operational RF-4C wing in Europe. The withdrawal of US personnel from France in the late summer of 1966, saw the 32nd TRS (ex 26th TRW) assigned to the 10th TRW. On 15 August 1966, the 32nd became an official member of the 10th TRW, relocating from Toul-Rosieres AB to RAF Alconbury. This is the present situation, thus the 10th TRW comprising the 1st, 30th and 32nd TRS's, all flying RF-4C's and operating from RAF Alconbury.

"First on D-Day and last on V-E-Day" was the designation given to the 10th TRW at the close of WWII. It is a slogan denoting a superiority which continues to this day, as the 10th TRW flies both day and night during its photo, weather and electronic reconnaissance missions. Its motto is "Ceaseless Watch".

Special thanks to Officer of Information, 10th TRW RAF Alconbury.

Aircraft of the 10th TRW:

- 1952 - 1956: Lockheed RF-80A Shooting Star (1st and 38th TRS's)
- 1954 - 1965: Douglas RB-66B/C Destroyer (42nd TRS)
- 1956 - 1958: Republic RF-84F Thunderflashes (1st and 38th TRS's)
- 1958 - 1965: Douglas RB-66B/C Destroyer (1st, 19th and 30th TRS's)
- 1965 - present: McDonnell RF-4C Phantom (1st and 30th TRS's; 32nd TRS after 1966).

Tail code since 1970 is AR(1st TRS), AS(30th TRS) and AT(32nd TRS), becoming AR (base-wing code) for all 3 sqns in 1972.

Tail-tip colour in blue (1st) , gold-black (30th) and yellow (32nd).

30th Tactical Reconnaissance Squadron

Lineage: Constituted 30th Photographic Reconnaissance Squadron on 5 Feb. 1943. Redesignated 30th Photographic Squadron (light) on 6 February 1943. Activated on 1 May 1943. Redesignated 30th Photographic Reconnaissance Squadron on 11 August 1943. Inactivated On 7 November 1945. Redesignated 30th Reconnaissance Squadron (Photo) on 11 March 1947. Activated in the reserve on 25 July 1947. Redesignated 30th Strategic Reconnaissance Squadron (Electronics) on 27 June 1949. Ordered to active service on 1 May 1951. Inactivated on 16 May 1951. Redesignated 30th Tactical Reconnaissance Squadron (Light photographic) on 15 Nov. 1952. Activated on 1 January 1953.

Assignments: 7th Photographic (later Photographic Reconnaissance and Mapping) Group, 5 February 1943 - 21 June 1943
Third Air Force, 21 June 1943 - 12 October 1943
III Reconnaissance Command, 12 October 1943 - 4 February 1944
Ninth Air Force, 4 February 1944 - 21 February 1944
10th Photographic Group (attached to the 67th TRGp after 9 June 1944), 21 February 1944 - 13 July 1944.
67th Tactical Reconnaissance (later just Reconnaissance) Group, 13 July - 7 November 1945

66th Reconnaissance (later Strategic Reconnaissance) Group,

25 July 1947 - 16 May 1951

66th Tactical Reconnaissance Group, 1 January 1953 - 8 December 1957

66th Tactical Reconnaissance Wing, (attached to the 10th TRW after
8 January 1958), 8 December 1957 - 8 March 1958

10th Tactical Reconnaissance Wing, 8 March 1958 - present

Stations: Colorado Springs, 5 February 1943 - 10 October 1943

Will Rogers Field, Oklahoma, 10 October 1943 - 1 January 1944

Chalgrove, England, 1 February 1944 - 17 May 1944

Middle Wallop, England, 17 May 1944 - 31 August 1944

Le Molay, France, 3 July 1944 - 41 August 1944

Toussus le Nobel, France, 31 August 1944 - 22 September 1944

Gosselies, Belgium (operated from Florennes Juzaine, Belgium, 8-18
Dec. 1944), 22 September 1944 - 24 March 1945

Vogelsang, Germany, 24 March - 2 April 1945

Limburg, Germany, 2 April 1945 - 10 April 1945,

Eschwege, Germany, 10 April 1945 - July 1945

Drew Field, Florida, 20 September 1945 - 7 November 1945,

Newark AFB, New Jersey, 25 July 1945 - 27 June 1949

McGuire AFB, New Jersey, 27 June 1949 - 10 October 1949

Barksdale AFB, Louisiana, 10 October 1949 - 16 May 1951,

Shaw AFB, South Carolina, 1 January 1953 - 8 July 1953

Sembach AB, Germany, 8 July 1953 - 8 January 1958,

Spangdahlem, Germany, 8 January 1958 - 25 August 1959

RAF Alconbury, England, 25 August 1959 - present

Aircraft: P-38/F-4, 1943. P-38/F-5, 1943-1945, RB-26, 1953-1955,
RB-57A, 1955-1957, RB-66B/C, 1957-1965. RF-4C, 1965-present.

Special thanks to James N. Eastman jr, Chief Historical Research Center
USAF.

Serial of the 10th TRW:

RF-84F: 51-17005 (additions please!!)

RB-66B/C:

1st TRS, RAF Alconbury (Spangdahlem till August 1959)

54-0443, 0446, 0449, 0508, 0509, 0512, 0513, 0514, 0516, 0518, 0519, 0520,
54-0521, 0522, 0523, 0527

30th TRS, RAF Alconbury (Spangdahlem till August 1959)

54-0462, 0515, 0525, 0526, 0528, 0530, 0531, 0532, 0533, 0534, 0536, 0537,
54-0538, 0539, 0540, 0541, 0542, 0546

19th TRS, RAF Bruntingthorpe (Spangdahlem till August 1959; to Toul-
Rosieres 7-1962, till 1-7-1965)

53-0416, 0430, 0443 (w/o Sculthorpe 1961), 0462
54-0420, 0421, 0424, 0426, 0429, 0430, 0434, 0435, 0438, 0439, 0440, 0441,
54-0442, 0445, 0506, 0507, 0510, 0524, 0543 (w/o Kettering 16-1-1964)
54-0545

42nd TRS, RAF Chelveston (Spangdahlem till 1959; to Toul-Rosieres
7-'62, till 1-7-1965)

53-0482, 0483, 0485, 0486, 0487, 0489, 0491, 0492, 0495, 0496, 0497, 0498
54-0459, 0460, 0461, 0463, 0464, 0465, 0466, 0467, 0468, 0469, 0470, 0474,
55-0402, 0403

In March 1962 following RB-66B/C's were delivered to the 10th TRW, all
ex 363rd TRW a/c: 53-0423, 0426, 0447, 0449, 0450, 0451, 0453, 0454, 0464, and
54-0529

T-39A: 62-4461 T-33A: 52-9832 C-47B: 44-76671

RF-4C: coded AR(1st), AS(30th) and AT(32nd), in 1972 all redosed AR.

63-7748/AS-AR(ex 363rd TRW); 7751/AT-AR(ex 363rd TRW); 7760/AR;

7762/AS-AR. All the 1963-F.Y. Phantoms have returned to the USA

64-1000/AT-AR(ex 30th TRS, crashed 13-4-1967, repaired and then
to 32nd TRS); 1005/AS-AR; 1006/AS-AR; 1007/AS-AR to AFSC;

1008/AS, w/o 11-12-1970; 1009/AS-AR to AFSC; 1010/AS-AR, to AFSC

1011/AS, w/o 28-4-1970; 1012(ex 26th TRW), to ?; 1013/AS-AR;

1014/AS-AR; 1015/AS, crashed 24-2-1970; 1016/AS-AR to USA;

1017/AR; 1018/AR, w/o 6-5-1970; 1019/AR, to USA; 1020/AR, to

USA; 1021/AR; 1022/AR; 1023/AT-AR(ex 1st TRS); 1024/AR, to AFSC

Next month this will be continued and 20th TFW and 47th TBW will be
discussed.

THE HISTORY OF BASE AERIENNE 112 "Marin la Meslee" AT REIMS-COURCY
by Fr. Swinkels

As long as aeroplanes exist, Reims has been visited by them. Already during the first decade of our century, famous men like Bleriot, Wright, Breguet and Farman showed their miracles to the public. This even consisted of over one million people in 1909.

In 1925-1926 the airfield was created. It was one year later that the "Armee de l'Air" decided to settle down at Reims. On October 1st, 1928, the first Breguet XIX's belonging to the 12th Regiment d'Aviation de Bombardement, arrived. About 1939, the following units used Reims as their homebase:

12th Escadre de Bombardement flying the Bloch 210

4th and 5th Escadre de Chasse flying the Curtiss P36 and Potez 635

Centre d'Experiences Aeriennes Militaires which was an observation group.

602nd Bataillon de Parachutistes

During WWII the base was used by the RAF till summer 1940. Until August 31st, 1944, the Luftwaffe operated from Reims and after its liberation the USAAF used it for some time.

In 1950 the FAF settled down for the second time. During May of the same year, after drastic changes and rebuilding of the entire base, the 3rd Escadre de Chasse arrived for a period of 11 years. This fighter wing consisted of 2 "Groupe de Chasse": 1/3 "Navarre" and 2/3 "Champagne". It was commanded by commander Goupy.

As the first French unit, the 3rd Escadre de Chasse received jets, namely Vampires. Starting March/April 1952, the F-84G Thunderjet entered service. For over a year, a part of the 3rd Escadre represented France during airshows, being the aerobatic team "Patrouille de France". On the 1st of January 1953, Escadron de Chasse 3/3 "Ardenne" was re-established.

Again as the first French unit, the 3rd Escadre received 35 F-84F Thunderstreaks. This event took place on the 4th of November 1955. In May 1956, the entire wing was re-equipped and flying the "Streaks". During the same year, Navarre and Ardenne left for RAF Akrotiri. Till December many attacks on Egyptian targets took place from Cyprus.

During October and November 1958, the 3rd Escadre, since November 1957 only consisting of 2 Escadrons, was transferred to St. Dizier. In the meantime everyone was waiting for a new plane to arrive: the F-100 Super Sabre. The first Super Sabre arrived on January 30th 1959 at the base which was now under command of Colonel Darance. In July, the conversion of the pilots was completed and the last new F-100 had arrived.

1961 was a year in which a lot happened at BA.112. In January, there was a great exercise called "Operation Remue-Menage". Reims, now commanded by Colonel Fabry, received a "new" Escadre: 30th Escadre de Chasse "Tout Temps", till then based at Tours. This very famous wing consisted of one squadron: "Groupe Lorraine". It first operated in Tunisia, after which it fought in France against Germany. The 30th filled the gap created by the 3rd that would leave for Lahr (Germany) that summer. Late February the complete Escadre had arrived and on July 10th the Escadrons "Navarre" and "Champagne" left Reims-Courcy. Also during 1961, a number of Meteors started operating from Reims.

It had been decided that "Groupe de Transport 2/62" "Anjou" would become a permanent user of BA.112.

Being the successor of "Groupe de Bombardement 2/15", it became famous by operating in Indo-China from 1947 until April 1955. After that, Anjou operated from Blida in Algeria. In September 1963, the transplantation to Reims started. On October 2nd Escadron de Transport Aeriean 1/62 "Vercors" joined Anjou. This took place when Reims was commanded by Colonel Deleuze.

In July 1966, Escadron de Chasse 2.30 "Normandie-Niemen" came to join

Lorraine. After this transfer from Orange to Reims, the 30th was complete again. On October 6th 1967, Colonel Guinquin was placed in command. In November the foundations were laid of the relationship between the village of Hautvillers and Escadron d'Entrainement Tout Temps 12.030. This training unit carried the name of Hautvillers till its official disbandment.

In 1968, forced by the bad conditions of the airfield, the 30th Escadre moved to Châlons-Vatry temporarily. This base, from which the Americans just had moved away, was conveyed to the French on February 28th. On April 1st, the removal started and till July 17th, there was a perpetual coming and going of helicopters, cars and trucks between Reims and Vatry. In the meantime, 200 soldiers of the 15th Regiment du Genie de l'Air from Toul were working at Reims to get it ready in time.

In 1970, the 62nd Escadre was given another Escadron: 03.062 called "Sahare". It has a special task: no tactical transport but frontline transport to support attacks on enemy targets. For this purpose Sahare is equipped with the Breguet 914 which is able to operate from short air strips. The first 2 Breguets coming from the "Centre d'Experimentations Aeriennes Militaires" at Mont-de-Marsan, arrived on September 2nd. The Escadrille, the only STOL-transport unit in the Armee de l'Air, renamed itself "Ventoux". On September 12th, it was op to BA.112 and its commander Colonel Jallas to represent the FAF during the funeral of General Charlee de Gaulle which took place at Colombey-les-Deux Eglises.

On September 8th 1971, when the commander was Colonel Chataing, for the first time Russian MIG-21's appeared over an airforce base in the Western world. It wasn't by accident that Reims had been chosen for a visit. Escadron "Normandie-Niemen" maintained good relations with the Soviets since they had fought the Nazi's together during the WWII. On April 5th 1972, a "golde-oldy" left service. The MD315 Flamant was withdrawn from use after 20 years of service with the "Escadron d'entrainement Tout Temps 12.030 Hautvillers". On October 1st this unit was disbanded.

In 1967, Group d'Entretien et de Reparation du Materiel Aerien Specialise 15.030 had been replaced by the Escadron de Maintenance Technique Renforcee 08.030. This unit became of real importance again in 1973 when the replacement of the Vautour came in sight. On September 12th, 1973, Colonel Cannac became commander at Reims. This happened just before the arrival of the Mirage F.1's for Normandie-Niemen. The first 7 F.1's arrived at Reims on December 20th. After this re-equipment of the 30th, Reims is able again to take care of an excellent air defence over Northern France thanks to its up-to-date equipment.

Current Equipment: (note that the Noratlasses may not be up-to-date any longer as they change a lot)

30th Escadre de Chasse Tout Temps

Escadron de Chasse Tout Temps 3/30 "Normandie-Niemen": GAMD Mirage F.1

30-MA/6, -MC/19, -MD/7, -ME/8, -MF/9, -MK/20, -ML/11, -MM/12,

30-MO/13, -MP/14, -MS/15, -MT/16, -MU/17, -MI/18 and -MJ/10

Escadron de Chasse Tout Temps 2/30 "Lorraine": GAMD Mirage F.1

30-FA up to FP c/n's 23 up to 38

Base-flight: 30-QA & QB T-33A, 30-QC 14419 T-33A; 30-QF/62 CM-170R

62nd Escadre de Transport

Groupe de Transport 1/62 "Ventoux" Nord 2501 Noratlas

62-WA/176, -WB/31, -WC/194, -WD/116, -WE/37, -WF/157, -WG/96,

62-WH/159, -WI/161, -WJ/72, -WK/131, -WL/137, -WM/147, -WN/173,

62-WY/182, -WZ/128, WP/139

Groupe de Transport 2/62 "Anjou": Nord 2501 Noratlas

62-KA/24, -KB/101, -KC/85, -KD/83, -KE/99, -KF/100, -KG/156,

62-KM/201, -KN/91, -KO/30, -KP/122, -KQ/205, -KR/145, -KS/105,

62-KZ/185

Groupe de Transport 3/62 "Sahare": Breguet 914S

62-NA/1, -NB/2, -NC/3, -ND/4

Groupe de Transport 4/62: Nord 2501 Noratlas

62-QA/27, -QB/112, -QC/175, -QD/148, -QE/118, -QF/191, -QG/148, -QH/79

62-QI/133, -QJ/143, -QK/89, -QL/167, -QM/90, -QN/109

THE GENERAL DYNAMICS F-16

The changes of the F-16 to become the new aircraft of the Koninklijke Luchtmacht (Klu) are better than ever. The Dutch defence minister, Mr. Henk Vredeling, has made it very clear that he wants the F-16, thus ignoring the opinion of his political party that insists on buying a much cheaper aircraft. Norway has already stated that the F-16 is their choice; same goes for Denmark.

FLASH, alert as ever, decided to publish some more details on the F-16. Please note that the information printed below comes from official press-releases by General Dynamics.

The F-16 is 14,38 meters long and has a span of 9,70 meters, including the two rockets on the wingtips. Total height of the vertical fin is 4,98 meters; maximum take-off weight is 15.000 kg. Because of its small size the F-16 will be very hard to trace, while it's also difficult to hit the aircraft.

The F-16 is equipped with the F100-PW-100 turbofan engine with after-burner from Pratt & Whitney. The engine is technologically on a very high standard, has a power-thrust of 11.340 kg and is identical to the engine of the USAF F-15 Eagle.

No other fighter plane unites so many applications of modern technology. In the old days applications of advanced techniques resulted in higher costs and greater complexity. For the F-16 different systems were carefully selected and integrated in such a way that the aircrafts weight decreased with several thousands of kilogrammes. The small weight of the F-16 was reached by using as few strange materials as possible; the structure of the F-16 consists for 78% out of aluminium; only 2,2% is titan, 4,7% is steel and 4,2% are alloys. These materials were only used when their unique characteristics were really necessary.

The armament of the F-16 consists of a 20mm cannon; infrared, heat-detecting missiles; equipment for the future use of radar-guided missiles; 9 pylons for external stores: one on the central-line of the fuselage, six under the wings and two on the wingtips. These pylons have an external capacity of over 6800 kg and can carry fuel tanks, guided and non-guided bombs, "air-to-air" and "air-to-ground" missiles and other special weapons.

Although the F-16 ACF is a very light aircraft, his range is more than enough to "go-fighting" and plenty of fuel can be stored to end an aerial fight. The aircraft has 2,3 times the range of present fighter-planes and that under equal operational conditions.

Its enormous power compared with its weight and light wingload make the F-16 a superb fighter-plane. Annually more than 380 million liters fuel can be saved, compared with the aircraft it is to succeed.

Statements: of Col. William Thurman, Director of the F-16 program, US Air Force Aeronautical Systems Division at Edwards AFB on 12-2-75:

- The capacities of the F-16 are without an equal; this aircraft can compete with every known aircraft of today and, what is more important, with every aircraft of tomorrow. We are convinced that the F-16 will remain in service till the 1990-ties.

Concerning manoeuvrability the F-16 is, compared with other a/c, unique. The range is two times more than present aircraft. People might wonder how a smaller aircraft can possibly fly greater distances. But it's not the size that counts, but the relation between size and fuel capacity. And the F-16 has the largest known size-fuel ration this might be clearly illustrated by the fact, that under the same conditions, the F-16 can fly twice as far as the F-4E Phantom. We've heard that the French Mirage F.1 has about the same qualities as the F-4. The F-16 stands above any aircraft now in service with the USAir Force.

I might add that under the same conditions, the F-16 uses half the

fuel that is needed by the Starfighter, The aircraft consists essentially of aluminium, no special alloys that would drive up the price have been used. Besides that we used many existing components that are being manufactured in our country and in Europe, so that we didn't have to worry about developing new or higher technological parts. We used e.g. standardscrews, so that the maintanance personal won't need a complete tool-kit to reach certain parts of the plane.

The first production aircraft will be available at the same time both in the USA and in Europe (early 1979). We've worked out a participati scheme concerning the 4 consortium countries.

At the moment we're building 15 aircraft for the test-program: the European industry is already participating. The production program for 1500 aircraft allows a compensation of 88% of the total cost-price. Resuming, we are convinced that the F-16 is the right fighter-plane on the right moment. And it's a fortunate coincident that it came now for it will help us to fight the present inflation.

Statements: of Lt.Gen. James R. Stewart, commander of the USAF ASD:

- The department of defence means, that before the end of the program at least 2000 F-16's will have been build, 650 of which are for the USAF. It may even become 3000 aircraft. Therefore you could conclude that we think to sell a great number of F-16's to foreign countries, as the USAF's maximum limit is probably 1200 aircraft... At least 650, may be 1200.

You must understand that both the F-17 and F-16 were good airplanes. They matched our desines very well and although the F-17 was good, the F-16 was notably better. Why did we think the F-16 to be better and was the USAF's choise relatively easy?

Well, between Mach 0.8 and 1.6 the F-16 was evidently better to fly and it could fly longer without refuelling. Besides that, the costs of F-16 including development-costs, production, spare-parts, maintenance of 650 aircraft over a period of 15 years, appeared to be over 1.000.000.000 dollar lower than the F-17 (in dollars of 1975!).

In this country - and I know in Europe as well- it is said that the F-16 is only an excellent aircraft for aerial-flights. But that's a mistake, as the USAF intents to replace most of its F-4's by the F-16. Qua air-superiority the F-16 will supplement the F-15 and at the same time be our best fighter-bomber! The radar, with which the F-16 will be equipped, won't just be able to locate and follow lounched missiles and other aircraft in the air, but may also be used against targets on the ground and thus be able to map out certain area very carefully. This, and a built-in computur-system will make the aircraft remarkably efficient in its air-to-ground mission.

It has been designed to certain all weapons of the USAF arsenal that we use against air-ground targets.

In my opinion the F-16 will be the fighter-plane with the best range of all air-superiority aircraft, and also with the best air-ground range in the USAF. Its range will exceed that the F-15 Eagle and of the A-7 Corsair: it certainly is no "short-legged" aircraft.



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-- Wanted correspondence in Belgium, West Germany, Switzerland and Austria to exchnage good quality Kodachrome slides of military aircraft. Please write to: Jan Los, Krugerlaan 17, Zeist, Holland.

-- Is there anybody, who has some space left in his car, willing to take me to airshows in Belgium, France and Germany? I am 18 years old have a Nikon and Rollei camera and of course willing to pay. Please contact Stef Rutten, Heemskerkstraat 30, Zutphen, telland, tel. 05750-17532

OPEN HOUSES --- OPEN DAYS --- MEETINGS --- AIR SHOWS --- AIR DISPLAYS

For the last time this year, the events according to official lists:

- 25 May : "Meeting Nationaux de l'air" at Tours (France)
 ; "Journée porte ouverte" at BA.116 Luxeuil (France)
- 30 May till 8 June: "Paris Air Show" at le Bourget (France)
- 28 May till 7 June: "Royal Flush 1975" at Bremgarten (Germany)
- 6 June : "Fasten" at Bierset (Belgium)
- 6 or 12 June: "Tag der Offene Tur" at Bremgarten (Germany)
- 8 June : "Journée porte ouverte" at B.722 Saintes (France)
- 11 June (or 18 June); "Journée porte ouverte" at BA922 Doullens (France)
- 15 June : "Journée porte ouverte" at BA709 Cognac (France)
 : "Journée porte ouverte" at BA725 Chambéry (France)
 : "Meeting Nationaux de l'air" at Metz (France)
- 21 June : "Open House" at RAF Upper Heyford (England)
 : "Internationale Meeting" at Florennes (Belgium)
- 22 June : "Open House" at Ramstein (Germany)
 : "Journée porte ouverte" at Nancy-Ochey (France)
 : "Journée porte ouverte" at BA274 Limoges (France)
- 27 June* : "Fasten" at Kleine Brogel (Belgium)
- 28 June : "RAF Open Day" at Halton (England)
 : "RAF Fete" at Coningsby (England)
 : "Air Display" at Woodford (England)
 : "Open Hoys" at Alconbury (England)
- 29 June : "Journée porte ouverte" at BA420 Cazaux (France)
 : "Journée porte ouverte" at BA125 Istres (France)
 : "Journée porte ouverte" at BA132 Colmar (France)
- June : "Journée porte ouverte" at BA944 Narbonne (France)
- 6 July : "Meeting Nationaux de l'Air" at Nice (France)
 : "open Day" at Wildenrath (Germany)
 : "Open Day" at Gutersloh (Germany)
- 12 July : "Tag der Offene Tur" at Kaufbeuren (Germany)
- 19 July : "Open Day" at Binbrook (England)
 : "Journée porte ouverte" at Mont de Marsan (France)
- 23 July : "Naval Air Day" at Culdrose (England)
- 26 July : "Naval Air Day" at Lee-on-Solent (England)
- 26&27 July and 2&3 Aug.: "Static Show" at Koksijde (Belgium)
- 27 July : "Journée porte ouverte" at BA721 Rochefort (France)
- 2 August : "Open House" at Lakenheath (England)
- 6 August : "International Air Day" at St.Mawgan (England)
- 9 August : "RAF Open Day" at Valley (England)
- 25 Aug. till 5 Sept.: "Bulls Eye Meet 1975" at Sola (Norway)
- 30 August : "Open Dag" at Volkel (Holland)
- 31 August : "Tag der Offene Tur" at Ahlhorn (Germany)
- August : "Tag der Offene Tur" at Jever (Germany)
- 6 September : "Naval Air Day" at Yeovilton (England)
 : "RAF Open Day" at Stafford (England)
- 7 or 14 September: "Tag de Offene Tur" at Leck (Germany)
- 12 September: "Fasten" at Florennes (Belgium)
- 13 September: "Tag der Offene Tur" at Wunstorf (Germany)
- 14 September: "Journée porte ouverte" at BA279 Chateaudun (France)
 : "Journée porte ouverte" at BA114 Aix-les-lilles (France)
- 20 and 21 September: "Open House" at Tempelhof (Germany)
- 20 September: "Battle of Britain at Home Day" at Biggin Hill,
 Finningly, Leuchars and St.Athnss (UK)
- 21 September: "Journée porte ouverte" at BA106 Bordeaux-Merignac (France)
- 27 September: "Open Dag" at Leeuwarden (Holland)

According to other sources:

- 22 May : "Open Day" at Emmen (Switzerland) only in the afternoon
- 31 May and 1 June: "Static Show" at Bentwaters (England)
- 27 and 28 June: "Open Day" at Dubendorf (Switzerland)
- 29 and 30 Aug. (possibly in connection with Swiss AF weapons meet)
- 1 till 7 September: "Tiger Meet 1975" at Leck (Germany)

14 September: "Open Day" at Skrydstrup (Denmark)

Note 1: It is not certain if all "Fasten" of the Belgium Air Force are open to the public.

Note 2: There will be no open day at RAF Laarbruch this year.

Note 3: All further changes to this list will be published under our News columns.

Note 4: As always: CHECK BEFORE GOING!!!!!!!

From A. le Nobel we received the following info, concerning the photo of the French Harvard in FLASH No.55:

1: The a/c is a T-6G (not Harvard).

2: The a/c is ex French Air Force not Aeronavale.

3: Serial number is 49-2901; a combination of the reg. 901 on the nose and 492 on the tail.

4: Together with the following T-6G's, it was at La Ferte Aluis in September 1974 (all ex Armee de l'Air):

- 51-14707 "KN", 41-14700, 51-14374 "DD", 51-14740, 53-4579, 53-4594,
- 51-14454, 53-4593, 51-14839 "KQ", 51-15017 "RD", 51-14811 "13",
- 51-14718, 53-4572 "KA", 53-4611, 51-14979 "Q", 53-4592 "RA" and
- ofcourse 49-2901 "WQ"

Furthermore: T-6G F-BMJO (ex 51-14696) in Luftwaffe WWII markings as "JP"; T-6G F-BNAU (ex 51-15113) in Armee de l'Air markings of 1939/1940 as "71" and the wreck of F-BMJP (ex 51-15049)

Also present were MS-733's No.165 and 190 of the Aeronavale.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

- PHOTO 1: C-47A K-685 of the Royal Danish Air Force landing at Vogar Airport, Farve Island, on 26 April 1974.
Copyright: N.H.Larsen
- PHOTO 2: One of the Fokker S-14 Machtrainers of the Koninklijke Luchtmacht was L-19.
Copyright: Luchtmachthistorie
- PHOTO 3: Another oldie, Dakota X-8. Photo Luchtmachthistorie
- PHOTO 4: An aircraft of 313 Squadron with the already abandoned insignia.
Photo B.Ullings/API
- PHOTO 5: A CH-54A of the USArmy (68-18451 of 275 Av.Comp.) at Mainz-Finthen in April 1974.
Photo P.Zastrow
- PHOTO 6: A Meteor TT.20 without markings, photographed at Le Bourget 18 March 1975. Possibly this is one of the ex RNavy aircraft (see FLASH 54).
Photo B.Ullings/API
- PHOTO 7: Corsiar 73-3994 of 355TFW at Davis Monthan AB.
Photo B.Knowles via P.Zastrow
- PHOTO 8: Thunderstreaks performing at an airshow at Volkel.
Photo H.Engels
- PHOTO 9: Pictured at Le Bourget on 8-3-75 was this Aeronavale DC-6B 44063.
Photo B.Ullings/API
- PHOTO 10: O-61356, Delta Dagger at Keflavik AFB.
Photo H.v/d.Laar
- PHOTO 11: A C-124G Globemaster of some US Air National Guard.
Photo J.Kimberley
- PHOTO 12: Skyraider 42028 is seen here at Alameda, USA.
Photo P.Zastrow
- PHOTO 13: G-775 taking-off at Skrydstrup AB on 19-3-74.
Photo N.H.Larsen

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13



GCA PHOTO SERVICE

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Edited by: P.J. van Gemert
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| S1. F.Navy F-8E(FN) 14 | S2. BAF CM-170 MT-49 |
| S3. WGAF Do-28D 5858 JaBo G-33 | S4. Klu F-84F P-186 315 Sqn. |
| S5. USN F-4J 157274 VF-84/AE | S6. FAF N-2501 62-WR 131 |
| S7. BAF F-104G FX-13 10 Wing | S8. IAF G-91Y RS-11 |
| S9. WGAF P-149D 9002 WS-50 | S10. WGAF F-104G 2523 JaBo G-33 |
| S11. IAF T-33A 6-30 | S12. USN S-2E 152346 VS-83/NW |

PRINTS:

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| 1. Heer Alouette II 7553 | 2. USArmy UH-1H 21754 |
| 3. USArmy UH-1H 17670 | 4. USArmy UH-1H 17695 |
| 5. USAF OV-10A 13562 | 6. RArmy Sioux XT-181 |
| 7. USArmy UH-1H 17541 | 8. WGAF Sabre Mk.6 JC-102 JG-73 |
| 9. USAF F-100D LR o-53663 | 10. RAF Vampire WZ-458 |
| 11. FAF S.Mystère B.2 10-SA 72 2/10Esk. | 12. USAF F-102A O-61255 |
| 13. RSwedAF Sk.37B Viggen 37811 F.7 (cam) | 14. BAF Mirage VBA BA-40 80CU |
| 15. WGAF F-104G DE-251 JaBo G-32 | 16. USAF RF-4C AR 64-022 |
| 17. RAF Hunter F.6 XF-527 | 18. WGAF F-104G 2643 JaBo G-33 |
| 19. FAF Mirage F.1 30-ME 8 2/30Esk. | 20. WGAF TF-104G 2829 |
| 21. IAF F-84F 36-49 36 Stormo | 22. RAAF Aer Macchi A7-038 |
| 23. USAF F-4D 50658 10TFS | 24. IAF RF-84F 3-44 |
| 25. RAF F-4M XV-460 31 Sqn. | 26. USAF F-4D BR 66-560 23TFS |
| 27. USAF F-4D HR 65-703 10TFS | 28. RAF Harrier GR.1 XV-807 OCU |
| 29. WGAF G-91R.3 3271 LeKg43 | 30. IAF F-86K 51-51 54858 |
| 31. WGAF RF-4E 3542 AKG-52 | 32. CAF CF-104G 104716 |
| 33. WGAF T-33A 9407 | 34. USAF F-4E BT 67-266 36TFW |
| 35. RAF Jet Provost XW-302 The Blades | 36. RNZAF C-47B NZ3551 |
| 37. FAF T-33A 338-HH 16952 | 38. WGAF P-149D 91-53 |
| 39. WGAF Pembroke 5420 | 40. USAF A-7D 71-341 Col.ANG |
| 41. IAF G-91Y 8-11 | 42. CAF CF-5A 116734 |
| 43. TanzaniaAF Caribou 9013 | 44. WGAF N-2501 AS-570 FFS"5" |
| 45. RAF Varsity WJ-897 Training Comm. | 46. Brasil Navy SH-34J 3001 |
| 47. BAF CM-170 MT-40 | 48. USAF T-37A 88024 |
| 49. WGAF UH-1D 7059 HIG-64 | 50. IAF F-104G 6-01 |
| 51. WG M.o.D. Alpha Jet D-9594 | 52. USAF C-47D O-77226 MAAG Spain |
| 53. JASDF F-104J 36-8533 | 54. CAF CT-33AN 133572 Cold Lake |
| 55. WGN F-104G 2219 MFG-1 | 56. USAF T-29D 21094 |
| 57. FAF C-160F 61-ZR 100 | 58. H-16B N13043 ex WGNavy 6007 |
| 59. BAF T-6G H-39 | 60. USAF KC-97L O-20888 Miss.ANG |
| 61. HEER H-34A 8056 HFB100 | 62. RNorwAF F-5B DP-W 14906 718 Sqn |
| 63. USAF T-39A 24474 | 64. RDanAF F-100D G-302 |
| 65. RNavy F-4K XT-868 | 66. HEER UB-1D 7200 |
| 67. BAF Do-27 OL-DO6 | 68. FNavy MD-312 Flamant 315 |
| 69. IAF C-118 SM-29 | 70. USN F-4B 149409 MMC |