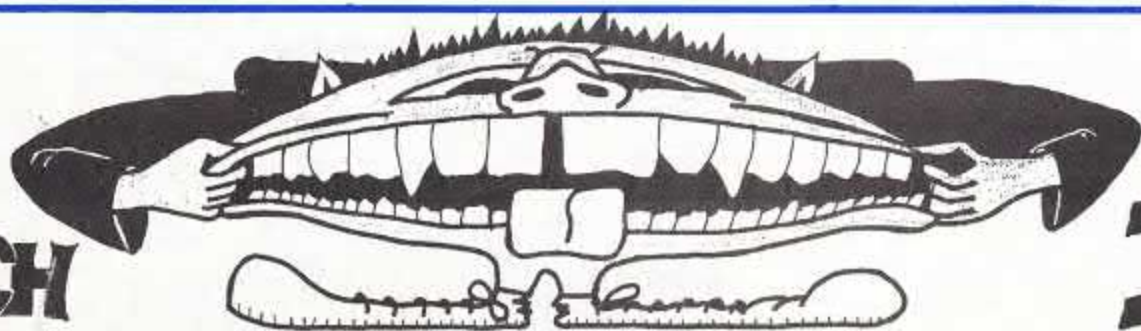


FLASH

April
1976



military aviation magazine



LURCH

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FLASH MILITARY AVIATION MAGAZINE, P.O.BOX 855, EINDHOVEN, HOLLAND

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APRIL 1976

NUMBER 67

VOLUME 6

Dear reader,

Well, here is the 67th issue of FLASH and the editors are already looking forward to that important milestone: the one hundredth issue. But before that there are still 32 issues to be published. When we look at the regular co-operation of the readers and the sound financial situation we see that it's merely a matter of time: two years and seven months, which gives us plenty of time to keep improving the magazine which we hope to do.

Meanwhile the spotting season is near. For those who can travel far on page 14, the French Portes Ouvertes, which we received just before closing for press, are published because we wanted you to know them as soon as possible. Those who go hunting for aircraft this year: "good hunting".

As usual this year we will publish one combined issue, very likely to be the July/August issue, thus enabling the editors to take a (spotting) holiday too.

Jac van Tuyn

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- 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"
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- If you publish any information out of FLASH elsewhere, please mention the source.
- At the moment only the following back-issues are available:
Nrs. 22(with photo-page of Nr.21), 50, 56, 57, 59, 60-65.
At DFL.2,- each.
- Sample-copies of FLASH are free obtainable at the editorial address.

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NEWS ----- NEWS

With special thanks to: A.Booy, Fos.Cooper, J.Eggen, C.v/d.Heuvel, M.J.Mason, T.Mulder, R.Portengen, H.de Ree, B.Sørresliig, C.Taylor, R.J.Tustain, G.v.Veen, A.C.Wright, Coventry Av.Soc. Sear Bar, JP-4.

HOLLAND

- Movements at Eindhoven included:
Febr.12: 31-49, 32-53 G-91R WGAF LEKG-41
Apr. 5: K-3003(-), 3051(-), 3043(316), 3050(316), 3017(316) and
K-3066(316), all NF-5A; V258 Atlantic 321Sqn MLD
6: D-8138 RF-104G 306Sqn
- Movements at Volkel on March 3rd:
BD-13 and D-11 Mirage 5BD BAF 8OTU; BA-39 Mirage 5BA BAF
D-5804 TF-104G Leeuwarden TCA
- The Royal Dutch Air Force Museum at Soesterberg. This museum housed in an hangar on Soesterberg AFB, is a public exhibition, open each Saturday. Lack of space and money limited the total amount of a/c, and despite this it is a well chosen collection, giving an idea of the post-war Air Force.
The only existing pre-war aircraft, a Fokker C-5D, is unfortunately not shown here, but in the Aviodome at Schiphol. The collection at Soesterberg consists of aircraft, technical equipment, flight-simulators a complete anti-aircraft battery and an historical photo-section. A part of the collection is stored in the Depot at Gilze-Rijen.
The current exhibited collection:
North American/Fiat F-86K Sabre: Q-305 s/n 53-8305 Fiat c/n : 33
(ex 51-33, 77, 67 and 5-67 AMI)
Lockheed T-33A: M-5 s/n 51-9028
North American T-6G Texan: B-184 s/n 43-12801 (wings and airframe partly removed for instruction-pupose)
North American P-51D Mustang: H-307 c/n 44-12125 (ex KNIL, transferred to AURI and later handed to the museum)
Hiller H-23C Raven: O-36 s/n 57-6521 c/n 55-425 (this a/c is the only one flying in Klu colours, other all being H23Bs)
Gloster Meteor F.Mk.4: I-69
Avro Anson Mk.19: D-26 ex VM352 (this particular a/c has never flown in Klu colours; it was a gift from the RAF)
De Havilland DH-89 B Dominie: V-3 ex NFO69 (nicknamed "Gelderland")
De Havilland DH-82 Tiger Moth: A-10 ex PG690.
Vickers Supermarine Spitfire Mk.9: H-1 (this serial is not correct although it is an ex Klu a/c)
North American B-25J Mitchell: M-464 (ex KNIL, transferred to the AURI and later given to the museum; presented in No.18Sqn colours)
Outside the museum, acting as gate-guard, a Hawker Hunter Mk.4 is exposed on a pole being N-129.
This year something very interesting will be added; the parts of wrecks digged out the IJsselmeer, parts of WWII aircraft crashed on their way home after an enemy strike in Germany. The "Opgravings Dienst" a special section of the Air Force, responsible for wreck recovery and aircraft identification lately digged out parts of a USAAF B-24 Liberator, such as instrument panel, cockpit hood and engine parts.
Address: Klu Museum, van Weerden Poelmanweg I, Soesterberg
Open: April 1st till December 1st, each Saturday 1000-1600 hours.
- Noted at Gilze-Rijen in several hangers on March 19th:
Stored for sale: R-125, 114, 135, 177, 176, 184, 166, 107 and R-173, all Piper L-21B Piper Cubs.
Stored for museum; DU-24 F-84E; P-230 F-84F (changed place with T-33 M-5 which is presently at the museum); R-213 Piper L-18C Super Cub; R-87 Piper L-18B Super Cub; N-305 Hunter T.7; N-122 and N-144 Hunter Mk.4; B-64 Harvard IIB; E-22 S-11;

Gilze-Rijen cont.

L-17 Fokker S-14; I-19 Meteor; S-9 DHC-2 Beaver;
TA422 Mosquito (planned to go to De Havilland museum soon)
PH-NET Auster 5; PH-UDT Beech D-18S

-- Movements at Soesterberg included:

- Mar. 1: XR443 Sea Heron Royal Navy 781Sqn
 - 2: XW200/CX Puma HC.1 RAF 33Sqn Odiham; 24461 T-39A HQ.17thAF
 - 4: 37846 C-130E 463TAW; 15029 CH-47C USArmy 205Av.Comp.
 - 5: XW205/CB, XW213/CJ Puma HC.1 RAF 33Sqn
 - 10: 96606 UH-1N USAF HQ.17AF
 - 11: J072-147, 67-457 RF-4C USAF 363TRW
30-82, 30-70 G-91R WGAF WS-50; 10879 C-9A USAF
17106 CH-47C Chinook USArmy 205Av.Comp.
 - 12: J066-461, 65-937 RF-4C USAF 363TRW
AR65-939 RF-4C USAF 10TRW; 24462 T-39A USAF HQ17thAF
21294 (c/s OLD360C) C-130E 314TAW
 - 15: 25-04 F-104G WGAF JABOG-31
 - 16: BA-50 Mirage 5BA BAF
 - 17: 15838 CH-47C USArmy 205AV.Comp.
 - 18: 130316 C-130E Can.AF.
 - 19: 24469 T-39A USAF HQ.17thAF
 - 22: 36-13/MM6874, 36-05/MM6800, 36-43/? , 36-46/MM6737, all
F-104Ss ItAF from Gioia del Colle
HR68-508 F-4E USAF 50TFW
 - 23: 31-22, 31-17 G-91R WGAF WS-50; 0-10653 T-39A HQ.17thAF
 - 29: AR66-478 RF-4C USAF 10th TRW
 - 30: 18014 U-21A USArmy HQ.USAREUR; 15030,20950 CH-47C 205Av.Comp.
LN66-456(red), 65-712(yellow) F-4D USAF 48TFW;
34-12(white), -24(blue), -58(green) G-91T WGAF WS-50
 - 31: 34-02(white), -26(blue) G-91T WGAF WS-50; 96607 UH-1N 7SOS
 - Apr. 1: K-3039 and 3041 NF-5A; R-150 L-21B (visitor)
WL795 Shackleton RAF
- New Polkow Bc.105a; s.o. B-66, 67 and 68

-- Movements at Leeuwarden included:

- Jan. 13: D-8051, 6698 F-104G (no badge); D-5808 TF-104G Volkel
CR68-534, 68-507, 68-384, 68-513, 69-265, 69-275, 69-254,
69-264 and 69-267, all F-4E USAF 32TFS
21-91 and 21-99 F-104G WGAF JABOG-33;
30-93, and 31-73 G-91R WGAF LEKG-41
- 15: XR504/BF Wessex HC.2 RAFG 18Sqn; K-3050 NF-5A (no badge)
- Feb. 10: K-4005 (313), 4007(313), 3010, 3016(316), 3050(-), all NF-5A/B
21-26 and 23-16 F-104G WGNavy MFG-2 (till 11-2)
- 11: A-226, 218, 319, 500, 351, 307, all Alouette III GPLV
K-4005, 4007, 4008 all NF-5B 313Sqn
XV723/AQ, XV721/AK, XT675/AR, XT791/AA, all Wessex HC.2
RAF 72Sqn (enroute to Norway for exercises, see also
last month's movements at Zestienhoven)
- 16: K-3018 (316) and K-4008 (313), both NF-5A/Bs
- 19: C-2 and C-3 F-27M 334Sqn; CR69-265 F-4E USAF 32TFS
- 20: B-37 and B-40 Bc-105Cs GPLV;
- 25: K-4011 NF-5B 316Sqn; 38-01 F-4F WGAF JB-36 (plus another)
WR965/"Dill" Shackleton AEW-2 RAF 8Sqn; B-40 Bc-105C
C-10 F-27M 334Sqn
- 26: D-6680 F-104G; K-4024 NF-5B 316Sqn
FX-07 F-104G BAF 10Wing

BELGIUM

-- The last two C-47 Dakotas of 15ème Wing de Transport were retired in January and stored at Koksijde

FRANCE

-- The FAF has come up with a remarkable scheme that will enable its pilots to maintain jet flying proficiency at flying costs claimed to

no more than five percent of those of Mirage IIIs. A number of ultra-light Bede BD-5Js, originally designed for home-built enthusiasts but capable of speeds of around 530km/h (255knots) and possessing a remarkable good manoeuvrability, could be ordered if this scheme is approved of. The fourth prototype of the BD-5J was recently evaluated at Bretigny.

DENMARK

-- The distribution of the ex CAF CF-104s in the RDanAF as they were given in FLASH Nr.66 proved to be not quite correct. Here's a correct list as of April 1st, 1976:
Esk.723: R-814, 819, 832, 887, 888, 896, RT-654, 655, 657, 664, 667
Esk.726: R704, 757, 758, 771, 812, 825, 846, 851, RT-660, 662
RT654 was delivered to Esk.726 on 22.09.72 but on loan to Esk.723 from 19.01.76.
R-855 is not yet in sqn-service (the a/c has not even been tested).

GREECE

-- The first 6 of 40 T-2E Buckeyes ordered by the Greek AF were delivered early February. They are being delivered via Prestwick:
Febr.6: 160059, 10060, 160061
Febr.13: 160062, 160063 and 160064
Colour scheme: dark green/earth camo
red/white striped rudders and tip tanks

UNITED KINGDOM

-- As already noted in FLASH Nr.66, four B-52Gs visited Marham in order to participate in the Bomber Competition:
76505 (FRISK 11), 2nd BW from Barksdale AFB, La
80181 (FRISK 13), 92nd BW Fairchild AFB, Wash.
80207 (FRISK 12), 97th BW Blytheville AFB, Ark.
92589 (FRISK 14), 320th BW Mather AFB, Calif.
Support aircraft were reported as:
March 1: 71482 (no badge), 23557 (301ARW), both KC-135As
2: 80114 (6BW), 80117 (no badge), 00335 (456BW), all KC-135As
3: 71471 (11ARS) KC-135A
The a/c are expected to be present at Marham for about six weeks. Other Marham movements on the B-52s' arrival day, March 5th:
Canberra B.2: WE113 no markings (ex H/85Sqn); WJ678/K of 100Sqn; (ex W/100Sqn); WK116/Q of 100Sqn; WJ640 no markings (ex F/85Sqn); WJ753/L of 100Sqn (ex Y/100Sqn); WH670 no markings; WP515 no markings (ex D/81Sqn); WH667/J of 100Sqn (ex V/100Sqn)
Canberra T.4: WH848 of 2310CU (ex M/85Sqn)
WT483 and WJ677 of 2310CU
Canberra E.15: WH964/4 of 98Sqn
Canberra T.19: WH903/P of 100Sqn
H.P.Victor: XA927, 936, 937, 938, 939, XH589, 614, 619 (derelict), XM715, XL189, 190, 511 and 513

-- Movements at Learbruch included:

Mar. 2: ZR69-350 and 69-608 RF-4C USAF 26TRW/17TRS;
XX755 Jaguar GR.1 RAF 14Sqn
22: 35-37 and 35-58 RF-4E WGAF AKG-51; 84-39 CH-53G Heer
5001 Transall C-160D WGAF LTG-63
34-16 and 34-31 G-91T WGAF WS-50
AR-101 and AR-111 RF-35 Draken RDanAF Esk.729
RT-664 CF-104D RDanAF; D-5811 TF-104G Volkel TCA
XV296 Hercules C.1 RAF LTW; XL191 Victor K.2 RAF
XN787 Lightning F.2 RAF 19Sqn (and three more)
D-8279 F-104G RNethAF; XR365 Belfast C.1 RAF 53Sqn
XP779 Beaver AAC
23: BA-18 and BA-20 Mirage 5BA BAF 2Wing

Laarbruch cont.

Mar.23: BD-14 Mirage 5BD BAF 80TU; FT-04 T-33A BAF
BA-20, 18 Mirage BAF 2Wing; GT-870 F-100F RDanAF
WH902 and WJ981 Canberra T.17 RAF 360Sqn
K-4023 NF-5B RNethAF 316Sqn
XS679/BP Wessex HC.2 RAF 18Sqn

On February 26th, No.2Sqn at Laarbruch took delivery of her first Jaguar GR.1: XZ101/S.

-- Jaguars and Phantoms noted at Bruggen in March:

Jaguars: 14Sqn: XX826/B, 822, 958, 959, 965 and 960
17Sqn: XX840, 819, 823, 844
31Sqn: XX969, 970, 974, 976

Phantoms: 17Sqn: XV474(ECM)
31Sqn: XV494, 497, 426, 487, XT900(ECM) and 905

Visitors:

Mar. 1: XR143 Argosy RAF; WJ630/J Canberra T.17 RAF 360Sqn
10: 133069 CT-33A CAF; XW541/Q Buccaneer RAF 16Sqn

-- Movements at Wildenrath included:

Mar.23: 33-TA/352, 33-TF/357, 33-TK/362, all Mirage IIIRs FAF from
Strasbourg on rotation at Wildenrath.

XR371 Belfast RAF 53Sqn; XR501/BK Wessex RAF 18Sqn
0580 F-5A and 241 F-5B RnoAF

870 CF-104G and 4633 CF-104D RNoAF (both a/c camo)

Apr. 7: 2-40, 2-41, 2-46, 2-54 G-91R ItAF; SA-27 G-91T ItAF
XV222 C-130K RAF; 370 F-5A and 241 F-5B RNoAF
XV401/I and XV414/N Phantom FGR.2s RAF 41Sqn

-- A visit to Dunsfold on February 4th resulting in:

XZ128, 129, 130 Harrier GR.3s and XZ145 Harrier T.4

Complete orders are: 12 GR.3s (XZ128 to 139?) and 3 T.4s (XZ145 to 148?)
XX154/"1", 156/"2", 157/"3", 158/"4", 162 and 163 Hawks T.1

The Hawk deliveries will be as follows:

C.F.S. 6 a/c by Autumn 1976

4 FTS at Valley from Spring 77 complete by mid 78

TWTU Brawdy from winter 77 complete by end of 78

E-409/G-9-437, 403/G-9-434 and 418/G-9-? Hunters ex RDanAF

L183/G-9-426, L184/G-9-427 and L-185/G-9-425 Hunters ex Lib.AF

WV395/8001/G-9-428 and XJ683 Hunters

159557, 159563 AV-8A Matadors for Spanish Navy

159258 and 159379 AV-8A Harriers for US Marine Corps

-- Presently based at Northolt (west of London) are:

No.32Sqn: HS.125 CC.1: XW788, 789, 790 and 791

HS.125 CC.2: XX507 and 508

Andover C.1: XS597 Andover CC.2: XS792 and 794

Whirlwind HAR.10: XJ435, XJ763, XP328(ex HQ.38Group), XP339,
XR486 and XJ407

No.207Sqn: Pembroke C.1: XL929 (while WV746 departed for RAFGermany in
January)

Devon C.2/2: including VP952, 956, 961, 962, 968, 971, 974

981 (this one arrived in Jan. from the now disbanded
No.21Sqn) and WB530, 531

French Air Attache: GM-170 Magister 547/TR-radio c/s FTFR

Gate Guard: Spitfire TE476

Fire Dump: Hastings TG563 (ex 70Sqn and badly burned)

Varsity T.1: WF915/W (ex 6FTS)

Movements at Northolt during February and March included:

Febr. 2: 141023 C-131F USNavy/Mildenhall (141021 on 12.2)

3: 136753 C-1A USNavy/Mildenhall (also on 4.2 and 7.3)

4: C-12 F-27M RNethAF (C-4 on 10.2, C-2,9,11 on 12.2)

WV729 Pembroke C.1 HQ SHAPE (WV746 of 60Sqn on 28.2)

6: 31585 C-130H USAF 314TAW; 11-03 Jetstar WGAF (11-02 on 7.2)

Northolt cont.

- Feb. 7: 157324/LR-1 P-3C Orion USNavy VP-24Sqn
- 8: XM296 SeaHeron RNavy Yeovilton St.Flight (also on 11.2)
- 9: 5114 C-160D WGAF FSS-S (5105 also of FSS-S on 2.3)
V256 Atlantic SP-13A MLD 321Sqn
- 10: 232 Navajo Fr.Navy; 159361/JM CT-39G USNavy VR-24Sqn
CH-12 C-130H BAF 21Smaldeel (also on 24.2)
- 11: 5094 C-160D WGAF LTG-63; 33303 C-118A USAF HQ SHAPE
N-618 C-54G RDanAF Esk.721 (also on 24.2)
XV296 C-130K LTW (XV305 on 19.2 and XV204 on 25.2)
- 12: 73-22261 U-25A Huron USArmy; OT-ZAI/RM-9 Pembroke BAF
- 13: 37826 C-130E USAF 463TAW (37834 on 20.2)
- 16: XW226/DW Puma HC.1 RAF; K-682 C-47A RDanAF Esk.721
- 17: 64-IN/198 N-2501 Ncratlas FAF ET.64
- 19: 152751/LK-8 P-3B Orion USN VP-26; XT770 Wessex HU.5 781Sqn
- 24: 954 C-130H RNoAF
- 27: 37817 C-130E USAF 463TAW; 15905 U-21A USArmy
- Mar. 1: WV735 Pembroke C.1 RAF 60Sqn; 58-39 DO-28D WGAF
- 3: 6701 DC-6B Portugese AF
- 6: 159363/JM CT-39G VR-24Sqn
- 7: XX406/P Gazelle HT.3 RAF Central Flying School

- So far already four AV-8As for the Spanish Navy have been delivered
All in white/grey camouflage-scheme:
159560 del'd 9.11.75 through Mildenhall (AV-8A)
159561 del'd 16.12.75 through Mildenhall (AV-8A)
159562 del'd 22.1.76 through Mildenhall (AV-8A)
159563 del'd 25.2.76 through Mildenhall (TAV-8A)
- XV745/26 (2330CU) and XV754/07 (1Sqn) were the two Harriers involved
in the mid-air collision mentioned in last month's FLASH.
Reminder: the accident took place near Nantwick, Cheshire on Jan.19th.
In the meantime another Harrier (XV746) crashed about 125 miles south
of Tromsø on March 12th. The accident occurred while being in Norway
for the exercise "Atlas Express". The pilot died.
- The Battle of Britain Flight (with four Spitfires, two Hurricanes
and a Lancaster) has moved from RAF Coltishall, where extra space
is needed because all UK-based Jaguar squadrons will be based there,
to RAF Coningsby.
- In November No.53Sqn at RAF Brize Norton will disband as a result of
defence cuts. The unit's ten Belfast C.1s, now ten years in service
will probably be scrapped.
At the end of March the Varsity flight of No.6 Flying Training School
at RAF Finningley was disbanded. The aircraft were disposed of at
RAF Kemble.
- Noted at Halton on March 8th:
XP409, 442 Argosy; 80771/69, 8230M/69, 8236M, 8238M Jet Provost
7387M, 8204M Canberra; 8138M, 8141M, 8145M Sea Vixen
All aircraft are stored.

UNITED STATES of AMERICA

- Two additional F-4Es of the 56th TFW: MC66-292(yellow) and MC67-377
(blue). See also FLASH Nr.65.
- Movements at Ramstein included:
Jan.31: TJ63-(7)605 F-4C USAF 401TFW
Feb.21: LN65-(0)683 and 65-704 F-4D USAF 48TFW
WR66-(7)479, 66-(7)604 and 66-(7)747 F-4D USAF 81TFW
TJ64-(0)796, 64-(0)829 and 63-(7)506 F-4C USAF 401TFW
CR68-(0)507 F-4E USAF 32TFS; RS68-(0)478 F-4E 526TFS
83316 OV-10A 20TASS; XL953 Pembroke RAF 60Sqn
37826 (463TAW), 37638(317TAW), C-130E USAF

Ramstein cont.

- Feb. 28: WR65-(0)681 and LN66-(0)288 both F-4D USAF
00465 C-5A USAF 436MAW
- Mar. 6: ZR68-(0)600, 69-(0)364, 69-(0)349, 69-(0)360, 69-(0)361,
all RF-4C USAF 26TRW; WR66-(7)558 F-4D USAF 81TFW
TJ63-(7)552 and 63-(7)557 F-4C USAF 401TFW
60166, 60173, 60183, 70008, 40625, all C-141A of 438MAW
40610 and 50279 C-141As of 437MAW
00465 and 00455 C-5As of 436MAW
- 13: TJ63-(7)549 F-4C USAF 401TFW; 50223 C-141A USAF 438MAW
WR66-566 and 66-(7)479 F-4D 81TFW
10882 C-9A Nightingale USAF (without red cross)
20-08 and 20-26 TF-104G ItAF 20Gruppo
- 19: 50266(437MAW), 60195(437), 60167(437), 40628(438),
67948(438), 40626, 40613, 60168, all C-141As
LN66-497 F-4D USAF 48TFW; WR65-703 F-4D USAF 81TFW
ZR69-371 RF-4C USAF 26TRW; HR69-244 F-4E USAF 50TFW
RS68-401, 438, 497, 412 (new a/c ex BT/36TFW), 441, 452, 475,
RS68-490, 447 and 446, all F-4E of 526TFS
96608 UH-1N USAF 7th SOS; 37846 C-130E 463TAW
84-84 CH-53G Heer; FT-11 T-33A BAF; 21567 UH-1H USArmy
15906 U-21A USArmy HQ.USAREUR; OT-ZAJ/RM-10 Pembroke BAF;
LD/No.26 Paris II FAF; 34-33 G-91T WGAF LEKG-43
- March 19th also saw the arrival of 18 RF-4Cs of the 117th TRS of the
Alabama ANG from Birmingham Airp.. Although originally destined
for Alconbury (UK), they were flown in from the States to Torrejon
(Spain) on March 18th and to Ramstein on March 19th:
64-056(b), 65-884(b), 65-886(r), 64-038(b), 63-753(b), 64-058(b),
64-044(r), 64-055(b), 64-051(r), 64-049(r), 64-036(r), 65-852(b),
64-080(b), 65-893(b), 65-837(b), 64-053(r), 65-854(b), 65-822(-)
(b stands for blue and r for red)
- 25: 10882 C-9A USAF; 22261 C-12 USArmy;
15876 RU-21E USArmy; SP63-513 and 63-594 F-4C USAF 52TFW
50223, 50224, 60132, 60134, 60155, 60170, 70008, all C-141As

-- As already noticed in FLASH Nr.66 the score of ex French F-100 Super
Sabres at Sculthrope (UK) has reached 13 by now. All a/c are delivered
to the 7519th CSS (Combat Support Squadron) and will be broken up in
a relatively short time.

Sculthrope expressed in registrations:

- 11-MQ/63935 F-100F
11-MJ/42128, -MM/42211, -MN/42212, -MP/42248(ex -MV), -MK/42146,
(ex -EG), -MV/42166, -MF/42249, -ML/42165(ex -EL and -EB),
-MJ/42254(ex -EG), -MK/42272(ex -EF), -ML/42165 and -EH/42169

-- The USAF are to deploy a wing of 72 A-10 close support a/c in Europe
in 1980 to counter the threat of Soviet armour.

The first wing operational on the Fairchild A-10a is to be the
355 TFW (formerly 355TFW) based at Davis Monthan AFB. The 355TFW
used to operate the A-7D Corsair in four squadrons:
333rd, 354th, 357th and 358th TFSs.

-- Movements at Mildenhall included:

- Jan. 9: arrival of C-130E 80935 and 40540 (and not 80953 and 40450
as stated in FLASH Nr.65)
- Feb. 3: 159469 EC-130Q USN VQ-4Sqn; 13186 C-130E Turk.AF
7: 156823/LQ-9 P-3C Orion USNavy (not 156523 as stated in
FLASH Nr.66)
- 10: 4X-FBK/318 C-130E Israeli AF (in USAF camo)
14: 152791 C-2 USNavy coded JM (from Rota Spain)
15: 21808 C-130E AFRES; 157310/LR-2 P-3C Orion USN VP-24Sqn
18: 156526 P-3C Orion USNavy VP-56Sqn. This a/c was coded
correctly LQ-4 on one side and carried LQ-76 on the other.
10: 00294 C-130B AFRES

Wildenhall cont.

- Feb. 25: 159563 TAV-8A delivery to Spain
26: OT-ZAG/RM-7 Pembroke BAF; 80062 KC-135A 17BW
Mar. 2: 80117 (17BW), 00335(17BW), 71482(no badge), 80062(no badge),
23557(301ARW), 23517(no badge), 80064(384ARW), 80037(68BW),
all KC-135A/Qs
4: 14842 RC-135C USAF 55SRW; 59405 C-141A USAF-437MAW;
152687 C-118B USN/Keflavik;
5: 00335 KC-135A 17BW; 70020 C-141A 437MAW;
152762 P-3 Orion USNavy coded LD-6

Note: 456SAW has recently been renumbered 17Bomber Wing

-- Movements at Lakenheath included:

- Feb. 7: 50753 F-4D delivery to 48TFW
10: 37-81 and 37-94 F-4F WGAF JABOG-36
11: 22-60 and 26-20 F-104G WGAF JABOG-34
16: D-6680 F-104G RNethAF 322/323Sqn
19: 58-44 DO-28D WGAF JG-71
24: SP63-(7)487, 63-(7)607, 63-(7)615, 63-(7)467, 63-(7)596,
SP66-(8)734, 66-(8)711, 66-(7)595, 66-(8)790, all F-4C/Ds
of 52nd TFW diverted due to weather
25: K-4006, 4010 and 4014 NF-5B RNethAF 315Sqn
UH68-(0)036 and 68-(0)075 F-111E USAF 20TFW
26: CR68-(0)528 and 68-(0)529 F-4E USAF 32TFS
BT68-(0)391 F-4E USAF 36TFW; 149677 EP-3E Orion USNavy
Mar. 5: RS69-(7)234 and 69-(0)238 F-4E USAF 526TFS
BT68-(0)444 F-4E USAF 36TFW
6: TJ64-(0)891, 63-(7)625 and 63-(7)449 F-4C USAF 401TFW
BT69-(0)264 F-4E USAF

The 18 F-100Ds of Iowa ANG due to arrive at Lakenheath 15 May 1976
are now due to go to Aviano.

-- Noted RF-4Cs of 10th TRW at Alconbury on Febr. 28 and March 7th:

- AR65-0939, 0935, 0944, 0927, 0908
AR66-0424, 0423, 0421, 0430, 0478, 0418, 0422, 0425, 0433, 0499, 0469
AR68-0553 (ex ZR) 0554(ex ZR) all RF-4Cs of 1st TRS (with blue tips)
64-1073, 1035, 1017, 1075, 1081, 1070, 1071, 1084
65-0901, 0873, 0835, all RF-4Cs all uncoded and ready to return to
the States.

-- Noted at Bentwater on February 28th:

- TJ63-(7)449 F-4C USAF 401TFW; SP64-(0)749 F-4C USAF 52TFW;
SP66-(7)575 F-4D USAF 52TFW

The C-130s and F-4s from Woodbridge were all at Bentwaters due to
runway repairs:

- 65-0975 and 65-0962 HC-130H, 69-5823, 69-5826 HC-130N
66-0220 HC-130P (recently del'd) all of 67th ARRS
New F-4s recorded with the 81st TFW included the following:
50638(ex HO), 60234, 67749(ex HO), 67627 and 67676(ex HR)

-- On March 26th, three brandnew F-4Es arrived at Soesterberg to be
delivered to the 32nd TFS. By April 7th the score was six a/c and
some were already noted with CR-code.

Rumours telling these being EF-4Es in which a statement can be made
up of non-replacement of their current equipment.

Regs: 74-065, 652, 653, 654, and 657

-- Current plans call for replacement of the twelve remaining squadrons
of F-106 Delta Darts and probably of the three ADC F-4 squadrons in
the early eighties. The USAF is considering modified F-14s, F-15s
and F-16s.

The last F-101 Voodoo will be phased out next year, and it can be
assumed that the Voodoo's tasks will then be fulfilled by TAC F-4s.

-- It is possible that USNavy A-4 Skyhawks and F-4 Phantoms of the 6th
Fleet, operating in the Mediterranean, will be overhauled at the IAI

factories at Tel Aviv, Israel.

The US Navy is currently investigating whether IAI can handle this. Similar arrangements have been made in the past e.g. in the fifties CASA overhauled the USAF F-100s based in Europe.

USSR

-- The NATO headquarters nounced that Russian MIG-25 Foxbat fighters make high reconnaissance missions over the West-Germany area at an altitude of 100,000 feet. It was stated these could not be intercepted by the current NATO equipment, only by the NIKE rockets. The reason for these missions could be the failures in the Russian spy satellites, but it is more likely that these missions are intended as seeking gaps in the Western Defence systems. The answer for these actions could be the F-15 Eagle whose climb rate is far superior to the MIG-25 but the short dash speed is limited.

WEST GERMANY

-- Today the Luftwaffe is operating only two light-attack Geschwaders with the G-91Rs (LEKG-41 at Husum and LEKG-43 at Oldenburg) and one training geschwader equipped with the G-91R/T (WS-50 at Furstenfeldbruck).

Originally the Luftwaffe operated with four G-91 units. But as in early 1975, LEKG-42 started its conversion to the F-4F in order to become JABOG-35 and LEKG-44 at Leipheim was disbanded on July 1st 1975, approximately 100 Fiat G-91R/Ts became available. These aircraft were mainly diverted over the three units mentioned above who are likely to continue flying the Fiat untill the late 70s.

The G-91R/Ts of LEKG-42 were diverted as follows:

- to LEKG-41: 3037, 3123,25,27,81, 3260,74,88, 3305,13,18 and 23
- to LEKG-43: 3045, 3141,71,84, 3255,69,89,90, 3304;10,11,15,19 and 20
- to WS-50 : 3019, 3122,24,80, 3207,13,65,93,95,97, 3402 and 51

The G-91R/Ts of LEKG-44 found their way to the following units:

- LEKG-41: 3016,57, 3138, 3227,61,75,76,77
- LEKG-43: 3129;30, 3206,45,63,73
- WS-50 : 3212,80, 3435,54,62(
- T3Lw.1 : 3258

At the same time as the G-91Rs were withdrawn from LEKG-42&44 the six remaining Sabre MK.6s of the Schiessplatzstaffel at Sylt and Decimomannu(Sardinia) were withdrawn and stored at Oberpfaffenhofen. They were replaced by approx. 10 G-91Rs which took over their target-tug duty. Two of these are now flying as D-9599 and D-9608. Since there were also G-91Ts in surplus, six aircraft were recently sold to Portugal who received already 40 G-91R3s from West Germany of which presently 16 are left in service.

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

AUSTRIA: The Osterreichische Luftstreitkrafte have ordered 12 Pilatus Turbo Porters to replace the Beaver. The first six will be delivered early 1977.

EGYPT: The Egyptian government requested the US Government to sell them not only the six Herculeesses mentioned in this column last month, but also an unspecified number of F-5E Tiger IIs. They are also interested in Jaguars, F-16s and Mirage F.1s. In process of delivery are a number of Westland Sea Kings and Commandos. Untill now, Russia was the big supplier of weapons, but since President Sadat severed the Egyptian-Russian friendship relation in March, the USSR refused to deliver spare-parts to the armed forces; last month Russia even forbid India to sell spare parts for the MIG-21s to Egypt.

HOLLAND: According to the Netherlands socialist trade-union NVV the economic compensations, connected to the purchase of the General Dynamics F-16, are much less than originally promised by the

US Government. Should this be the case, the NVV demands a new evaluation of the Starfighter replacement candidates.

Another F-16 "affair" is the expulsion of two Russian functionaries, who were suspected of espionage...

- ITALY: The first of twenty Agusta-built Sikorsky HH-3F Sea Kings was delivered to 15th Sormo of the ItAF recently. The Sea Kings will replace Italy's Grumman HU-16 Albatrosses. Also on order are two Agusta VH-3s.
- JAPAN: The first unit equipped with Mitsubishi T-2A jet trainers is 21st Sqn, 4th Wing at Matsushima. The F-86Fs will not have been retired by 1978 as originally planned, but by 1980. This is because the Mitsubishi FS-T2-Kais intended to replace them will not be delivered as fast as planned because of cuts in the defence budget.
- MOROCCO: In December 1975 the Royal Maroc Air Force ordered 25 Mirage F.1s of three different versions: the single-seat F.1A, the two-seat F.1B and the single-seat F.1C, and took an option on 50 more.
In spite of reports that the order for Mirages replaced an F-5E/F order, the Royal Maroc Air Force will probably receive 20 F-5Es and 4 F-5Fs during 1977, because the Moroccan government has requested a letter of offer concerning this from Northrop.
- PAKISTAN: Although Pakistan's 45 Saab Supporters, now in service as replacements for T-6 Texans, had been sold under the condition that they would not be used for combat, some Supporters have been used and probably are still being used in support of Pakistani ground forces against insurgents in the province of Baluchistan. The Supporters are equipped with gun pods and rockets for this task.
- PERU: The Peruvian Navy has ordered two Fokker F.27-400M-FPA Maritime Troopships for delivery in the second half of 1977. These are examples of a new F.27 version, of which a prototype, PH-FCX c/n 10183, was flown for the first time on 26 February 1976. This version is intended for coast and fishery control and is equipped with several electronic devices suited for these tasks. The F.27-400M-FPA is not intended for sophisticated maritime patrol.
- PORTUGAL: The Portugese Air Force has withdrawn a number of old and very old types from operational use: Beech C-45, Douglas C-47, C-54, and ... Republic F-84G Thunderjets(!)
The only combat a/c currently in use are sixteen Fiat G-91Rs (and the newly received G-91Ts), thirty-two Cessna
- SPAIN: The Spanish Air Force (EdA) will probably receive seventy-two F-16s as payment for the use of Spanish bases by the USAF and USNavy. Forty-two F-4Es will be leased by the EdA from the USAF till delivery of the F-16s, replacing the 34 F-4Cs currently in use.
All T-34A Mentors of Esc.791, General Air Academy, San Javier have now been replaced by thirty Beech Bonanzas.
- SYRIA: The Syrian Air Force will buy 20-40 Super Frelons.
- TURKEY: The Air Force will replace its aging T-33As with Alpha Jets. Sixty to sixty-five will be bought and it seems certain that part of the order will be built in Turkey.
Under a new treaty the Turkish minister of defence, Mr. Ihsan Sabri, has agreed to re-open 26 American military installations that were closed in July 1975, after the refusal of the US Congress to deliver weapons to Turkey. The treaty also includes a 1 billion dollars worth military aid programm and the delivery of 14 Phantoms, 26 other fighter planes, 20 trainers and 72 helicopters
- USA: Fokker/VFW are trying to sell the VFW-614 MRS to the US Coast Guard, which needs 41 aircraft to replace their Grumman Albatrosses.

WESTLAND SEA KING (part 1)

by Jac van Tuyn with special thanks
to Paul A. Jackson and Scottish Air
News.

Throughout the sixties the Westland Wessex HAS.1 was the Royal Navy's main helicopter for ASW (Anti Submarine Warfare). This a/c is the British turbine-engined version of the Sikorsky S-58. In 1967 they were added to with the more advanced Wessex HAS.3.

But in spite of this addition, the need for a completely new helicopter remained. This need arose from the obsolescence of the Wessex as flying capability was concerned. Other disadvantages of the Wessex were that it is short of endurance, has only one engine and a low weapon-load. All this caused a requirement for a new helicopter which ought to enter service in 1970.

The tasks of this new helicopter were not only to be restricted to the ASW task but would be extended to such tasks as minesweeping/counter-measures, cargo-lift, search and air rescue (SAR) and casualty evacuation.

The choice for the new helicopter wasn't too difficult since there was only one helicopter capable to execute the tasks mentioned above satisfactorily: Westland already possessed a licence to manufacture S.61s, so the Royal Navy chose the S.61B Sea King. On June 27th 1966 the RN ordered 60 Sikorsky S.61Ds, not S.61Bs as originally planned, of which Westland was to build 56 machines.

In March 1969 the first machine (XV642) was rolled out Westland's Yeovil factory and made its first flight on May 7th. After two years of carrying out a cautiously set up development program, the Royal Navy took delivery of her first Westland Sea King HAS.1 on August 11th, 1969. This took place at Culdrose and the a/c concerned was the XV645.

Before passing on to squadron-service in the Royal Navy first some technical data:

The purchase of the Sea King meant for the Royal Navy's ASW duty an enormous improvement. Besides the fact that the Sea King can remain in flight for 4½ hours, against the Wessex only 2 hours, the Sea King is provided with two engines. This gives a greater flexibility of operation and gives the helicopter a greater stability what's of enormous importance when ASW-missions are involved.

In order to trace submarines, the Sea King has been equipped with the at that time latest technical things: a Hawker Siddeley Dynamic Automatic Electronic Control System, Newmark Automatic Flight Control (AFCS) and autostabilisation systems, Ekco AW391 search radar, Plessey 195 Sonar and Mavrani 96 Doppler navigation system.

The 3-axis autostabilisation systems - Newmark AFCS combination, makes it possible to stabilize the Sea King at a height of 30ft. From this height the sonar officer on board lowers the Sonar 195 into the sea. As soon as the Sonar is in the water the AFCS is controlled by signals from the sonar cable and the height from the radio altimeter. Since it is essential that the sonar buoy is held vertically in the water to minimise effects from the sea bed, an offset computer feeds information to the AFCS to achieve this.

While the sonar-operator reads the signals given by the Sonar, tracing submarines, the observer (anti-submarine control officer) on board uses the Ekco 391 to locate other aircraft and ships in the search area. The highly accurate Doppler navigation systems assist in pin-pointing location. This is possible as a pin points out the exact location on a map at all times during the flight, thus allowing the Sea King to be flown in all weathers by day or night.

ROYAL NAVY SERVICE

As already mentioned before, the first Sea King (XV645) was handed over to the Royal Navy at Culdrose on August 11th, 1969. The a/c was delivered to the Sea King Intensive Flying Trails Unit which was formed on July 1st; on August 19th becoming 700S Squadron.

Its six a/c (XV644-649) were used for the 2,000 hours evaluation and reliability trails. The unit was disbanded in May 1970.

In February 1970, No.824Sqn was formed in order to be equipped with the Sea King. No.824Sqn acts as Ark Royal's ASW squadron. with its home base at Culdrose.

On June 2th, 1970, No.826Sqn received its new helicopters replacing the Wessex HAR.3s. No.826Sqn first operated from the HMS Eagle and later from the HMS Tiger with its home base also at Culdrose.

The third front-line Sea King squadron was No.819Sqn at Culdrose in February 1971. In September of the year it moved to its present location at Prestwick.

The two training units using the Sea King are No.706Sqn at Culdrose and No.737Sqn at Portland. No.706Sqn has as task conversion of pilots with 240 logged flying hours on Chipmunks and Hillers to the Sea King. No.737Sqn trains pilots in anti-submarine warfare.

Squadron view:

- 700S Sqn. Culdrose - Naval Trails Squadron (disbanded)
- 706 Sqn. Culdrose - For conversion to type
- 737 Sqn. Portland - For anti-submarine warfare training
- 814 Sqn. HMS Hermes - operational. Home base is Prestwick
- 819 Sqn. Prestwick - operational (only shore-based squadron)
- 820 Sqn. HMS Blake - operational. Home base Culdrose
- 824 Sqn. HMS Ark Royal - operational. Home base Culdrose
- 826 Sqn. HMS Eagle, later RFA Engadine, then HMS Tiger - operational, Home base Culdrose

RRE - Royal Radar Establishment, Pershore

RAE - Royal Aircraft Establishment, Farnborough and Bedford

A&AEE - Aircraft and Armament Experimental Establishment, Boscombe Down (D Sqn)

NATIU - Naval Aircraft Trials Installations Unit, Lee-on-Solent

NASU - Naval Aircraft Support Unit, Culdrose

RNAV - Royal Naval Aircraft Yard, Fleetlands.

Registrations:

Sikorsky-built SH-3Ds:

- XV370 c/n 61-393 ex G-ATYU company test-bed
- XV371 c/n 61-394 first flight 10-66, RAE Farnborough 1968
- XV372 Rolls Royce. w/o North Somerset 15-1-69
- XV373 A&AEE

Next month Part II, with a serial list of the Westland built Sea Kings HAS.1 and all export Sea Kings/Commandos.

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HOT NEWS !!!

For the travellers or French oriented ones among you, some really hot stuff. All French "Port Ouverte":

- | | |
|------------------------------|-------------------------------------|
| May 9th: Aulnat (BA745) | June 20: Saint-Dizier (BA113) |
| May 23rd: Strasbourg (BA124) | Romorantin (BA273) |
| Cambrai (BA103) | Rochefort (BA721) |
| Saintes (BA722) | Apt (BA200) |
| Orange (BA115) | July 17: Mont-de-Marsan (BA118) |
| May 30th: Toul (BA136) | Sept.12: Nimes (BA726) |
| Doullens (BA922) | Sept.19: Orleans (BA123) |
| June 13th: Lyon-Mont-Verdun | Cognac (BA709) |
| (BA942) | Sept.26: Creil (BA110) |
| June 20th: Dyon (BA102) | Oct. 10: Toulouse-Francazal (BA101) |





BRIEF COMMENT ON THE-PHOTOGRAPHS IN THIS ISSUE

- COVER: Some 110 CH-53Gs are now in service with three units of the Heeresflieger; seen on this month's cover is 84-35 while participating in the air show of last year's Tag der Offene Tur at Mendig.
Photo: P.v.Gemert/GCA
- PHOTO 1: Delta Darts, an uncommon sight in this part of the world; a number of these aircraft participated in last year's exercise "Autumn Forge". This picture was taken at Hahn AFB on Sept. 11 and shows 90010 and 80901 (both from Minot AFB). Note the HO Phantoms in the background. Photo R.Portengen
- PHOTO 2: Another picture from this "Autumn Forge": two F-4Es from Eglin AFB (68366 and 69342) which were part of the delegation visiting Spangdahlem last August. The different presentation of the anti-collision stripes on the tail is noteworthy.
Photo R.Portengen
- PHOTO 3: More or less regularly visiting Mildenhall are WC-135s, which are used for weather reconnaissance; illustrated is O-12673.
Photo: B.Hickman
- PHOTO 4: Pictured here is the last of the 15 H-34Gs of the West German Navy, awaiting shipment to Australia. SAR duties are now carried out with Westland Sea Kings of MFG-5.
Photo H.Dehnst
- PHOTO 5: A Lockheed F-104G Starfighter in the early years of its career with the Royal Danish Air Force. Photo P.V.Gemert/GCA
- PHOTO 6: A Phantom (64056) of the Alabama ANG, photographed at Ramstein AFB on March 19th (also see page 9)
Photo J.v.Tuyn
- PHOTO 7: Seen at RAF Bruggen on 1 March was WJ630, a Canberra T.17 of 360 Squadron.
Photo R.Portengen
- PHOTO 8: A monument in the state of Texas is Sabre 31030
Photo F.Klaassen
- PHOTO 9: CF-5A 116706, seen at the Canadair plant in Montreal, prior to delivery to the CAF. Photo F.Klaassen
- PHOTO 10: A look inside Hangar I at Volkel AFB in the year 1966.
Photo P.v/d.Krommenacker
- PHOTO 11: The US Navy operates 6 transport squadrons, one of them being VR-24; this unit flies a.o. CT-39Gs. Seen here is 159362, which visited Beek airport last year.
Photo P.Vercruijsse
- PHOTO 12: Very spectacular was the visit of a Navy EKA-3 at Soesterberg, early this year. Serial of the aircraft was 159362.
Photo G.v/d.Veen
- PHOTO 13: A silver Thunderstreak of 314 Sqn at Eindhoven. A Flashback
- PHOTO 14: UH-1N 96606 on display at Ramstein in September 1974.
Photo G.v/d.Veen

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UNITED STATES AIR FORCE in EUROPE

Part 14.

by Hans van de Lear with thanks to
USAF, P. Jackson and P.v. Gemert.

Corrections to part 14: F-4D list of the 49th TFW.

66-7561, after 81st TFW to USA

66-7568, still with 81st TFW, so not to USA

Registrations of F-4D's of 50TFW/417TFS added to the ones dealt with in part 15:

- 66-7477, to 417TFS/50TFW/KB, 417TFS/49TFW/HE resp.
- 7484, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN resp.
- 7488 (ex 36TFW), to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.
- 7494, to 417TFS/50TFW/KB Mountain Home AFB
- 7496, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN resp.
- 7498, to 22TFS/36TFW/BR, 10TFS/50TFW/HR, 81TFW/WR, 48TFW/LN resp.
- 7522, to 49TFW, 53TFS/36TFW/BT, 23TFS/52TFW/SP, 48TFW/LN resp.
- 7650/KB, to 417TFS/49TFW/HE-HO resp.
- 7687/KB (ex 479TFW/GA), to 417TFS/49TFW/HE-HO resp.
- 7746, to 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.
- 7747, to 417TFS/50TFW/KB, 417TFS/49TFW/HE, 48TFW/LK-LN, 81TFW/WR
- 8704/KB further details unknown; 8708/KB, further details unknown
- 8807/KB, to 417TFS/49TFW/HE-HO, 10TFS/50TFW/HR resp.
- 8808/KB, to 417TFS/49TFW/HE-HO resp

F-4Ds of 81st TFS:

65-0681

F-4Cs of 81st TFS:

- 63-7532 (ex 559TFS/12TFW/XN, 81TFW/resp.), to 81TFS/86TFW/ZS
- 7628 (ex 78TFS/81TFW), to 4453CCTW/DM
- 7648, no further details known
- 64-0860 (ex 91TFS/81TFW), to 81TFS/86TFW/ZS, 5TFS/52TFW/SP, 401TFW/TJ resp.
- 0879 (ex 91TFS/81TFW), to 81TFS/86TFW/ZS, 5TFS/52TFW/SP resp.
- 0882 (ex 92TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0883 (ex 92TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0886 (ex 92TFS/81TFW), back to 92TFS/81TFW/WT, to Sp. Air Force resp.
- 0888 (ex 92TFS/81TFW), to 81TFS/86TFW/ZS, 91TFS/81TFW/WS-WR resp.
- 0889 (ex 92TFS/81TFW), to 81TFS/86TFW/ZS, 91TFS/81TFW/WS-WR, 401TFW/TJ resp.
- 0892 (ex 92TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0893 (ex 92TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0896 (ex 92TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0899 (ex 78TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0908 (ex 78TFS/81TFW), to 81TFS/86TFW/ZS, 401TFW/TJ resp.
- 0910 (ex 78TFS/81TFW), to 81TFS/86TFW/ZS, 91TFS/81TFW/WS-WR, 401TFW/TJ resp.
- 0913 (ex 78TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.
- 0914 (ex 78TFS/81TFW), after 50TFW-period history unknown
- 0915 (ex 78TFS/81TFW), to 81TFS/86TFW/ZS, 5TFS/52TFW/SP, 401TFW/TJ
- 0917 (ex 78TFS/81TFW), to 1TFS/10TFW/ZS, 5TFS/52TFW/CP resp.
- 0926 (ex 78TFS/81TFW), to 4453CCTW/DM, 58TFTW/LA resp.

F-4Ds of 10TFS, in 1970 coded HR:

- 65-0658 (ex 36TFW), to HR, 81TFW/WR resp.
- 0662 (ex 36TFW), to HR, 81TFW/WR resp., w/o 14-3-1974 at Aviano (It.)
- 0667, to HR, 81TFW/WR resp.
- 0676 (ex 36TFW, 417TFS/50TFW resp.), to HR, 81TFW/WR resp.
- 0678/HR (ex 22TFS/36TFW/BR, to ???
- 0682, to HR, 81TFW/WR, 48TFW/LN resp.

- 65-0684 (ex 53TFS/36TFW), to HR, 81TFW/WR resp.
0685, to HR, 81TFW/WR, 48TFW/LN resp.
0689, to HR, 81TFW/WR, 48TFW/LN resp.
0692, to 78TFS/81TFW/WR, 92TFS/81TFW/WR resp.
0694, to HR, 81TFW/WR resp.
0696, to 78TFS/81TFW/WR, 48TFW/LN resp.
0699, to HR, 81TFW/WR, 48TFW/LN resp.
0700, to HR, 81TFW/WR, 48TFW/LN; 0701, to HR, SE-Asia, USA, 48TFW/LN
0703, to HR, 81TFW/WR resp.
0711, to 78TFS/81TFW/WR, 92TFS/81TFW/WR resp.
0714, to 78TFS/81TFW/WR
0735, to 78TFS/31TFW/WR, 23TFS/52TFW/SP, 48TFW/LN resp.
0736, to 78TFS/81TFW/WR
0738, to 78TFS/81TFW/WR, 48TFW/LN resp.
0741, to HR, 81TFW/WR, 48TFW/LN resp.
0754, to HR, 81TFW/WR resp.
0758, to 4453CCTW/DM
0761, to HR, further history unknown
0763, to HR, 81TFW/WR resp.
0764, to HR, 49TFW/HO resp.
0767, to 78TFS/81TFW/WR
0769, to HR, 81TFW/WR, 48TFW/LN resp.
0772, to HR, 81TFW/WR resp.
0774 (ex 9TFS/49TFW/HD, 8TFS/49TFW/HC, 35TFW/GA resp) to ????
0777/HR (ex 335TFS/4TFW/SB), to 23TFS/52TFW/SP, 48TFW/LN resp.
0778, to HR, 81TFS/WR resp.
0780, to HR, 81TFW/WR resp.
0781, to HR, 81TFW/WR resp.
0783, to HR, further history unknown
0793, to HR, 81TFW/WR, 48TFW/LN resp.
66-0229/HR (ex 497TFS/8TFW/FP), to 81TFW/WR
0251/HR (ex 417TFS/50TFW/KB, 417TFS/49TFW/HE, 8TFS/49TFW/HO resp)
to 48TFW/LN
0257/HR (ex 50TFW, 49TFW/HO resp)
0263/HR former history unknown
7479 (ex 49TFW), to HR, 81TFW/WR resp.
7480, to HR, 81TFW/WR, 48TFW/LN resp.
7485, to HR, 81TFW/WR, 48TFW/LN resp.
7497, to 23TFS/36TFW/BS, 23TFS/52TFW/SP, 48TFW/LN resp.
7498/HR (ex 417TFS/50TFW, 22TFS/36TFW/BR resp.), to 81TFW/WR,
48TFW/LN resp.
7519/HR (ex 9TFS/49TFW/HD, 7TFS/49TFW/HO resp.), to 81TFW/WR
7555/HR (ex 49TFW, 435TFS/8TFW/FO resp.)
7558/HR (ex 49TFW, 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO resp.), to
81TFW/WR
7563/HR (ex 49TFW, USA, 48TFW/LK-LN resp.)
7584 (ex 49TFW), to 23TFS/36TFW/BS, 49TFW/HO resp.)
7609/HR (ex 7TFS/49TFW/H-HO; 7614/HR (ex SA, HD-HO), to 81TFW/WR
7649/HR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO resp.), to 81TFW/WR
7663/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
7664/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
7665/HR (ex 334TFS/4TFW/SA)
7667/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
7668/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
7669/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR
767/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
7677/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR, to USA resp.
7684/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR, to USA resp.
7685/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR, to
49TFW/HO resp.

66-7692/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
 7694/HR (ex 53TFS/36TFW/BT)
 7698/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR, to USA resp.
 7699/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
 7702/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
 7705/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
 7706/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
 7708/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR
 7710/HR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO resp.), to
 81TFW/WR
 7711/HR (ex 336TFS/4TFW/SC, 53TFS/36TFW/BT resp.)
 7712/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
 7713/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
 7714/HR (ex 49TFW, 53TFS/36TFW/BT resp.)
 7718/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 49TFW/HO
 7720/HR (ex 53TFS/36TFW/BT)
 7728/HR (ex 49TFW/HO)
 7750/HR (ex 523TFS/405TFW/PN), to 48TFW/LN, then returned to
 10TFS/50TFW/HR
 7751/HR (ex 49TFW, 53TFS/36TFW/BT resp.), to 81TFW/WR
 7754/HR (ex 334TFS/4TFW/SA, 9TFS/49TFW/HD-HO resp.), to 81TFW/WR
 7758/HR (ex 4485 Test Squadron/EG)
 7767/HR, no further details known
 7768/HR (ex 53TFS/36TFW/BT)
 8689/HR (ex 53TFS/36TFW/BT)
 8753/HR, no further details known
 8781/HR, formerly based in USA, no further details known
 8804/HR (ex 417TFS/50TFW/KB, 417TFS/49TFW/HE-HO resp.)
 8824/HR (ex 49TFW/HO), to 81TFW/WR

F-4Es of 496th TFS/50th TFW coded HS in 1970, recoded HR in 1972:

67-0259/HR (ex 479TFW/GD, 31TFW/ZF, 526TFS/RS resp.), to 32TFS/CR,
 36TFW/BT resp.
 0266/HS-HR, to 401TFW/TJ, 36TFW/BT resp.
 68-377/HR (ex 479TFW/GA-GC, 401TFW/TJ-TK-TJ resp.), to 36TFW/BT
 0384/HR (ex AFSC, 401TFW/TL-TJ resp.), to 32TFS/CR
 0391/HR (ex 479TFW/GA-GB, 401TFW/TL-TJ resp.), to 36TFW/BT,
 0393/HR (ex 401TFW/TL-TJ resp.), to 36TFW/BT
 0394/HR (ex 401TFW/TL-TK-TJ resp.), to 36TFW/BT
 0404/HR (ex 401TFW/TJ, 35TFW/GA resp.), to 32TFS/CR
 0440/HR (ex 32TFS/CR)
 0495/HR (ex 525TFS/BU-BT, 401TFW/TJ, 36TFW/BT resp.)
 0496/HS-HR, to 36TFW/BT
 0503/HS-HR; 0506/HS-HR, to 36TFW/BT; 0507/HS-HR, to 32TFS/CR
 0508/HR (ex 525TFS/36TFW/BU-BT resp.)
 0512/HS-HR, to 36TFW/BT; 0513/HS-HR, to 32TFS/CR
 0514/HS-HR; 0515/HS-HR; 0516/HS-HR, to 32TFS/CR
 0517/HS-HR, to 36TFW/BT
 0527/HS-HR, to 401TFW/TJ, back to 496TFS/HR, to 36TFW/BT, 536TFS/RS
 0528/HS-HR, to 32TFS/CR; 0529/HS-HR, to 32TFS/CR
 0530/HS-HR; 0531/HS-HR; 0532/HS-HR; 0533/HS-HR;
 0535/HS-HR
 0536/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.)
 69-0243/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.)
 0244/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.)
 0246/HR (ex 401TFW/TK-TJ, IIAF on loan, 32TFS/CR resp.)
 0247/HR (ex 526TFS/RS)
 0248/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.)
 0250/HR (ex 526TFS/RS, 36TFW/BT resp.)
 0251/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.)
 0257/HR (ex 526TFS/RS), to 32TFS/CR

69-0259/HR (ex 401TFW/TL-TK-TJ, 36TFW/BT resp.
0273/HR (ex 401TFW/TK-TJ, 36TFW/BT resp.
0279/HR (ex 401TFW/TL-TJ, 36TFW/BT resp.
0280/HR (ex 401TFW/TL-RJ, 36TFW/BT resp.
7550/HS-HR, to 36TFW/BT

Thanks to our German contributor Otto Trill, I am able to give you some additions to the histories of the 50th TFW, 431st FIS, 441st FIS and 406th FIW.

- The 50th TFW arrived at Hahn AB in August 1953, equipped with the F-86F Sabre. Between early August 1955 and January 1956, the wing was completely re-equipped with the F-86H Sabre, making the 50th TFW the only USAFE unit that ever was flying the H-model of the F-86. In 1959 the F-86H Sabres were replaced by F-100D/F Super Sabres. Known F-86F serials of 50th TFW:
52-4724 and 4855 both F-86F-30-NA
- The 431st Fighter Interceptor Squadron (see FLASH Jan/Febr.1975) flew the F-86D Sabre Dog all-weather version from mid-1955 until re-equipment with the F-102A Delta Dagger. The 431st FIS, "The Red Devils", frequently exchanged base with the 441st FIS at Erding AB (Near Munich) when this 441st FIS had to move to Wheelus (Libya) for life rocket-firing practise.
- The 441st "Foxterrier" Fighter Interceptor Squadron was based at Erding Air Station from late 1955 until spring 1959. This unit flew between 27 and 30 F-86D-45NAs, may be a few F-86D-40NAs among them, and 2 T-33As.
Known serials of 431st FIS's F-86Ds:
52-3998, 3996, 3997, 3993, 3963, 3886, 3881, 4005, 4062 and 4102.
- The history of the 406th Fighter Interceptor Wing goes back to the 123rd Fighter Bomber Wing, Air National Guard, which came to Manston U.K., on 5 December 1951, to take over the F-84E Thunderjets that were left behind by the 12th Fighter Escort Group, S.A.C.. On 10 July 1952, the 123rd FBW was renumbered 406th FBW, it comprised the 512th, 513th and 514th Fighter Bomber Squadron, all equipped with F-84E and F-84G Thunderjets (the first G-models had arrived in January 1952). On 5 December 1953 the 406th FBW was redesignated the 406th Fighter Interceptor Wing and was re-equipped with the F-86F Sabre. In October 1954, the first F-86D Sabre Dog arrived, the 406th FIW being the first unit in Europe to receive the D-model of the F-86. It was around this time that the 512th FDS was detached to Soesterberg AB, Holland (see FLASH Dec.1974 history of the 32nd TFS). The 512th Fighter Day Squadron was not re-equipped with the F-86D, but was still flying the F-86F until 1956, when its first F-100C Super Sabres arrived. In July 1959, the 512th FDS was redesignated the 32nd FIS.
The 513th FIS was relocated at Phalsbourg, France, in 1955, and was re-equipped with the F-102A in 1959. July 1966, the 513th FIS was deactivated at Erding.
The 514th FIS stayed at Manston, U.K., where it was deactivated on 15 May 1958. At this time, the 406th FIW was officially deactivated. Known serials of 406th FIW's F-86Ds:
52-4219 and 4229
52-10110 and 10035 all F-86D-50NAs
51-6165 F-86D-35NA (of 513th FIS)
52-4101, 4148(512FIS), 10034(512FIS), all F-86D-50NAs

SPOTTER'S VARIA

-- EVENTS:

May 1st till 19th : "Deutsche Luftfahrtschau" at Hannover (Germany)
May 3rd till 13th* : "Tactical Weapons Meet" at Twenthe (Holland)
May 15th & 16th : "International Military and Civil Air Display"
at Save (near Gotenburg, Sweden)
May 16th* : "Tag der Offene Tur" at Celle (Germany)
.. : "Meeting Nationaux de l'Air" at Bourges-Avord
(France)
May 23rd* : "Open Day" at Ljungbyhed (Sweden)
May 30th* : "Meeting Nationaux de l'Air" at Bordeaux-
Merignac (France)
May/June* : "Tag der Offene Tur" at Wunstorf (Germany)
June* : "Tiger Meet" at Soellingen (Germany)
June 6th : "Open Day" at Frosen (Sweden)
June 12th : "Naval Day" at Fleetlands (England)
June 13th* : "Meeting Nationaux de l'Air" at Reims-
Champagne (France)
June 19th* : "Open Day" at Soesterberg (Holland)
: "Open Day" at Waddington (England)
June 20th : "Open Day" at Duxford (England)
: "Meeting Nationaux de l'Air" at Caen-
Carpiquet (France)
July 3rd : "Armed Force Day" at Upper Heyford (England)
July 4th : "Bicentennial Open House" at Mildenhall (England)
July 7th : "Open Day" at Wroughton (England)
July 21st : "Naval Day" at Culdrose (England)
July 24th & 25th : "Naval Day" at Portland (England)
July 31st & August 1st : "Air Tatoo" at Greenham Common (England)
August 4th : "International Open Day" at St. Mawgan (England)
August 7th : "Armed Forces Day" at Bentwaters (England)
: "International Helicopter Meet" at Lee-on-
Solent (England)
August 15th : "Open Day" at Coventry (England)
August 28th & 29th : "Open Day" at Malmslatt (Sweden)
September 4th : "Naval Day" at Yeovilton (England)
September 5th* : "Tag der Offene Tur" at Neuhausen am Eck (Germany)
: "Tag der Offene Tur" at Bremgarten (Germany)
September 7th till 12th : "International Air Meeting" at Farnborough
September 18th : "Open Day" at Gilze-Rijen (Holland)
October 2nd : "Tag der Offene Tur" at Manching (Germany)
Autumn : "Tag der Offene Tur" at Memmingen (Germany)
Events marked with *, are according to official lists.
It cannot be said enough times: "ALWAYS CHECK BEFORE GOING"

-- BRIBERY

A few months ago the American aircraft company Lockheed admitted to have paid bribe-money to several foreign functionaries. Below you will find a survey of the investigations and results in this affair:
Holland: the name of HRH Prins Bernhard was mentioned as one of the main contacts. The prince was to have received some 4 million guilders to make way for the Starfighter. The government has installed a committee to investigate this matter.
Italy: here it seems to be the other way around; according to the American congress Lockheed had to pay 4,3 million guilders to the Italian government for the sale of 14 Herculeses.
Turkey: Air force officers are to stand trial as they accepted bribe money from Aeritalia, which sold 40 F-104S Starfighters to Turkey.
Greece: Cancelled an order for Herculeses
Japan: The government cancelled an order worth 1,3 billion dollars for Orions. A similar aircraft will now be produced by own industries.
Spain: It's reported that Lockheed paid more than 1 million dollars to get an order for Herculeses

CIVIL AVIATION CIVIL AVIATION CIVIL AVIATION CIVIL AVIATION CIVIL AVIATION
edited by S.Jaskolkowski and J.Struben
MOVEMENTS NEWS DUTCH REGISTER FELLOWSHIP STORY MOVEMENTS NEWS DUTCH REGI

MOVEMENTS

Thanks to SGE, 1TASW, R.Smidt, v.Wijngaarden, F.Uytenhout.

Eindhoven:

March 23: F-BMCY Potez 841
G-AYMM Cessna 421B Pye of Cambridge Ltd.
OO-JPI Fairchild Metro 2 European Air Transport, SABENA-colours
first visit.

March 29: OO-JPI Fairchild Metro 2 first service

March 30: G-BCBO PA-31P Pressurized Navajo Taura Ashtey

Schiphol (Amsterdam):

Jan.23: CS-TBC B.707-382B c/n 19740 TAP

F-BLKL MS.760C Paris 3

G-AYRY HS.125-1B c/n 25105 McAlpine Aviation

Jan.24: HB-IDG DC-8-62 c/n 45925 Swissair

VH-FCB F.27-500F c/n 10524 Ansett Airlines delivery

Jan.25: G-BDLM B.707-338C c/n 19629 BCAL

SE-EDX Aero Commander 690 Crown Air

Jan.29: D-ABIL B.727-30 c/n 18367 Condor Flugdienst

Jan.31: D-ABOC B.707-430 c/n 17719 Condor Flugdienst

N146LJ Lear Jet 25B

Feb. 4: G-BDCW L.1021-193U TriStar c/n 1131 Gulf Air

Feb. 6: D-CMB Mystere 10

G-AYVG B.707-321 c/n 17598 Nigeria Airways

Feb. 7: I-FBCA Sabreliner

Feb. 8: PH-MOL F.28-1000 c/n 11003 Martinair, full colours.

Feb.15: LN-KLK CV.440 c/n 357 Nor-Flt

N8635 DC-8-63CF c/n 46050 Seaboard World, Korean A/1 colours

Feb.21: G-AMWW DC-3 c/n 33010 Air Freight

G-AZZM BN.2 Mk.3 Trislander Loganair

N8962T DC-8-61CF c/n 45900 Loftleidir

N748WA B.747-273C c/n 20652 World Airways

N787FT DC-8-63AF c/n 46007 Flying Tiger Line

Feb.23: TF-FLB DC-8 Loftleidir

Feb.29: CS-TJA B.747-282B c/n 20501 TAP

N791FT DC-8-63CF c/n 46045 Flying Tiger Line

N8258U DC-8-32 c/n 45387 Zantop Airways

Fokker-VFW works at Schiphol-East on March 13th:

F.27 production line:

N737A F.27-500CRF c/n 10530 Aramco

N739A F.27-500CRF c/n 10531 Aramco

VH-FCC F.27-500F c/n 10532 Ansett of NSW

not yet painted F.27-500F c/n 10543 East West Airlines and several
military a/c.

F.27 paint hall:

VH-FCD F.27-500F c/n 10533 Ansett of NSW

F.28 production line:

5N-ANI F.28-2000 c/n 11108 Nigeria Airways

not yet painted F.28-2000 c/n 11109 Nigeria Airways

PK-GVV F.28 c/n 11105 Garuda

PK-GVW F.28 c/n 11106 Garuda

PK-GVX F.28 c/n 11107 Garuda

Vliegdiens (test flying dept.)

PH-FCX F.27-Maritime prototype c/n 10183
PH-JHG F.28-6000 prototype c/n 11001
TR-LTS F.28 c/n 11102 Air Gabon
TR-LTR F.28 c/n 11104 Gouvernement du Gabon

Paint hall F.28:

PK-GVU F.28 c/n 11103 Garuda

Zestienhoven(Rotterdam)

Feb.22: XA-ABC G.1159 Gulfstream II
Feb.26: G-ASKK Herald 211 c/n 161 BIA
PH-SAV PA.31-350 Navajo Chieftain Schreiner Airways
TF-IUB DC-6 Iscargo (also on March 15)
5Y-AZP Britannia African Safari Airways
Feb.27: G-AWLP Mooney M.20P Siminco Ltd.
Feb.29: N48TT Mystere 10
March 3: G-AZKM B.720-051B c/n 18382 Monarch
G-BAZI B.737-204 c/n 20808 Britannia Airways
OE-FPE PA.30 Twin Comanche
SE-DDN Cessna 500 Citation
March 6: SE-GHX Mitsubishi Ma.2
March 15: D-HMAU Hughes 369C
OO-TOF P.68B Victor
YU-AHX Tu.134A c/n 1203 Aviogenex with Hajduk Split
soccer team

Ypenburg(Den Haag)

Feb. 26: OY-APA F.27-500 c/n 10425 Maersk Air for overhaul
March 1: EC-PFJ F.27-500 c/n 10108 Aviaco for overhaul
OY-AJC F.27-500 c/n 10431 Maersk Air for overhaul
no exact date known, but around March 1: N2707 Fairchild F.27A c/n 57
for overhaul

Seppe

Feb.29: OO-DPG AA.5A Traveler
OO-KIS PA.28 Cherokee Charger
PH-BAT PA.25-235 Pawnee c/n 25-4952 J.Mastenbroek
PH-COX Cessna FR.172G c/n 0209 seriously damaged after an
overshoot accident on Jan.25th
PH-GAR PA-18-135 Super Cub c/n 18-24355 Gilze-Rijen Aeroclub
PH-HAK Cessna 182P c/n 18263986 Air Service Holland
PH-MAP, MAV, MAY all PA.18-150 Super Cubs c/ns 18-8576, -6117
and -1607 Reclameair

Teuge

March 6: D-EEVO Cessna 182P
D-EGMC Robin DR.253
D-EIQM Cessna F.172M
D-EHKD Cessna 182
LX-AVB Cessna F.172
N8382E Mooney M.20
PH-LEO Cessna F.150M

CORRECTIONS AND ADDITIONS:

Nr.66 page 23 Schiphol: Jan.2: PH-COZ is of Coz-Air, PH-MIO and MIP
are both of Aeroclub Schiphol.
page 24 Garuda: The DC-10s on order will be registered PK-GIA
and PK-GIB, not GWA and GWB as originally planned
Martinair: PH-MOL on lease from Fokker-VFW is now in
full Martinair colours.
page 26 Netherlands: PH-PBA has c/n 19434 and is a C-47A-DL
ex 42-100971 USAAF

- NEWS

Thanks to ITASW and R. Smidt.

Acquisitions.

- Air Afrique is said to lease KLM's DC-10-30 PH-DTL c/n 46952 from UTA who leased the aircraft from the KLM.
- Air France's second Boeing 747F, a -228F, will be registered F-BPVR, c/n 21255.
- Air Siam will lease KLM's Boeing 747-206B PH-BUE c/n 20399 from 1 July.
- British airways leases Aer Lingus' Boeing 747-148 EI-ASJ c/n 19745 from 1 April for one year.
- Federal Express, a US cargo line with no less than 32 Mystere 20s has bought seven DC-3s after permission to buy five DC-8s had been refused by the CAB.
- Finnair leases two Sterling Super Caravelle 10Rs.
- IAS Cargo has bought an additional DC-8-43, from Zambia Airways (ex 9J-ABR c/n 45599),
- Iran Air leased Martinair's DC-9-32 PH-MAX c/n 47514 from 8 January to 2 February.
- Inter-European, a Portuguese charter cargo line, has bought one or more ex RAF Britannias.
- Nor-Fly bought a CV.440 Metropolitan from SAS (ex SE-BSR), now registered as LN-KLK c/n 357.
- Royal Air Maroc will buy two Boeing 707s from Northwest Airlines.
- The Rijkspolitie (Dutch State Police) has ordered two MBB Bo-105s for delivery this summer.
- SABENA leases a Fairchild Metro 2 from European Air Transport for its third-level routes. Registration is OO-JPI, and first service to Eindhoven was on 29 March.
- Transavia is said to have one A.300B on order and to plan to lease one.

Crashes

- Italy. Learjet 24 I-AMME of Estramed SpA was badly damaged in an emergency landing near Bari-Palese Apt. on 6 February.
- Netherlands. On 3 April PH-GAF, a Fokker S-11-1 Instructor (c/n 6277) of the Gilze-Rijen Aeroclub, was severely damaged on landing at Gilze-Rijen. The landing-gear collapsed and the nose dug into the ground. The two occupants were lightly injured. The aircraft is probably a write-off.
- Nicaragua. On 5 February LANICA's Curtiss C-46D AN-AOC c/n 33916 crashed at Managua Apt. when the starboard main landing-gear leg collapsed on landing. There were no serious injuries.
- Portugal. On 2 March CS-TBE, a Boeing 707-382B (c/n 20136) of TAP, was badly damaged when the captain decided to abort take-off from Lisboa Apt. On braking a tyre blew out, resulting in the aircraft ending up alongside the runway on its nose. There were no serious injuries, but it is expected that the aircraft will be written off.
- UK. On 4 March a Cessna 310Q G-BCKL c/n 310Q1056 of Airwork Ltd. crashed near Perth on a training flight killing the three occupants. On 8 March Bristow Helicopters' WS.58 Wessex Mk.60 G-ATSC c/n WA.544 ditched in the sea off Spurn Head on an oil-rig charter flight.

Miscellaneous

- Netherlands. Fokker-VFW is not only busy developing the Fellowship: the Friendship receives its share of attention too. Two new versions have recently emerged from the Fokker works at Schiphol-Oost: the military Mk.400M-FPA and the civil MK.500CRF. This is a standard Mk.500F airframe with a fairly large cargo door and a strengthened undercarriage for rough-field performance (CRF: Cargo Rough-Field). Furthermore the nose seems to be longer than standard, possibly in connection with the new undercarriage. The Mk.500CRF has been ordered by Aramco, the Saudi-Arab/American oil-field exploitation company, for support of the isolated desert oil-fields.

Another interesting report concerning Fokker is that Air France's crashed F.27-500 F-BPUI c/n 10389 has been rebuilt at Schiphol-Oost and has received a new c/n, in casu 10528, and that although F.27-200s are officially out of production the Icelandic Coast Guard will receive a new F.27-200 in December (c/n 10545). This is because the only F.27 now in Icelandic Coast Guard service, TF-SYR c/n 10260, is also a Mk.200.

The fact that the Rotterdam Aeroclub was founded in 1926 will be celebrated at Zestienhoven airport near Rotterdam from 20 till 27 September. There will be an air and static show of old and home-built aircraft, and many European aeroclubs have been invited to visit Zestienhoven during that week.

- UK. On 18 February the CAA awarded the Short SD.3-30 its type certificate.
- USA. The Boeing 747SP received its type certification from the FAA on 4 February, only seven months after the first flight. Total orders now stand at seventeen for five airlines. Both PanAm and Iran Air plan to inaugurate services this month, resp 25 April (between Los Angeles and/or New York, and Tokyo, both non-stop) earlier, and at a still unknown date (between Teheran and New York. PanAm intends to be the first to fly 747SPs in service but it is very well possible the Iran Air will beat PanAm in this publicity race.

REGISTER UPDATE (January till March).

compiled by C.v/d.Heuvel

New registrations:

- PH-AUK. Cessna FR.172RG, c/n 0079, del'd to van Haemstede BV on 13-2-76.
- PH-BAD. Cessna F.172M, c/n 1284, del'd to Airborne Air Service BV on 5-4-76
- PH-CAS. Cessna 182P, c/n 182-64076, del'd to Air Service Holland BV on 24-2-76
- PH-CIA. Cessna F.172M, c/n 1396, del'd to Air Service Holland BV on 2-3-76
- PH-HLF. Cessna 182P, c/n 64085, del'd to HELAF BV on 25-3-76
- PH-KAC. Cessna 172M, c/n 17262999, del'd to KLM Aeroclub on 27-2-76
- BH-LEO. Cessna F.150M, c/n 1238, del'd to Airborne Air Service BV on 25-2-76.
- PH-PAX. Cessna 182P, c/n 18263904, del'd to Air Service Holland BV on 12-3-76.
- FH-PLO. Cessna F.172M, c/n 1370, del'd to Vliegbedrijf Noord-Nederland BV on 26-3-76.
- PH-RPF. Cessna FR.172J, c/n 0540, del'd to Dienst Luchtvaart v/h Korps Rijkspolitie (State Police) on 10-2-76.
- PH-SAV. Piper PA.31-350 Navajo Chieftain, c/n 31-7652056, del'd to Schreiner Airways BV on 4-3-76.
- PH-SEA. Piper PA.31 Navajo, c/n 31-337, del'd to Seaport Aviation BV on 29-3-76.
- PH-VMX. Cessna 421B, c/n 421B0951, del'd to Air Service Holland BV on 24-2-76.
- PH-VSK. Cessna F.150M, c/n 1252, del'd to Air Service Holland BV on 26-3-76.

Cancellations:

- PH-AAS. Piper PA.18A-150 Super Cub, c/n 18-4466, Air Advertising Holland, sold to West Germany, on 6-4-76.
- PH-BZL. Cessna T.31Q, c/n 310Q1000 Air Service Holland BV, sold to West Germany as D-IDKL on 22-1-76.

- PH-FPL. Fokker F.27-600, c/n 10436, Fokker-VFW International BV, sold to Oasis Oil, on 16-1-76.
- PH-GAT. Piper PA.18-135 Super Cub, c/n 18-1691 & 18-856, Air Service Zeeland BV, owner went into liquidation on 8-3-76.
- PH-IPO. Piper PA.25-235 Pawnee, c/n 25-3575, Mastboom Vliegbedrijf BV, sold on 31-3-76.
- PH-JBA. Cessna F.172L, c/n 0807, Air Service Holland BV, sold to West Germany as D-BRDJ on 19-2-76.
- PH-LUD. Piper PA-18-150 Super Cub, c/n 18-494, Air Advertising Holland BV, sold to Sweden on 16-3-76.
- PH-LUF. Piper PA.18-1 Super Cub, c/n 18-2053, Air Advertising Holland BV, sold to West Germany.
- PH-MAS. Douglas DC-8P-55, c/n 45824, Martinair Holland BV, fate unknown.
- PH-NKF. Piper PA.18-150 Super Cub, c/n 18-8220, J.Daams, sold on 22-1-76 to Denmark.
- PH-NOA. Piper PA.27-250 Aztec, c/n 27-7305142, Schreiner & Co., went to Malaysia on 16-2-76.
- PH-RPA. Cessna F.172G, c/n 0267, Korps Rijkspolitie, fate unknown
- PH-TRO. Sud-Aviation SE.210 Caravelle 6R, c/n 100, Transavia Holland BV, soc on 26-2-76.
- PH-VSA. Cessna F.150H, c/n 0303, Airborne Air Service BV, w/o on 16-3-76.
- PH-WOU. Cessna 414, c/n 414-0274, W.C.van 't Hout, sold to Austria on 26-1-76.

New Owner:

- PH-BKT. North American AT-16A Harvard 2B, c/n 14A-1020, J.A.H.M.Thuring to A.J.M.Haarhuis on 24-2-76.

DUTCH REGISTER part six

compiled by G.v.d.Heuvel

- PH-DNR. Douglas DC-9-33F, c/n 47279, del'd to KLM as "Stockholm" on 5-7-68, on 14-1-71 to a leasing company.
- PH-DNS. Douglas DC-9-32, c/n 47168, del'd to KLM as "Arnhem" on 13-12-68,
- PH-DNT. Douglas DC-9-32, c/n 47169, del'd to KLM as "Lissabon" on 16-12-68.
- PH-DNV. Douglas DC-9-32, c/n 47170, del'd to KLM as "Warschau" on 19-12-68, on 14-1-71 to a leasing company.
- PH-DNW. Douglas DC-9-32, c/n 47201, del'd to KLM as "Moskou" on 22-2-69, later to a leasing company.
- PH-DNY. Douglas DC-9-33F, c/n 47462, del'd to KLM as "Parijs" on 17-1-70, later to a leasing company.
- PH-DNZ. Douglas DC-9-33RC, c/n 47476, del'd to KLM as "Rome" on 6-2-70, on 11-1-71 to a leasing company.
- PH-DTA. McDonnell-Douglas DC-10-30, c/n 46550, ex N1339U McDonnell-Douglas, del'd to KLM as "Johann Sebastian Bach" on 15-3-74.
- PH-DTB. McDonnell-Douglas DC-10-30, c/n 46551, ex N1342U McDonnell-Douglas, del'd to KLM as "Ludwig van Beethoven" on 3-12-72
- PH-DTC. McDonnell-Douglas DC-10-30, c/n 46552, del'd to KLM as "Frederic Francois Chopin" on 6-2-73.
- PH-DTD. McDonnell-Douglas DC-10-30EF, c/n 46553, del'd to KLM as "Maurice Ravel" on 28-2-73.
- PH-DTE. McDonnell-Douglas DC-10-30EF, c/n 46554, del'd to KLM as "Wolfgang Amadeus Mozart" on 9-3-73.
- PH-DTF. McDonnell-Douglas DC-10-30EF, c/n 46555, del'd to KLM as "Giuseppe Verdi" on 13-4-73.
- PH-DTG. McDonnell-Douglas DC-10-30, c/n 46556 del'd to KLM on 4-4-74, on lease to VIASA from 18-4-74 for an undetermined period.

THE FELLOWSHIP STORY part two

By J.Struben with special thanks to
Mr.L.J.N.Steyn of Fokker-VFW International
BV's Persdienst.-

While the Mk.1000s were in production, the Fokker designers turned to the question of increasing the capacities of the Fellowship. This question had a number of answers, and the first of these was lengthening the fuselage. After a lot of mathematics and drawing-board work the first prototype Mk.1000, PH-JHG, was taken apart and rebuilt with two "plugs", one forward of the wing (1,45m long) and one of 0,76m aft of the wing. The resulting a/c was called Mk.2000 and on 28 April 1971 the first flight was made. The Mk.2000 differs from the Mk.1000 in being 2,21m longer, in having room for 75 to 79 seats and in having a range of only 1100kms. This decline in range was not the result of an increase in weight. The gross weight remained 29486 kgs, resulting in the necessary deletion of some fuel tanks. After certification in August 1972, the first production Mk.2000 was delivered to Nigeria Airways. Sales of the Mk.2000 however have been disappointing with only eight sold in more than three years.

A further increase of capacities was sought in improving the Fellowship's performance. Two versions were announced, the Mk.5000 and Mk.6000. The first would have the same improvements as the latter, but the difference would be that the Mk.5000 would have a Mk.1000 fuselage, while the Mk.6000 received a Mk.2000 fuselage. It was recently decided that the Mk.5000 will not be built, so we will concentrate on the Mk.6000.

The Mk.6000 has the same fuselage as the Mk.2000, but the more powerful Rolls-Royce 555-15H Spey engines of 4390kgs thrust each in silenced pods and the new wings, with full-span leading-edge slats, that increase the wing span with 1,50m make the Fellowship somewhat faster and give the aircraft STOL performance. On September 2nd 1973 the prototype Mk.6000, PH-JHG (the rebuilt Mk.2000 prototype), made its first flight. Because of the extensive changes and the greater weight (maximum take-off weight is 31725kgs and range 1700kms) the test flight program took somewhat longer than that of the Mk.2000. Certification was granted in November 1975. No orders have yet been placed but that is not so strange when one considers the recent certification date. After development of the Mk.6000 was completed a third phase of growth of the Fellowship family began. Two versions were designed to modernize the Fellowship production, Mk.3000 as replacement of the Mk.1000 and Mk.4000 as replacement of the Mk.2000.

The Mk.3000 has the same fuselage as the Mk.1000, but has the more powerful 555-15H Speys and the wings of the Mk.6000 with the slats deleted. The range has been increased to 2800km.

The Mk.4000, already on order for Linjeflug, has the lengthened fuselage of the Mk.2000 and Mk.6000, but the seats can be placed closer together, resulting in a high-density lay-out of 80 to 85 seats. It has the same engines and wings as the Mk.3000.

During the first seven years of Fellowship production the sales averaged twelve per year, which was not a very encouraging figure. But then came 1975 with a rise in sales of 100%! Now that Fokker-VFW has modernized the Fellowship with the Mk.3000, 4000 and 6000 and is planning further and even more extensive development with the F-28-2 program (see FLASH Nr.62, November 1975, page 26), one can say with a large amount of confidence that the Fokker F.28 Fellowship will be another success for those who design and build this remarkable Dutch airliner.

NEXT MONTH:The first part of the production list of the Fokker F.28 Fellowship, the aircraft that was the subject of last and this month's feature article.

