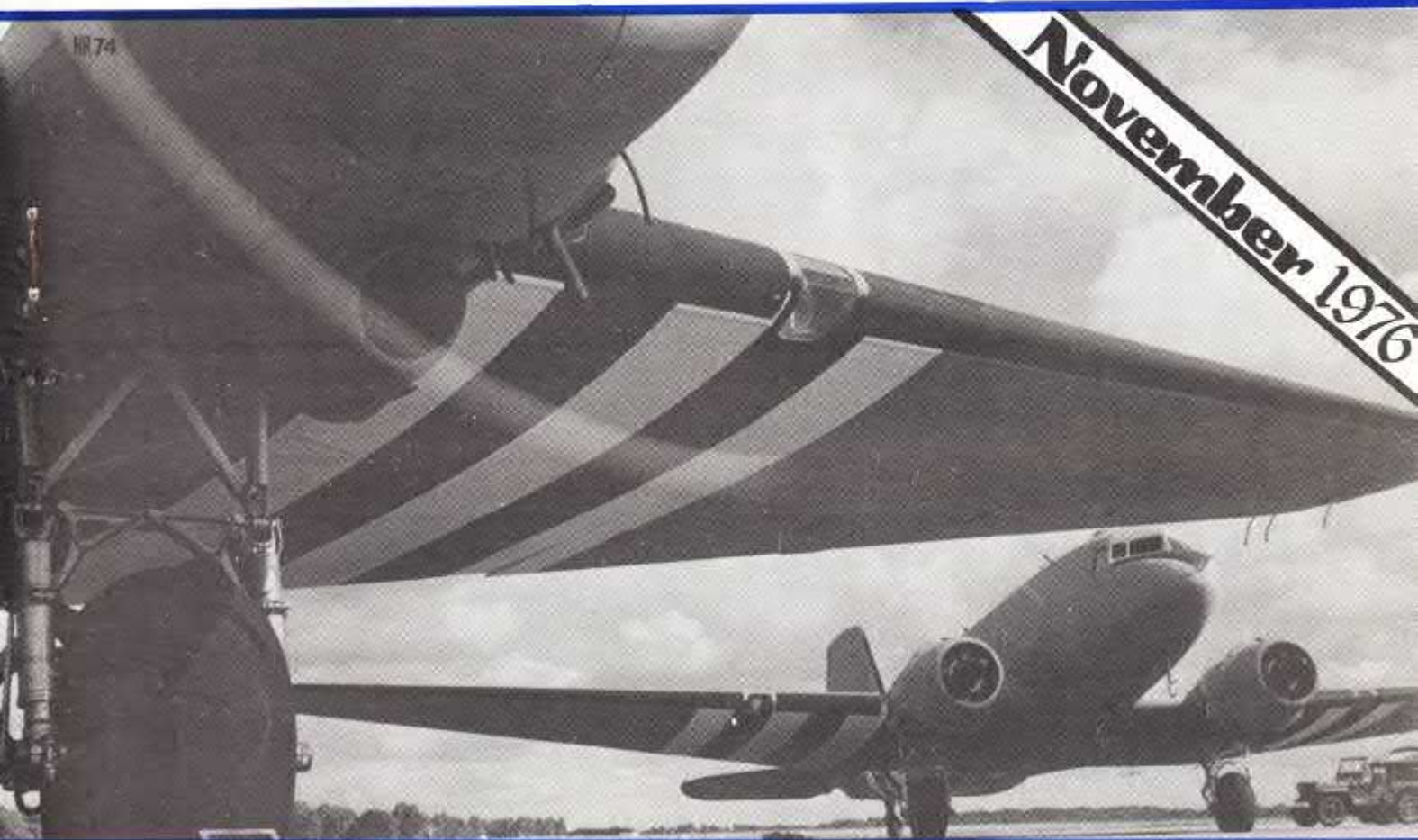
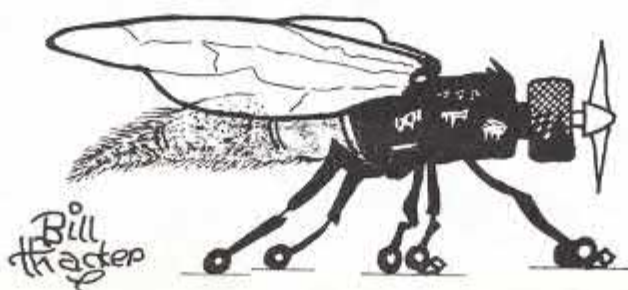


FLASH



military aviation magazine

“Well, I admit it is based on an existing design, but no infringement of patent is involved”





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

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Dear reader,

It took a long time before it was decided to add a civil part to FLASH. But according to the reactions we received since, it seems to have been a right decision. I would like to explain to you the way the civil section is published. Jacob Struben and I had to decide what had to be published on only six pages, although we receive enough information to fill twelve complete pages.....

We try to stick to the following 'rules':

News, movements and articles are divided equally over six pages. The three parts contain the following:

-- Movements: we publish Schiphol, Hilversum, Brussel and occasionally other European airfields.

-- News: European news is published; if any space is left other important news is added.

-- Articles: The Dutch register and the F.28 can be found in every issue. When we'll have to deal with a lack of space, other articles a.o. reports from Farnborough and the Rotterdam festival, will have priority.

All information, also what is not published, is used to complete our checking-lists, so please keep sending your information to the well-known address.

Coen van den Heuvel.

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NEWS ----- NEWS

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HOLLAND

-- A family-day with Avio Fokker at Ypenburg on September 25th produced following aircraft:

F-104Gs: D-6683, 6670, 8062, 8090, 8256, 8257, 8258, 8281, 8342, 8343

TF-104Gs: D-5807, 5812, 5816 NF-5A: K-3060

F-27: NAF-904 of Nigerian Air Force

F-27M: C-11 for equipment of a Flight Director and a Dual VHF Navigation System. All F-27s of the Klu will be equipped with these instruments

F-27: 59-0259 of the Philippine AF (presidential aircraft)

-- Movements at Volkel included:

- Aug. 11: 20-10/MM54235 TF-104G ItAF 51-35, 51-43 F-104S ItAF
CR74-653, 74-051 F-4E USAF 32TFS R-175 L-21B GPLV
- 12: K-4025 NF-5B 315Sqn R-134, R-126 L-21B GPLV
- 13: XP439 Argosy E.1 RAF 115Sqn (and XN855 on 17-C)
- 16: FX-33, 84, 08, 85 F-104G BAF 10W. R-158, R-160 L-21B GPLV
- 17: XX962/BK, 963/BL, 964/BM Jaguar GR.1 RAF 17Sqn
MT-21 CM-170R BAF "Red Devils" BR-04 Mirage 5BR BAF 42Esc.
- 30: AT-152 TF-35 RDanAF Esk.729
- Sep. 4; 5-09/MM6886, 5-08/MM6841, 5-13/MM6788, 5-15/MM6839, all F-104S
ItAF for a weekend rotation with No.311Sqn
- 9: AR64-935, 66-422, 65-554 RF-4C USAF 10TRW
- 13: V256 SP-13A Atlantic MLD FX-26, 30 F-104G BAF
XX844/DZ Jaguar T.2 RAF 31Sqn K-3060 NF-5A 314Sqn
- 14: 35-02, 35-32 RF-4E WGAF AKG-52 34-60 G-91T WGAF LEKG-43
K-3032(315), 3026(316), 3031(316), 3033(316), 3073(316), all NF-5A
AR-106, 108, 109, 111, all RF-35 Drakens RDanAF Esk.729 for a
squadron-exchange with No.306Sqn till Sept.23.
- 15: BR-10 Mirage 5BR BAF 42Esc. 01635 F-4E USAF 50TFW
BA-46, 41 Mirage 5BA BAF 1Sqn XV474/Y Phantom FGR.2 2Sqn
- 17: K-686 C-47A RDanAF Esk.721
- 20: AR-102 RF-35 RDanAF Esk.729 D-5809 TF-104G TCA
- 21: 21-56 F-104G WGAF JABOG-33
- 22: FC-11 TF-104G BAF K-4010 NF-5B 313Sqn
- 23: B-678 C-130H RDanAF Esk.721
- 28: Arrival of T/F-104Gs of JB-33 from Buchel for a squadron-
exchange with No.312Sqn till Oct.7:
20-62, 20-64, 22-03, 25-52 and 28-18
37-49, 38-09 F-4F WGAF JABOG-36
- 30: XX147/II Jaguar T.2 RAF 2Sqn FX-06, 82 F-104G BAF 10Wing
- Oct. 1: Departure of 18 F-4Es of 32TFS to Soesterberg. On 28-9 8 F-4Es
and on 29-9 10 F-4Es had arrived at Volkel coming from
Aviano (Italy).
- 5: XX888/C Buccaneer RAF 15Sqn 58-57 DO-28D WGAF JB-33
FX-12, 48, 72, 86 F-104G BAF 1Wing
- 7: 50-47 C-160D WGAF LTG-61 85-07 CH-53G WArmy
Del. of D-8318 to the Volkel Wing XZ112/G Jag. RAF 2Sqn

BELGIUM

-- During November No.40 Smaldeel at Koksijde received its five Westland Sea King Mk.41s. They will replace the four remaining SH-34Gs. In 1975 the Sikorsky flight was reduced to five aircraft, but in January of this year one a/c was lost. The Sea Kings were part of the RNFAA's Foreign Training Unit at Culdrose till November 5th when the unit was disbanded.

- Presently in storage at Koksijde are:
Pembroke: RM-1,2,5,6,8,12 Stamp SV-4B: V-62
DC-6B: KY-1,2,3,4 Plus two Dakotas and several C-119s
- A Mirage 5 crashed into the village of Philippeville near Florennes. The a/c damaged three houses and caught fire. The pilot ejected safely but a seventy-year old inhabitant was killed. The accident took place on November 19th.

EIRE

- Movements at Shannon Int. Airport included:
Sep. 3: 01262 C-130E USAF 317TAW 207 Cessna 172 IAAC
463 C-130H R.Saudi Arab AF (and 464 on 14-9, 461 on 25-10)
4: CB-01 Boeing 727 BAF 15Wing
5: 130324 C-130E CAF (130327 on 6-9, 328 on 7-9, 316 on 10-9,
308 on 11-9, 333 on 16-9 and 332 on 8-10)
50-46 C-160D WGAF LTG-63 (and 50-39 on 11-9)
6: 01 (c/n 23) C.1159 USCoast Guard
7: CH-08 C-130H BAF 15Wing
8: YU-AKD Boeing 727 Yugo.AF
15: F-RAF1 Mystere XX FAF GLAM.1/60
20: 1609 C-130 R.Saudi Arab AF (also on 27-9)
Oct. 7: 217 CM-170R IAAC 202 Alouette III IAAC
17: 01 VC-11A USCoast Guard
19: 115463 CC.115 UN/JAF (in UN colours scheme with Tiger Moth
82A reg. SLN-05 (ex D-EBIG, E-16(Swiss AF), G-AOBJ).
20: F-RAF1/141 SE.210/3 FAF 'Republique Francaise'
23: 109159 CC.109 CAF (and 109517 on 30-10)

FRANCE

- The Adl'A will order ten Mirage F.1Bs, the two-seat version of the F.1C. They will be used as systems trainers but will retain the same combat capabilities as the F.1Cs. The only operational difference between F.1B and F.1C will be a reduction in fuel capacity of 100 gallons (450 liters) in the former due to the second cockpit, but they will have flight refuelling facilities.
- The 93eme Escadre de Bombardement was disbanded recently. The wing's 18 Mirage IVAs of EB.1/93 "Guyenne" at Istres, EB.2/93 "Cevennes" at Orange and EB.3/93 "Sambre" at Cambrai were withdrawn from operational service. EB.3/93's place at Cambrai was taken by EB.3/91 "Beauvais" coming from Creil on July 1st. The C-135Fs of ERV.4/93 joined the other C-135Fs from the disbanded ERV.4/91 and 4/94 to form a separate flight refuelling wing at Istres. This reduction of the Forces Aeriennes Strategiques is part of the Government's plans to convert the French armed forces from an offensive to a defensive organization.
- Noted at St.Cyr on October 20th:
101 Nord NC.856N ALAT (wfu) NT/39 Nord 1101 (wfu, no tail)
176 Nord 1101 (all green but not necessarily ex-military)
038/F-MBDO, 057/F-MBDO, 685/F-MBCK, 052/?, 045/F-MBDJ all Bell 47G ALAT
- GLAM.1/60, ET.1/65 and ET.2/65 were based at Le Bourget due to runway repairs at Villacoublay, which is their home-base:
GLAM.1/60: Myst.XX: 49/F-RAFJ, 167/F-RAFL, 238/F-RAFM, 93/F-RAFN
ET.1/65: Nord 262D: 93/F-RBAP, 68/F-RBAC, 77/F-RBAE
Mystere XX: 260/F-RAEA
ET.2/65: MS-760: 57/F-RBLV, 62/F-RBLZ, 27/F-RBLE, 54/F-RBLK
MH-1521: 209(?) /F-RACH
- Movements at Le Bourget included:
Oct.18: 328-EC/128 Noratlas SNB CIFAS-328 No.25 Br.1150 23F
41-AQ/77 Paris II ELA-41 No.85,51,52,46 N.262A Fr.Navy
TU-VAD Mystere XX Ivory Coast AF (on overhaul)
7T-WCA c/n LD462 Beech KA-90 Algerien AF

Le Bourget cont.

Oct. 18: 7T-VRG Beech KA-200 Algerian AF (VIP transport)
21: 5-4040 Mystere XX Imp. Iran Air Army (c/n 537)
Military aircraft in open-storage for the "Musee de l'Air":
62-ND/4 Br. 941S ET.3/62 01 Mirage G.8
AM/763 Canberra B.6 CEV 64-BH/50 Nord 2501 ET.3/64
R/216 AAC.1 Toucan (Fr. Navy) 30-ML Vautour IIN ECTT.2/30
241 Flamant F-ZVMV Constellation ENSA
773 A-26 (s/n 44-34773) 12-ZV/91 Mystere B.2 EC.3/12
12-ZS/59 Mystere B.2 EC.3/12 FA/92443 C-47
2-.../? MD-450 Ouragan ?? Skyraider

- New acquisitions of the Armee de L'Air are two Caravelles SE-210 type 11R for service in the Pacific (Hato). Involved are No.240/F-RBPR and 251/F-RBPS of GAM-82.
- On September 21st Etendard IVP No.111/F-XCPW of 16F crashed while taking off from its home base Landivisiau. The pilot ejected safely. Two Mirage F.1s of the 5th Escadre de Chasse, collided near Clermont-Ferrand on October 7th. One F.1 crashed but the other made a successful emergency landing at Orange.
- From October 27th till 30th, the USS J.F.Kennedy was in the harbour of Brest. It wasn't possible to visit the carrier but some A-7B Corsairs of VA-46 "Clansmen" were at Landivisiau flying with F-8Es of 12F for some sort of squadron-exchange.
Noted on October 28th: 154438/301, 154550/302, 154481/305, 154482/307, 154389/312, 154388/314 all A-7Bs. Flying for 12F were No.1,6,9,11,22,31 and 42 all F-8Es.
This day saw also the departure of 14F to the "Clemenceau": No.2,3,5,10,12,13,14,16,23,30,33,39 all F-8Es.
Visiting this day was 328-EG/135 Noratlas SNB of CIFAS-328.
- Movements at Lann-Bihoue included:
Oct. 12: 44063 DC-6B SLD 64-IM/161 N-2501 ET.64
19: 140/F, 150/J, 162/R, all HSS.1 of "Section Helicopteres" from the Jeanne D'Arc
20: 130/H HSS.1 Sect.Heli. No.63 Nord 262 2S (ex SLD)
01 N-2504 CEAN 11-RX/A69, -RC/E30 Jaguar EC.3/11
21: No.32 MS-760 SRL No.65 Rallye SVS
22: 102/E, 134/F, 150/-, 162/P, 163/Q, all SA-321G 32F
No.36,59,63 Etendard IVM 11F
25: BJ/187 Cessna 311 CEV No.34,63 Etendard IVM 11F
314-YR/21485 T-33A GE.6/314 148333 P27-7 25F
27: 147569 P2V-7 CEAN (With red stripes and ECM in the nose)
314-VS/16870 T-33A GE.4/314 No.51 BR.1050 4F (new del.)
154481/AB305, 154389/AB312 A-7B USNavy VA-46
29: No.60 Br.1150 59S 312-BQ/539 CM-170R GE.5/312
No.41 Alouette III 22S No.85 Nord 262 ERC
144/I, 102/E, 132/D all SA321G of 32F

ITALY

- The Aeritalia (FIAT) G.222 is now in full production. The AMI has 44 on order, the Argentine AF has ordered three, the Dubai AF two. Tunisia is negotiating for three and the aircraft has been offered to Egypt, Abu Dhabi, Australia and France. Many export sales are not expected because of the high costs (about the same as a new C-130E). Furthermore, Aeritalia announced a multi-role version of the G.222, including maritime patrol. First flight is expected during 1 78 and potential costumers are seen in the Argentine Navy, the Philippine AF and the RAAF.
Remarkably, however, this is another maritime version under development at the moment. Serious competitors of the G.222 are the Hawker Siddeley HS.748 Coastguarder, IAI Westwind 1124N, Fokker F.27 Maritime,

Embraer EMB-111. De Havilland Canada DASH-7R Ranger, Piaggio P.166-DL3 and the GAF Nomad Mission Master.

- The Siai Marchetti SF-260AMs of AMI based at Latina recently received SP code. Seen on October 16th:
 SP-02,03,04/MM54421,05/54422,06,07/54424,10/54425,11/54426,12,13,
 SP-15/54430,20,21,22,25/54418
 A SF-260AM is temporarily used by Reparto Sperimentale Volo at Pratica di Mare. The aircraft is coded RS-16/MM54431.
- The AB.206A that crashed at Spargimuhini on September 29th was EI-803 MM80564 c/n 8196.

SWITZERLAND

- Movements at Kagiswill included:
 Jul. 5: V238,271 Alouette III V-43, 48 Alouette II (and V-47)
 6: A-839 Pilatus P.3 (and A-834 on 14/7, A-832 on 22/7, A-826 on 27/7 and A-829 on 27/7) U-136 Pilatus P.2
 7: U-139 Pilatus P.2 V-636 Pilatus PC.6B
 12: V-625 Pilatus PC.6 J-2319 Mirage IIIS
 17: V-234 Alouette III
- Movements at Alpnach included:
 Jul. 5: V-44,63,64 Al.II V-606 DO-27 V-617,634 Pilatus PC.6
 V-219,226,228,233,244,255,256,258,263,269,272,279,284 Al.III
 J-2315 Mirage IIIS J-1027,1050 Vampire
 7: V-45,46 Al.II V-223,231,249,257,273,278,282 Al.III
- Movements at Stans included:
 Jul.12: 3G-EG PC.6 Turbo Austrian AF V-262 Al.III V-52 Al.II
 J-4031,4075 Hunter F.58 R-2108 Mirage IIIRS
 23: 3G-ED PC.6 Turbo Austrian AF J-4093 Hunter F.58

SWEDEN

- After 25 years of service the SAAB J.29 "Tunnan" (or flying Barrel) was retired during the celebrations of the KSP's 50th Anniversary. The first operational J-29A entered service with F.13 at Norkoping in May 1951 and the last J-29F was used as a target tug with the Malm-slatt detachment of F.13 until retirement. A total of 656 J-29s have served with the Royal Sweden Air Force:
 224 J-29As with F.3,8,9,10,12,13,16,20
 332 J-29Bs with F.6,7,8,22 (289 a/c converted to J-29Fs)
 76 J-29Cs with F.11,21,22 (F.22 served in the Congo with the UNO)
 1 SAAB 29D. Prototype with afterburner, later converted to J-29F.
 29 J-29E with F.4. One year after del. the remaining 19 aircraft were converted to J-29Fs.
 308 J-29F with F.3,4,9,10,15,16,20

UNITED KINGDOM

- After a very short period of RAF service (CFS at Little Rissington and 5FTS at Oakington) and then storage (19/23MU) the Jetstream T.1 is to re-enter service but this time with the Navy and then in mid '77 with RAF Training Command. 12 Jetstream T.1s will be used for observer training by 750Sqn FAA at Culdrose, replacing the Sea Prince T.1s. 8 Jetstream T.1s will be used for multi-engine pilot training by the RAF (probably at RAF Finningly 6FTS where a simulator made from the remains of XX477 is now being installed. The 5 other Jetstreams will remain in store at St. Athan.
- Movements at Northolt included:
 Aug. 4: 46-11/MM61997 C-130H ItAF 46AB (and 46-03/MM61987 on 8/9)
 5: 59-20 DO-28D WGNavy MFG-5 (and 59-10&59-15 on 9/9)
 11: 312-BG/77 Noratlas FAF GE-312
 13: 70-74 UH-1D WRAF HTG-64 42065 C-130H USAF 463TAW
 17: 64-BG/138 Noratlas FAF ET.2/64 (and 64-BP/80 on 1/9)

Northolt cont.

- Aug. 19: 953 C-130H RNoAF Skv.335
- 20: 22262 C-12A USArmy 64-IC/111 N-2501 FAF ET.1/64
- Sep. 2: 71/84001 C-130E RSwAF F.7 (and 75/84003 on 13/9)
- 4: SM-5/M,61965 DC-6B ItAF RVSM
- 5: 77/79007 C-47 RSwAF F.13 K-682 C-47 RDanAF Esk.721
MM577 PD.808 ItAF RVSM (and MM61957 on 9/9)
- 6: DO-6 C-47 Finnish AF
- 7: 156515/LL-37 P-3C USN VP-30 P-9 Gulfstream 1 Hellenic AF
929 Navajo Fr.Navy 2S 59-12,59-14 DO-28D WGN MFG-5
- 10: N-586 C-54 RDanAF Esk.721 (and N-618 on 9/9)
- 11: 742 C-130H Hellenic AF (and 744 on 30/9)
- 14: LH/44 Paris FAF ET.1/65
- 16: NAF-913 C-130H Nigerian AF
- 17: 59-00, 59-01 DO-28D WGAF FBSS
- 21: 131616/RT C-118B USNavy VR-53
- 22: 154576/LJ-1 P-3B USN VP-23 158934/LP-2 P-3C USN VP-49
61-MK/F93 Transall C-160F FAF
- 29: 8411,8421 CH-53G WGArmy HFWS 2463 C-130H Brazil AF
- Oct. 1: TG503 Hastings T.5 2300CU
- 4: 152751/LK-8 P-3B USN VP-26 No.85 Nord 262 Fr.Navy 2S
- 5: 152728/LE-2 P-3B USN VP-21 (153438/LE7 & 153428/LE8 on 8/10)
- 6: 152759/LK-6 P-3B USN VP-26
- 7: 10876 C-9A USAF 55AAS WP929/E Chipmunk T.10
- 8: 66-17076 UH-1H USArmy 158934/LP-8 P-3C USN VP-49
- 12: XX370 Gazelle AH.1 2Flt.
- 14: 146049/JM C-1A USN VR-24 (and 146025/JM on 17/10)
- 16: 151392/LT-4 P-3A USN VP-62
- 19: 62-KS/157 N-2501 FAF ET.2/62 No.93/AP Nord 262 FAF ET.1/65
- 21: No.42 Atlantic Fr.Navy 22F (and No.27 on 5/10)
- 27: 158925/LA-7 P-3C USN VP-5

-- Re-conditioning of the outer wings of all RAF Hercules C.1s will begin next year and should be completed by 1982. This is due to fatigue. RAF Hercules are already going through a modification programme on the wing centre sections. This began last year and is to be complete by 1978/79. It is the RAFs aim to achieve a ten years extension of life from the current mods, with the aircraft to last in service untill 1990. One Hercules that won't be seen again is XV199 which is believed to have been written-off after fuel tank corrosion got the better of it. Corrosion caused by fuel contamination was one of the previous problems the RAF had with its Herc fleet - this being solved by the installation of Polyurethane liners in the tanks.

-- The last HS Buccaneers for the RAF are: XW986-988, XX885-901 and XZ430-432.

-- Noted on September 19th at Honington were following F-104Gs of MFG-2 of the West German Navy for a squadron-exchange:
21-17, 21-20, 23-08, 23-09, 23-12, 23-19, 26-72 and 26-87
Visiting a/c on 21-9: 23-11 and 26-56 F-104G MFG-2
And on 19-10: No.1,32,50,60 Etendard IVM French Navy 11F

UNITED STATES of AMERICA

-- On October 27th the following was announced by the United States Department of Defence regarding the improvement of USAFEurope.

The 48TFW at RAF Lakenheath, presently flying the F-4D Phantom, will re-equip during 1977 with 84 F-111Fs. The swing-wing tactical fighters will come from the 366TFW/MC at Mountain Home AFB, Idaho. The current F-4Ds of the 48TFW will move to Nellis AFB, Nevada.

The 36TFW at Bitburg AFB, presently flying the F-4E Phantoms, will re-equip with 72 F-15 Eagles. The current F-4Es of the 36TFW are said to relocate at Spangdahlem, Hahn and Ramstein. The first Eagles are already expected in December/January.

-- The Americans have done it again, but fortunately this time on a smaller scale. The F-4E Phantoms having fiscal year 69 were delivered in three registration-blocks: 69-0236/0307 and 69-7201/7273 & 7286/7303. This way it was impossible to tell from the registration which a/c was involved.

Delivered to the USAF are a total of 82 F-4Es having fiscal year 74:

74-00643-00666 F-4E-60MC	74-01620-01637 F-4E-61MC
74-01038-01049 F-4E-60MC	74-01638-01653 F-4E-62MC
74-01050-01061 F-4E-61MC	

This implies that 74-00643-00653 and 74-01643-01653 have the same registrations on the aircraft. F-4E 74-01038 and up are called F-4E-PAYBACKS, what ever that means...

All 82 a/c have been divided over 57FWW/414FWS (code WA) at Nellis, 32TFS (code CR), 496TFS (code HR), 526TFS (code RS) and finally 4TFW.

-- At the moment there are only 5 A-10s in operational service with the 333TFS/355TFW at Davis-Monthan AFB. During the first months of operational flying activities, 63 sorties were scheduled of which only 59 were needed. These figures show an excellent serviceability of this close air support aircraft. The USAF plans to buy 733 A-10s to equip 5 operational wings (of which two are said to come to Europe) plus some squadrons of the ANG and AFReserve.

The delivery-schedule for the A-10 looks as follows: 5-76 till 8-76 one a month, 8-76 till 1-77 two a month and from January 1977 onwards three a month.

-- Movements at Lakenheath included:

Sept. 5: XX829 Jaguar T.2 RAF 54Sqn CR74-663, 74-055 F-4E 32TFS
8: 37-85, 37-89 F-4F WGAF JABOG-36
9: FX-26, 41, 47, 67 F-104G BAF 10Wing
15: 38-27, 38-35 F-4F WGAF JG-71 41678 C-130H 463TAW
23: HO64-(0)945, 64-(0)975, 65-(0)671, 65-(0)617, 66-(7)693,
64-(0)939, 65-(0)730, 65-(0)595, (for info see FLASH Nr.73)
Oct. 1: HO66-648, 66-464, 65-792 F-4D 49TFW (and HO66-489, 66-641 on 8/10)
13: 26-62, 26-66 F-104G WGNavy MFG-2 (and 23-02 on 14-10)
15: 104838, 104880, 104891 CF-104G CAF CR74-044, 053 F-4E 32TFS
22: FX-81, 95 F-104G BAF
23: 68-465 F-4E (uncoded) RS74-640 F-4E 526TFS
SP66-611, 66-657 F-4D 52TFW ZR68-595, 69-370 RF-4C 26TRW

Furthermore on 23-10 the arrival of 16 F-105 Thunderchiefs for a deployment at Lakenheath till November 6th.

121TFS (District of Columbia ANG) from Andrews AFB:

F-105D: 58-1173, 59-1774, 60-0504, 60-0526, 61-0093 (with nose of 61-0099)

F-105F: 62-4413

149TFS (Virginia ANG) from Bryd Field:

F-105D: 59-1731, 60-0498, 61-0086, 61-0164, 61-0212, 62-4365, 62-4229

F-105F: 62-4414, 63-8315, 63-8362

All 16 departed on 6-11 but two had to return to Lakenheath.

The latest rumours about coming deployments are ANG F-4s at Lakenheath.

-- An USAF investigation team ruled out the possibility of sabotage of two C-141As written off on August 28th. Both a/c were of 438th MAW from McGuire AFB. 67-0006 was just preparing for a landing at Mildenhall while 67-0008 was just coming from Thule AF.

-- The Royal Arab AF's F-5E serialled 1037 recently completed by Northrop is said to be the 3,000th aircraft of the T-38/F-5 series. The 1st of which was built twenty years ago.

-- At Fort Worth, Texas, the first pre-production F-16 rolled out on 20 October. This event was attended by several high officials from Belgium, Norway, Denmark and Holland.

The pre-production serie will consist of eight full scale development F-16s, six of which will be single-seaters (F-16As) and two two-seaters (F-16Bs) Serials: 01576/01583.

In 1977 four a/c will roll out including the first F-16B. The other three will roll out in 1978.

All eight a/c will be operated by the USAF for extensive operational trials. Especially the last two will be flown intensively to provide maintenance and handbook information. Three months after the eighth aircraft's first flight, the first production F-16 will be delivered to the USAF, being the first of 552 F-16As and 98 F-16Bs.

Abroad contracts have been worked out for 290 F-16As and 50 F-16Bs for Holland, Belgium, Norway and Denmark. These amounts include the 10 a/c in option by Denmark, 14 by Belgium and 18 by the Netherlands. The first "third-country" showing interest in the F-16 was Iran. Iran has ordered 160 F-16s of which the delivery will commence in 1979 with the first 10 F-16Bs for pilot training. The remaining 150 F-16As will be delivered of four years till 1983. The F-16 is to supplement the 141 F-5Es and 28 F-5Fs in the air superiority/air combat role. Other countries are Israel, which likes to obtain a minimum of 200 a/c with a possible eventual total of 400, Spain (72 a/c), South Africa and Chile.

-- Noted at Sculthorpe on 26 October: (all of 7519CSS)

Recent arrivals: F-100D: 11-EA/42149

F-100F: 11-ES/64009 and 11-MA/63936

Mystere IVA: 15(ex 314-ZY, 312-US), 17(ex 314-TY, 312-US), 29(ex 314-TP), 32 and 35(ex UZ)

Also still present: F-100D: 11-EE/42169, -MF/42249 and -MV/42166

Mystere IVA: 8-NA/295

F-100F: 11-MQ/63935

The F-100D 11-MN/42212 has been repainted in USAF colours and has become a monument at the base.

By the way 54-2265 has become gate-guardian at Whettersfield but with the false registration 63000/FW-000.

-- Movements at Mildenhall included:

Sept. 2: 60217 HC-130F 55ARS (Wglin AFB) 75-264/DM A-10 355TFW

60148, 50252, 50259 C-141As of 60MAW 21292 C-130E 314TAW

60192 C-141A 62MAW 38035 KC-135A 2BW

3: 71470 KC-135A 7BW

5: 40167 C-121C and 40173 EC-121T both Penn. ANG

6: 70011 C-141A 63MAW 17962 SR-71C 9SRW

7: 37982(301ARW), 91519(305ARW), 38886, all KC-135As

9: 138925/AF611 KA-3B USNavy VAQ-208

10: 147648/AF613, 138929/AF612 KA-3B/EKA-3B resp. USNavy VAQ-208

11: 156515/LL-37 P-3C USN VP-50 142262/ND634 KA-3B VAQ308

12: 146048, 146034/JM C-1A USN 147655/AF615 KA-3B VAQ208

13: 131616/RT C-118B USNavy VR-53

14: 150500 RP-3A USNavy VXN-8 "Arctic Fox" Project Bireye

17: 159382 TAV-8A USmarineCorps (delivery)

22: 23532 KC-135A 509BW

23: 63624(42BW), 38000(22BW), 38887(916ART), all KC-135As

30: 40567 C-130E-II 834TCW/8SOS 146455 EA-3B USN VQ-2

Oct. 2: 50252(62), 59397(63), 70030(60) all C-141As

30205 KC-97L UtahANG 23844 U-8F USArmy

3: 148899 KC-130F USMar. Corps VMGR-252 60200 C-141A 63MAW

4: 40646(63), 60208(63), 50248(62), all C141As

5: 23414 EC-121T AFRES 79AEWCS 60172 C-141A 63MAW

6: 4X-FBW/436 (c/n 4692) C-130H IsrAF 60197 C-141A 62MAW

11: 149807/BH KC-130F USM.C. VMGR-252 60206 C-141A 62MAW

15: 153693/JS C-118B USNavy

16: 14833 KC-135A 93BW 21803 C-130E AFRES

-- On 21 October 23 F-4Ds of the 49TFW departed from Hahn:

HO64-968, 65-617, 65-629, 65-679, 65-791, 66-254, 66-464, 66-469,

66-471, 66-489, 66-529, 66-641, 66-648, 66-658, 66-668, 66-693,

66-706, 66-718, 66-725, 66-737, 66-739, 66-765, 66-772

sqn-chances cont.

LEKG-43: 31-29(ex LKG-44), 31-46(ex LKG-42), 31-71(ex LKG-42),
32-24(ex LKG-41), 32-46(ex LKG-42), 32-55(ex LKG-42), 32-63(ex LKG-44),
32-89(ex LKG-42), 33-10(ex LKG-42)

WS-50: 30-34(ex LKG-42), 31-24(ex LKG-42), 31-31(ex LKG-41),
32-11(ex LKG-42), 32-80(ex LKG-44), 32-95(ex LKG-42), 33-16(ex LKG-41)
G-91T

LEKG-43: 34-36(ex LKG-44)

WS-50: 34-27(ex LKG-43), 34-51(ex LKG-42), 34-54(ex LKG-44)
34-71(ex LKG-41), 34-61(ex LKG-42), 34-62(ex LKG-44)

RF-4E

AKG-52: 35-09(ex AKG-51), 35-36(ex AKG-51)

C-160D

FFS'S': 50-41(ex LTG-63) LTG-61: 50-84(ex LTG-61)

DO-28D

JABOG-32: 58-20(ex JB-31) LEKG-43: 58-49(ex JG-74)

JG-71: 58-67(ex FSS'S')

LTG-61: 58-29(ex JB-35), 58-37(ex LKG-44), 58-34(ex LKG-44)
58-38(ex AKG-51).....

WORLD WIDE MILITARY AVIATION ----- WORLD WIDE MILITARY AVIATION

- AUSTRALIA:** Budget proposals for 1977 include provision for two additional P-3Cs, making a total of ten, which is the full complement of No.1 Sqn.
- CHILE:** A weapons embargo was imposed by the US Senate, effective from 1st October. This will not affect the delivery of 15 F-5Es and 3 F-5Fs,, delivery of which began in June and is expected to have completed before 1st October.
- FINLAND:** The FinnAF has selected the HS Hawk as successor of their ageing Fouga Magister and is expected to order 50.
- IRAQ:** Iraq and the USSR have concluded an agreement, under which the latter may install navy- and air force bases on Iraqi territory; in return Iraq will a.c. receive one squadron MIG-25s, 138 MIG-23s and 10 heavy helicopters. The Soviet Union is to get the air force installations of Hoerya and Al Goernacj at its disposal.
- KENYA:** On 23-7-76 the following three Bulldogs were delivered to the Air Force: G-BDTY/BDTZ/BDUA.
- LYBIA:** Jet Ranger 8185 of LAAF was sold to the Government of Malta as 9H-AAJ.
- PERU:** The IAdP has ordered thirty-six Sukhoi SU-22 variable-geometry tactical fighters. Training and technical assistance will be given by the FAR (Cuba's air force), who are believed to operate the type already. The SU-22 is a new designation, but the aircraft is probably nothing more than an updated version of the Su-20, which in turn is the export version of the SU-17, which was the Soviet's first operational variable geometry aircraft. This Peruvian order is the first sale of Soviet combat aircraft to a South American country.
The Servicio Aeronaval of the Peruvian Navy has ordered two Fokker F.27MPAs, for delivery next year. This is the first order for this maritime version of the Troopship.
- SAUDI ARABIA:** The RSAAF previously wanting to buy F-14s or F-15s, but having received US government advice to look for another solution to their requirements, are now reported to be concentrating on the McDonnell-Douglas/Northrop F-18L. The Saudi government may invest up to \$300 million in the development of this land-based derivative of the F-18, which is to replace the F-5B/E/Fs (resp.20,70 and 20 on order) in the early eighties. The last of the F-5s on order will probalby not be delivered before the second half of 1977.
- SPAIN:** The Ejercito del Aire has received two Alouette IIIS. Z-16-7 and Z-16-8 for use with Escuadron 803 at Getafe.

BELGIAN AIR FORCE (part 4)

By Frank Klaassen; my thanks to 1Sgt-Maj. D. Moerman, V. Kenens and P. A. Jackson for their assistance in preparing this article

Kamina

The BAF had 4 good reasons for wanting an air force base in its African colony Congo; firstly, the air staff wanted a place far away from Europe to store equipment. Secondly, a rotational system would enable operational fighter units to train under much better conditions than in Belgium, with its low visibility and flight restrictions. Thirdly, these units were a guarantee against the threat from surrounding countries and Congo nationalists. And in the fourth place it was intended to base the VVO, the Advanced Flying School, here at Kamina, again because of the favourable weather conditions.

The reconstruction of Kamina AB started in 1950 and by 1951 the airfield was ready to receive large aircraft. In 1953 the brandnew Flying Boxcars flew the first VVO Harvards from Brustum to Africa. The planned deployment of fighter aircraft was never carried out; the only combat aircraft that ever visited Kamina were 4 CF-100 Canucks, landing here in July 1959 to celebrate the 10th anniversary of the field. A detachment of the 15th Wing was permanently based here, flying a few Dakotas and Sycamores. In 1960 the Belgians withdrew from Congo; how and why will be discussed in a later episode.

In September 1954 the 42nd Reconnaissance Squadron was established at Wahn (Germany); until then photo-recce for the Belgians had been provided by No. 2 Squadron of the Royal Air Force. In the early stage the new unit consisted of 4 F-84G Thunderjets equipped with cameras in the auxiliary fuel tanks, but the number of aircraft soon increased to eight. The Thunderjets were used for only a short time though, as in 1955 the first new aircraft arrived at Wahn: 6 RF-84F Thunderflashes. The Thunderjets were disposed of (they went to the 9th Wing at Bierset) and in the course of 1956-57 another 19 RF-84Fs were delivered. In 1957 the 42nd Squadron went to Brustum. In August 1955 the first three Republic F-84F Thunderstreaks arrived and no. 3 Squadron at Florennes was the first unit to receive this new aircraft. The remaining two squadrons of the 2nd Wing got their Thunderstreaks a few months later and early 1956 the 10th Wing at Kleine Brogel started converting. The 9th Wing at Bierset had to soldier on with their Thunderjets for a while; till November 1956, when the unit changed to the interceptor role and the Hawker Hunter took over.

Three minor but interesting details that were left unrevealed so far:

- In 1954 the 15th Air OP Squadron was incorporated in the Belgian Army. At about the same time the unit changed its Austers for Piper Cubs, but we'll deal with the "Lichte Vliegwezen", the army air arm in a later part of the series.
- A Target Tow Flight was established in 1952 at the isle of Sylt (Germany) the unit was designated No. 5 Wing. This wing was composed of only one squadron (No. 24) and the squadron code that was painted on its Meteors was XO. The 5th Wing existed only for a short time; in 1954 the unit was deprived of its wing-status and became known as "Sleepvlucht" or "Unité de remorquage" (target tow flight in English). The code was changed in B2 and besides a number of Meteor versions a few Mosquitos were used. The flight moved to Koksijde in 1958.
- The Sycamore was the first helicopter of the Belgian Air Force. Three of them entered service in April 1954; they were incorporated in the 15th Wing and sent to Kamina.

Late 1955 the Belgian Air Force consisted of the following wings, squadrons and schools:

- 1st Wing at Beauvechain with 3 dayfighter-interceptor squadrons (Nos. 4, 349, 350) flying Meteor Mk. 6s and two nightfighter-interceptor

squadrons (Nos.10 & 11) with Meteor NF.11s.
 2nd Wing at Chievres with three fighter-bomber squadrons (Nos.1,2 & 3) flying F-84F Thunderstreaks.
 7th Wing at Chievres, with three fighter-interceptor squadrons (nos.7,8 & 9) flying Meteor Mk.8s.
 9th Wing at Bierset, with three fighter-bomber squadrons (Nos.22,26 & 30) flying F-84G Thunderjets.
 10th Wing at Kleine Brogel, with three fighter-bomber squadrons (Nos.23, 27 & 31) flying F-84G Thunderjets .
 13th Wing at Brustum, with three fighter-interceptor squadrons (Nos 25, 29 & 33) flying Meteor Mk.8s.
 15th Wing at Melsbroek (with a detachment at Kamina), comprising of No.20 Squadron (Packet, Dakota), No.21 Squadron (DC-4, Pembroke, Dominie, Sycamore) and No.40 Squadron (Packet).
 42nd Reconnaissance Squadron at Wahn (Germany) flying RF-84F Thunderflashes.
 Elementary Flying School at Goestenhoven, flying Stampe SV-4bs.
 Advanced Flying School at Kamina, flying Harvards.
 Fighter School at Koksijde, flying T-33A, Meteor Mk:7 and 8.
 Target Flight at Sylt (Germany), flying Meteor Mk.4,7, & 8 and Mosquitos.

AIRCRAFT OF THE BELGIAN AIR FORCE

We are somewhat behind with the registrations, which accounts for the short text-part of this month. Let's start right away with the remaining Spitfire Mk.14:

SG-52	RM882	22.7.48		SG-78	RM703	17.12.48	
SG-53	RM857	22.7.48		SG-79	TZ166	17.12.48	
SG-54	RN215	20.8.48	IQ-K	SG-80	MV382	17.12.48	MN-T
SG-55	MV246	24.8.48		SG-81	TZ127	118.1.49	
SG-56	NH754	24.8.48		SG-82	RM937	18.1.49	
SG-57	RM921	24.8.48		SG-83	RM820	18.1.49	MN-E
SG-58	RM680	20.9.48		SG-84	NH857	15.1.49	
SG-59	RM710	2.9.48		SG-85	TZ195	19.1.49	
SG-60	RM933	20.9.48	GE-S, 3R-V	SG-86	RM863	19.1.49	GE-K
SG-61	RM822	30.7.48		SG-87	NH807	15.1.49	
SG-62	RM913	4.10.48	GE-P	SG-88	TX989	8.2.49	GE-C
SG-63	RN115	4.10.48		SG-89	TZ111	8.2.49	MN-M
SG-64	TZ192	5.10.48		SG-90	MV369	8.2.49	IQ-B
SG-65	NH892	5.10.48	MN-X, GV-X	SG-91	NM775	8.2.49	YC-G
SG-66	RM705	5.10.48	MN-V	SG-92	RM938	17.2.49	
SG-67	NH864	29.10.48	MN-Y	SG-93	NH863	10.3.49	MN-G
SG-68	RB156	29.10.48	GE-F	SG-94	NH894	10.3.49	MN-L
SG-69	RB182	29.10.58		SG-95	MV383	11.5.49	
SG-70	RM683	11.11.48		SG-96	RN124	11.5.49	
SG-71	NH718	26.11.48		SG-97	TZ154	11.5.49	
SG-72	RM841	26.11.48	UR-A	SG-98	NH831	11.5.49	
SG-73	NH720	10.12.48	GE-R	SG-99	MV312	22.6.49	
SG-74	NH780	10.12.48		SG-100	RM784	22.6.49	
SG-75	NH797	10.12.48		SG-101	NH922	21.7.49	
SG-76	MV263	10.12.48		SG-102	RN116	21.7.49	
SG-77	MV263	10.12.48					

Plus SG-103-132 including: NH702/31.7.50*, NH710/31.7.50*, RM770/25.8.50, RM792/25.8.50, NH658/25.8.50*, NH838/25.8.50*, MV267/25.8.50, RB165/9.11.50, NH743/10.11.50*, NH789/10.11.50*, RM795/10.11.50, NH918/13.11.50*, MV359/15.11.50, MH742/13.11.50*, MV359/15.11.50, SM930/16.11.50, RM674/2.1.51* RM918/8.1.51*, NH741/10.1.51*, RM789/15.1.51*, RM707/15.1.51*, MV265/15.1.51, TX992/14.11.50*, TZ142/28.5.50*, TZ174/9.11.50*

* means: delivery date to Vickers for overhaul. Then to Belgium under Western Union Defence Agreement.

NOTE 1: Also delivered was RM862/6350M (instructional airframe) on 21.8.47.
 NOTE 2: Displayed are SG-3 (Beuavechain), SG-27 (Saffraanberg) and SG-37 (Brussels). This SG-37 had a mid-air collision with SG-47 on 14.1.49;

it was re-assembled for display with parts of SG-46 and SG-55.

NOTE 3: Squadron code IQ was used by the Auxiliary squadron at Beauvechain.

NOTE 4: Code of SG-106 was IQ-Z as was of SG-127.

VICKERS SUPERMARINE SPITFIRE MK.9

From 1946-1953 this Spit version was flying with the Advanced Flying School. When this school moved to Kamina the Spitfires were all scrapped or sold. Details are as follows:

- Aircraft on loan from the RAF (delivered 26.10.46):

TB386 (not returned), TB622 (returned 7.11.47), TB709 (not returned),
TB991 (not returned), TD188 (returned 24.7.47), TD325 (not returned),
TD348 (not returned), RW344 (not returned)

- Aircraft owned by the BAF were serialized SM-01 to 48; the following were taken over from the Klu:

SM-29 d/d 6.52 ex RAF MK912, ex Klu H-59
SM-30 d/d 6.52
SM-31 d/d 7.52
SM-32 d/d 8.52
SM-33 d/d 8.52
SM-34 d/d 10.52
SM-35 d/d 1.53
SM-36 d/d 1.53, ex RAF NH238, ex Klu H-60, to OO-ARE, N238V
SG-37 d/d 2.53, ex RAF MK923, ex Klu H-61, to OO-ARF, N93081
SG-38 d/d 3.53
SG-39 d/d 3.53, ex RAF NH188, ex Klu H-64, to OO-ARC, CF-NUS
SG-40 d/d 3.53, ex MH415, ex Klu H-65, to OO-ARD,
SG-41 d/d 3.53, ex RAF MH434, ex Klu H-68, to OO-ARA, G-ASJV
SG-42 d/d 6.53
SG-43 d/d 9.53, ex RAF MK297, ex Klu H-55, to OO-ARB, G-ASSD

The exact former identities of SM-30-35,38,42 are not known (yet). They were from MK606/H-50, MH485/H-51, MK205/H-52, MH424/H-53, EN560/H-54, MH439/H-56, NH309/H-57, MK230/H-58, MK912/H-59, MH725/H-65, MJ714/H-67 and MJ893/H-69

- SG-01-28 and 44-48 are a.o. the following ex RAF machines:

MH366/2.9.47	MJ244/2.9.47	MJ332/18.11.47	MJ353/17.8.47
MJ421/26.8.47	MJ482/10.7.48	MJ559/24.8.48	MJ617/1.9.48
MH153/10.11.48	MH577/26.7.48	MH777/24.8.48	ML423/10.7.48
PL149/26.8.47	PL190/17.8.48	PL224/10.7.48	PL349/11.8.47
PT634/22.10.47	PT644/1.7.48	PT853/25.5.48	PT887/17.8.47
PV189/25.11.48	RK851/20.11.48	TA855/26.8.48	MJ383

Note SM-15 was MJ383 and SM-22 was MJ559

DE HAVILLAND DH-82A TIGER MOTH

Till 1954 the Tiger Moth was used with the Elementary Flying School; they were replaced by SV-4Bs.

reg	c/n	ex RAF	remarks	reg	c/n	ex RAF	remarks
T-1	85873	DF124	to OO-EVA	T-17	85651	DE721	to OO-EVC
T-2	85901	DF152	w/o 5.8.56	T-18	86502	NM194	to OO-EVL
T-3	86369	NL926	w/o 27.7.56	T-19	86507	NM199	to OO-EVH
T-4	86377	NL934		T-20	85937	DF201	
T-5	86357	NL916	w/o 28.4.52	T-21	86515	NM207	to OO-EVP
T-6	86376	NL933	w/o 15.8.51	T-22	86517	NM209	to OO-EVD
T-7	85915	DF179	w/o 5.8.55	T-23	85948	DF212	to OO-EVQ
T-8	85934	DF198	to OO-EVB	T-24	86523	PG614	
T-9	85900	DF151	to OO-EVK	T-25	85953	EM722	to OO-EVE
T-10				T-26	85975	EM744	w/o 29.6.53
T-11			w/o 6.6.50	T-27	85872	DE972	to OO-EVH
T-12				T-28	85969	EM738	to OO-EVI
T-13	85914	DF178	to OO-EVF	T-29	82712	R4771	to OO-EVJ
T-14			w/o 3.12.53	T-30	86884	DF135	
T-15	86338	NL891	to OO-EVG	T-31	85875	DF126	to OO-EVR
T-16			w/o 26.11.52				

NOTE 1: Delivery dates are as follows: T-1 to 16: 19.11.46,
T-17/18: 7.3.46, T-19: 11.3.46, T-20: 6.3.46, T-21: 7.3.46,
T-22: 6.3.46, T-23: 7.3.46, T-24: 8.3.46, T-25: 7.3.46, T-26:
20.3.46, T-27: 7.3.46, T-28/30: 1.4.46, T-31: 24.6.47

NOTE 2: Besides the 31 aircraft mentioned, a few were delivered for spare-
parts and technical training. These 5 Moths were:
DE418/85426, DE776/85690, DF208/85944, NL932/86375 and
NL972/86404

NOTE 3: Till 1947 the aircraft were serialled ETA-1 up to ETA-31.

PERCIVAL PROCTOR

Six Proctors were used for communication duties with the (then called)
169th Wing untill 1949. A few remained in service with the base-flights
till 1952

P-1
P-2 c/n H589 ex RAF NP182 to OO-FEB
P-3
P-4 c/n H578 ex RAF NP171 to Museum in Brussel
P-5 c/n H571 to OO-ARH
P-6

MILES MAGISTER

Only one aircraft of this type served with the 169th Wing for a few years
in the late forties. It spent the rest of its life as a civil aircraft at
Gent, but is now in process of being restored for the BAF Museum.
Serial G-1 c/n 1992 ex T9800 to OO-NIC and back to G-1.

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CVW-1 -- USS KENNEDY

Last month's preface mentioned the visit of this aircraft-carrier to
Portsmouth(England) on October 23rd and 24th. Earlier it had dropped its
anchors in Scotland (Rosyth on 29&30-9), Germany (Wilhemshaven) and from
Portsmouth it went to France (Brest from 27 till 30-10).

Remarkable was the presence of three RF-8G Crusaders. The Crusaders re-
placed the RA-5C Vigilants in their reconnaissance role. Except for
146031, a C-1A, the normal equipment was aboard:

A-7B VA-46 :154462/AB300, 154438/AB301, 154550/AB302, 154505/AB303,
154481/AB305, 154482/AB307, 154502/AB311, 154389/AB312, 154475/AB313,
154388/AB314

A-7B VA-72 :154556/AB400, 154493/AB402, 154453/AB403, 154451/AB404,
154395/AB405, 154498/AB406, 154375/AB407, 154371/AB411, 154368/AB412,
154491/AB413

F-14A VF-14 :159024/AB100, 159427/AB101, 159017/AB105, 159020/AB107,
159023/AB110, 159425/AB112, 159019/AB114, 159593/AB120, 159609/AB121,
159597/AB122, 159616/AB123

F-14A VF-32 :159009/AB201, 159013/AB203, 159015/AB204, 159016/AB205,
159022/AB210, 159423/AB212, 159426/AB214, 159612/AB220, 159589/AB222,
159601/AB223

A-6E VA-34 :158034/AB500, 154169/AB501, 158046/AB502, 158047/AB503,
154142/AB504, 158529/AB505, 151802/AB506, 158532/AB507, 158535/AB510

KA-6D VA-34 :151738/AB520, 151581/AB521, 155691/AB522, 152913/AB523

E-2C VAW-125 :158641/AB010, 159110/AB011, 160008/AB012, 160009/AB013

S-3A VS-32 :159751/AB700, 159752/AB701, 159735/AB702, 159754/AB703,
159755/AB704, 159756/AB705, 159757/AB706, 159758/AB707, 159759/AB710,
159760/AB711

SH-3D HS-11 :150498/AB730, 152695/AB731, 152705/AB732, 154117/AB733,
156493/AB734, 156497/AB735, 154118/AB736, 156489/AB737

EA-6B VAQ-133 :158801/AB611, 158802/AB612, 158803/AB613, 158804/AB614

RF-8G VFP-63/Det.2 : 146863/AB601, 144607/AB602 and 145616/AB603





UNITED STATES ARMY AVIATION at COLEMAN BARRACKS

By Barry Hickman

Just North of Mannheim, Germany, one of the major US Army bases in Europe is situated. Based at Coleman are numerous units such as cavalry, signals and transport companies. The whole base covers a very large area of which the aircraft are a very small part. Right in the middle by the way (!). Around 1970 Coleman was very interesting for spotters because of the open-storage of approx. 80 U-6 Beavers. By 1973 all had been sold or scrapped making it the normal "green rubbish" airfield again.

The resident units involved with aircraft are as follows:

- 1st Support Brigade - operating UH-1s
- 7th Signals - operating OH-58s, UH-1s and U-21s
- 56th Aviation Company - operating U-8s and UH-1s
- 24th Engineers - operating UH-1s and OH-58s
- 32nd Air Defence Artillery Company (ADCOM) - operating OH-58s and UH-1s
- Aviation Intermediate Maintenance Battalion (Avim.Bn.)

The latter unit used to be called the 582nd Transport Company but has changed names a few times until it finally became Avim.Bn. The old 582nd Transp.Comp. is now based at Ramstein involved with the shipment of US Army helicopters from and to the States.

Of all six units Avim.Bn. is the most interesting unit at Coleman as it is responsible for general maintenance and repairs on the major parts of the aircraft based in Germany. The workforce is mainly made up of German civilians with only US Army personnel in top jobs.

At the moment the unit is involved in an extensive project of repainting all machines in darkgreen infra-red paint. This new-developed paint is designed so that it is impossible to track aircraft wearing it. They just don't show on the tracking equipment.

Another major project Avim.Bn. is involved in is the conversion of the Bell AH-1 HueyCobras. By now this project is reaching its end or has already ended. The project called "Cobra Tow" meets in the requirement of the US Army to have AH-1s which are able to fire their missiles in any direction. These converted ones are designated AH-1Qs.

Service of the AH-1Qs in Europe won't last long. Early next year the AH-1S will enter squadron service in Germany and replace the AH-1Qs.

A visit to Coleman Barracks on 20 Sept. revealed following US Army aircraft:

- UH-1D/Hs: 73-22125(1 Sup.Brig), 69-15421(7 Sig), 66-17070(56 Av.Co.), 69-15166(7 Sig), 69-15537, 67-17372, 67-17355(24 Eng), 65-10091, (32ADCOM), 72-21636(32 ADCOM), 64-13241, 68-15240, 69-15675, 66-01165, 65-9684, 66-17139, 69-15152, 66-1155, 66-00928, 66-8576, 66-16143, 73-21714(32ADCOM), 67-17645(236 Med.Det.), 22326(1 Sup.Brig), 21826(1 Sup.Brig), 20128(7 Sig), 16975(7 Sig), 21569(32 ADCOM)
- U-8F: 62-3844(56 Av.Co), 60-5387, 60-3461, 62-3843, 61-2428
- AH-1G: 69-16441(in green camo, with black stripe colour scheme)
- OH-58A: 70-15123(7 Sig), 68-16894(7 Sig), 70-15113(7 Sig), 70-15122(32ADCOM) 70-15328(24 Eng), 70-15321(24 Eng), 70-15253(24 Eng), 69-16336, 70-15336, 70-15121, 69-16152, 70-15232
- U-21A: 66-18034(HQ USEC), 66-18027(7 Sig), 66-18000(7 Sig)
- U-21A: 18056, 18074, 18058, 18055, 18070, 18075 (all without fiscal year on the aircraft. They were painted in a green infra-red paint having the last two numbers of the serial in white (see photo))
- U-21: 18021, 18035, 18072 (standard c/s but without fiscal year)
- A compound contained 4 wrecked helicopters: 73-21681 and 73-21768 (236th Med.Det.) both UH-1Hs; 70-15210 and 69-16196 both OH-58A
- 69-16188 OH-58A was on a trailer in a very battered condition. It looked as if it had dropped from a great height. No doubt this will find its way to the scrap-compound.

USAF LATE 1976 (part 1)

By M.D.Tabak and H.v/d.Laar

Throughout 1975/1976 some structural squadron changes were followed out within the USAF. The withdrawal from Thailand early this year, the service entry of the F-15, the junction of all strategic reconnaissance units, the modernization of the ANG etc; all making it worth publishing a squadron view of some of the USAF Commands. These Commands will be Military Airlift Command, Pacific Air Forces, Air National Guard, Strategic Air Command and Tactical Air Command. Furthermore some notes on Air Training Command, Alaskan Air Command and Air Force Reserve.

PACIFIC AIR FORCES

Thailand: Bases closed: Ubon 6-75, Nakhon Phanom 10-75, Takhli in 1975, Udorn in 1-76 and finally Korat in 2-76.

This Air Forces is in command of the 5th Air Force at Yokota AB in Japan (with 313rd and 314th Air Divisions) and the 13th Air Force at Clark in Philippine (with 3 Tactical Fighter Wing).

313rd Air Division at Kadena AB, Okinawa

18TFW at Kadena AB:

12TFS F-4D ZZ (reactivated 12-75; aircraft from 338TFW/34TFS/JJ)

15TRS RF-4C ZZ

44TFS F-4D ZZ (ex ZL with F-4C till mid 75, some of the F-4Cs went to 434TFS/35TFW/GA(wild weasel) at George AFB)

67TFS F-4C ZZ (wild weasel - ex ZG till mid '75)

1SOS C-130E-I, C-130E(MOD)

Also based at Kadena AB is the 33ARRS (with HC-130N/P, HH-53C; The latter are ex-Thailand and replaced HH-3E of 33ARRS in 1975.

475ABW at Yokota AB with T-39A and UH-1P

314th Air Division at Osan AB, South-Korea

8TFW at Kunsan AB, South Korea

35TFS F-4D WP (ex 3TFW/UK till 10-74)

80TFS F-4D WP (ex 3TFW/UK till 10-74)

51Composite TFW at Osan AB (was 51ABW)

36TFS F-4E OS (ex 3TFW/UK till 9-74 - F-4Es are ex 34TFS/388TFW/JJ)

19TASS OV-10A OS (ex 3TFW till 9-74)

3 Tactical Fighter Wing at Clark, Philippines (was 405TFW till 10-74)

90TFS F-4E PN (F-4Ds till 76)

??? T-38A (for ACM-training, new squadron)

AIR NATIONAL GUARD

Following changes in 1975/1976:

154 FIGp/199 FIS at Hickam AFB, Hawaii - F-102A/F-4C (was F-102 only)

115 TAGp/176TASS at Madison AFB, Wisconsin - Cessna O-2A
was 176FIS with F-102A till 1975

176TAGp/144TAS at Anchorage Airp., Alaska - C-130 (was C-123J)

179TAGp/164TAS at Lehm Airp., Ohio - C-130
was 179TFGp/164TFS with F-100D

106ARRGp/102ARRS at Suffolk County, New York -- HC-130H/HH-3E
was 106FGp/102FIS with F-102A till 4-75

126ARGp/108ARS at O'Hare Int.Airp., Illinois - KC-135A (was KC-97 till 76)

147TRGp/111TRS at Bergstrom AFB, Texas - RF-4C
was 147FGp/111FIS with F-101/F-102 at Ellington AFB till early 76)

141ARGp/116ARS at Spokane Int.Airp., Washington - KC-135A
was 141FGp/116FIS with F-101B till mid '75

132TFGp/124TFS at Des Moines MAP, Iowa - A-7D (was F-100D till 76)

128ARGp/126ARS at Gen.Mitchell Fld. Wisconsin - KC-135A (was KC-97L)

130TAGp/130TAS at Kanawha County Airp. - C-130
was 130SOGp/130SOS with C-119/U-10 till 10-75

101ARGp/132ARS at Dow AFB, Maine - KC-135A
was 101FGp/132FIS with F-101B till summer '75

- 157ARGp/133ARS at Pease AFB, New Hampshire - KC-135A
was 157TAGp/133TAS with C-130A coded NH till 1975
- 108TFGp/141TFS at McGuire AFB, New Jersey - F-105B (to F-4Ds in 76/77)
- 143TAGp/143TAS at T.F.Green Airp., Rhode Island - C-130
was 143SOGp/143SOS with C-119/U-10 till spring '75
- 160ARGp/145ARS at Rickenbacker AFB, Ohio - KC-135A
was KC-97L till mid 1975
- 112TFGp/146TFS at Greater Pittsburgh Airp., Pennsylvania - A-7D
was 112FGp/146FIS with F-102A till 1975
- 170ARGp/150ARS at McGuire AFB, New Jersey - KC-135A
was 170TAGp/150TAS with C-7A/B coded NJ till 1975
- 134ARGp/151ARS at McGhee/Tuson Airp., Tennessee - KC-135A
was KC-97L till 1975/1976
- 162TFTGp/152TFTS at Tucson Int.Airp., Arizona - F-100/A-7D (was F-100
- 189ARGp/154ARS at Little Rock AFB, Arkansas - KC-135A /only
was 189TRGp/154TRS with RF-101C till mid '75
- 123TRGp/165TRS at Stanford Fld., Kentucky - RF-101C
will get RF-4C in 76/77
- 107TFGp/136TFS at Niagara Falls Int.Airp., New York - F-4
was 107FGp/136FIS with F-101B till 1976
- 185TFGp/174TFS at Sioux City MAP, Iowa - A-7D
was F-100D/F till 75/76
- 114TFGp/175TFS at Joe Foss Fld., South Dakota - A-7D
was F-100D/F till 75/76
- 129ARRGp/129ARRS at Hayward ANGB, California - HC-130H/HH-3E
was 129SOGp/129SOS with C-119/U-10 till spring '75
- 169TFGp/157TFS at McEntire ANGB, South Carolina - A-7D
was 169FGp/157FIS with F-102A till spring '75
- 119TFGp/178TFS at Hector Fld., North Dakota - F-4
was 119FGp/178FIS with F-11B till '76
- 148TRGp/179TRS at Duluth Int.Airp., Minnesota - RF-4C
was 148FGp/179FIS with F-101B till 1-1-76
- 124TRGp/190TRS at Boise MAP, Idaho - RF-4C
was 124FGp/190FIS with F-102A till 75/76
- 152TRGp/192TRS at Reno MAP, Nevada - RF-4C (was RF-101B till 4-75)
- 156TFGp/198TFS at Muniz ANGB, Puerto Rico - A-7D (was F-104C/D till 7-75)
- 163TASGp/196TASS at March AFB, California - O-2A
was 163FGp/196FIS at Ontario Int.Airp. with F-102A till 1974
- 163TASGp remained at Ontario till spring 1975, then moved to March AFB

CORRECTIONS and ADDITIONS

FLASH Nr.73 Page 20: A-10A: 75-0265 should be Q264; F-14A: 158955 should be 159855; Lynx HAS.2: XX910 & XZ166 are of the R.Navy not Army

Page 21: The list of the RAE a/c contains some typing-errors:
 XK944 Comet should be XK944; XN543 Comet 2E should be XN453
 WD840 Hastings should be WD480; XV731 Wessex should be XV371
 Gnats: XR983, XR990 and XS103 should be replaced by XS107, XR993 and XR537
 Note: XX944, XN453 and WD480 are withdrawn from use.

ANNOUNCEMENT

On January 29th, Spotting Group Eindhoven will organize a spotter-meeting in "De Ark", Strijpsestraat, Eindhoven. This meeting will commence at 12 o'clock. The program contains a speech by three controllers, telling all there is to know about air-traffic, two slide-shows, one on the Japanese Air Force and one on a visit to NAS Miramar.

In between the items the organizers have arranged time for those who want to exchange negs, slides, books, regs, photos etc. So if you are intending to visit this meeting please bring along all stuff you want to exchange. For more information write to Jan van den Oever, Postbus 8006, Eindhoven, (tel. 040-517005 only during the weekend from 6 till 7 o'clock).

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: C-47s participating in the movie-film "A Bridge to Far".

Photo: LUVU

MISCELLANEOUS

PHOTO 1: Present at this year's Portes Ouvertes at Landivisiau was Jaguar 11-EL/E27. It belongs to Esc. de Chasse I/11 "Rousillon".

Photo: H.Berger

PHOTO 2: UH68-056 F-111E of 20TFW came over from Upper Heyford to Soesterberg on June 21th, 1976. Photo: B van 't Ende/S.G.S.

PHOTO 3: One of the three TA-4S Skyhawks (651) which are being operated by No.142Sqn, the first of two strike squadrons in the Singapore Air Defence Command. This squadron is also operating 40 A-4S Skyhawks (all refurbished ex USNavy A-4Bs). This photo was made at LeMoore NAS on 12 October 1975. Photo: H.v/d.Laar

PHOTO 4: This AB.206 (8185) is shown here in the colours of the Lybian Army which has four more AB.206s. This particular one however has become a civil chopper operating from Malta.

Photo: B.Ullings/A.P.I.

U.K. REPORT

PHOTO 5&6: Last month saw a rotation of Thuds at Lakenheath (see movements). All the way from "Spotter's Paradise" we present: F-105F 62-414 and F-105D 61-093

The latter had 61-0093 on its tail but the serial-plate in the cockpit read 61-0099. Photo: P.v.Gemert/G.C.A.

PHOTO 7&8: Some photos of USS John F.Kennedy's a/c while visiting Portsmouth last month. 158047/AB-503 is a A-6E of VA-34 and 144607/AB602 is a RF-8G Crusader of VFP-63.

Photo: J.v.Tuyn

COLEMAN REPORT

PHOTO 9-11: Illustrating the report from Coleman by Barry are 70-15122 OH-58A belonging to 32ADC0M. U-21A 66/67-18074 and UH-1H 68-15240. The U-21 has undergone a dreadful dark green treatment. The paint is infra-red so that missile systems cannot track aircraft so painted. Even all UH-1s will be painted this way. It will make spotting nearly impossible.

Photo: B.Hickman

A BRIDGE TOO FAR

PHOTO 12-15: Shown are Harvard 43-12721(HF-L), two C-47 Dakotas (721182/H-C3 and N9984/U-DB resp.) and another C-47 together with a number of imitation Horsa gliders (extensive information was published in our September and October issue).

Photos: P.v.Gemert/GCA, B van 't Ende/SGS, B van 't Ende and LUVU, resp.

MISCELLANEOUS

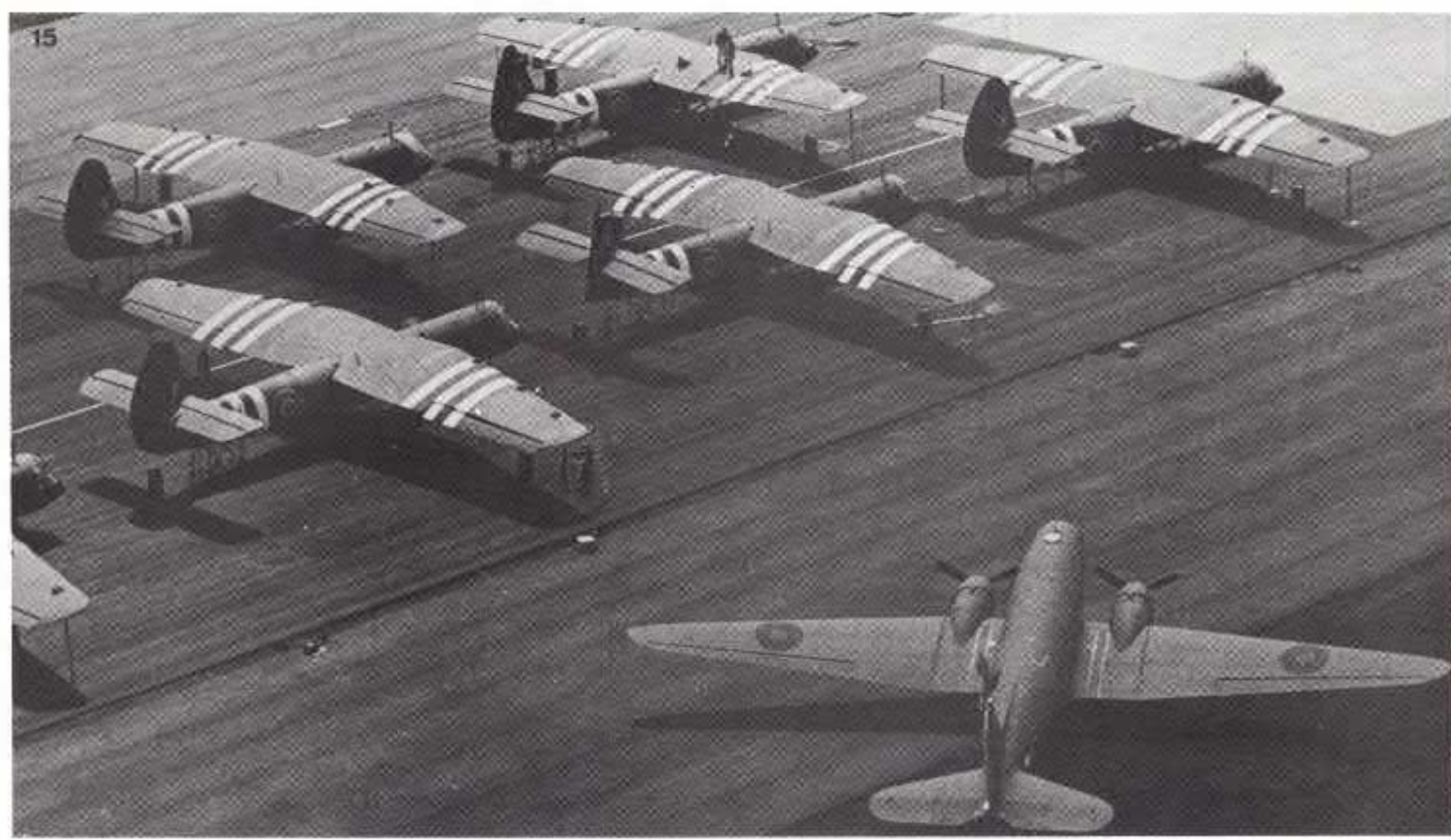
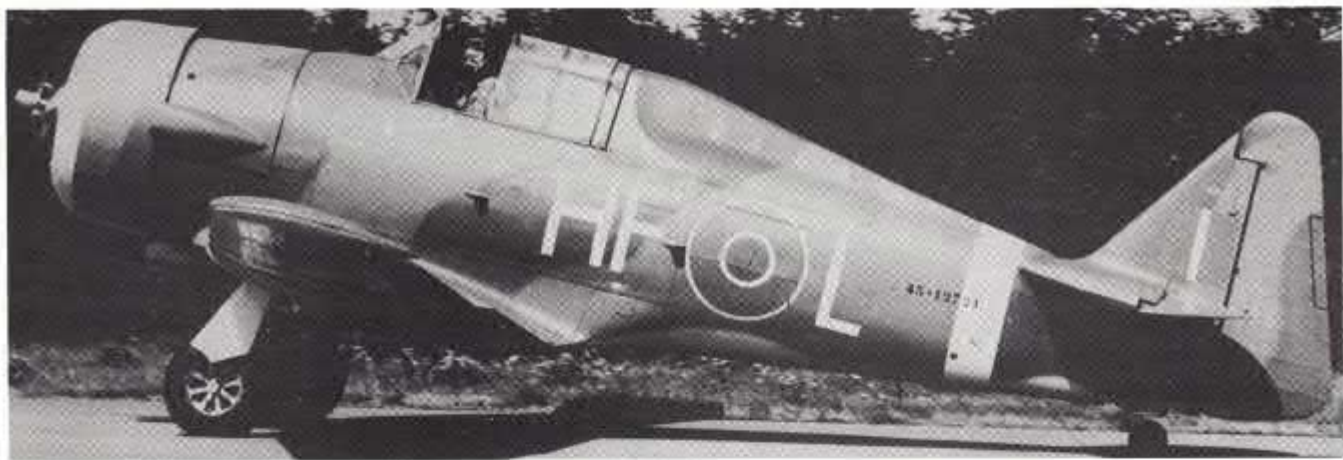
PHOTO 16&17: In all 117 F-5A/RP-5As were supplied to the Imperial Iran Air Force plus 22 F-5Bs. Most of the 141 replacing F-5Es have already been delivered and the first batch F-5F combat trainers is being delivered soon.

Shown are 3-417/65-10484 and 3-432/65-10538. They both belong to 302 Fighter Squadron and were pictured at RAF Sharjan in April 1967. Photo: A.Wever

PHOTO 18: Coming back from the Middle East we cross Turkey. Perhaps come along Murted AFB near Ankara were this F-104G, 783 was taken on 16 July 1974. Photo: H.de Koning

PHOTO 19: 15 F-104G/TF-104Gs are operated by 335Sqn/114Wing at Tanagra. One of them is FG-278/22278. It was one of the Greek Starfighters participating in 1974s Tiger Meet at Bitburg.

It stands a good chance Greek Starfighters are going to participate in next year's Meet. The Greek are only allowed to come when some sort of competition is involved and luckily the organizers are thinking this way. Photo: J.v.Tuyn





Edited by Coen van den Heuvel, in co-production with 1TASW and J.Struben

MOVEMENTS

With special thanks to HAS and P.v.Wijngaarden.

Schiphol (Amsterdam)

Aug.29: G-AWNA B.747-136 c/n 19761 B.A. HB-LIE Cessna 421B
F-BVIC Cessna F.172H c/n F.1150 Air Auvergne/Air France
Aug.30: N121AM Falcon 20 IBM N8NR Sabreliner 75
Sep.1: D-BABI VFW.614 c/n G09 VFW N155AS Mitsubishi Mu-2
OO-MMT B.473-1 c/n 1708 Heliservice
D-CFCF HS.125-403B c/n 25248 Conti-flug
Sep. 2: EC-CUS DC-8-33 TAE (new aircraft)
Sep. 3: G-BARD Cessna 337C c/n 0857 N121WT Falcon 20
I-DIWX DC-8-62H c/n 46142 Alitalia
Sep. 4: SP-LAD Il.62 c/n 41604 LOT G-ASHH Pa.23 Aztec 250
OH-PNG Pa.31-350 c/n 31-825 Sir-Air
Sep. 5: OY-TRR Cessna F.172M c/n F.0991
SE-FPF Pa.31P c/n 31P-18 D-IATB Cessna 421C
Sep.14: F-BCYV DC-3C c/n 10141 Locafrance
D-COTT Falcon E c/n 314 flying for Business Air Service
Sep.16: F-BRNI Be.70 c/n LB-33 LAT D-INCI Cessna 500 c/n 0255
Sep.20: N91OCL DC-8-63CF c/n 46094 Capitol N77TW Mitsubishi Mu-2B
Sep.21: EI-BAA Britannia 307F c/n 12921 Aer Turas
F-BLCG B.707-328C c/n 19292 Air France
OE-GLA Learjet 25B c/n 25B-079 N523AC BAC 1/11
OY-DLL AC.680FL
Sep.22: N2276 and N500G G.1159s N1544X Pa.31-200T
N8962T DC-8-61CF c/n 45900 TIA
F-BPJU B.727-214 c/n 19683 Air Charter International
Sep.23: OO-TEH B.737-2M8 c/n 21321 TEA SE-FNV Be.99A c/n U-136 BaronAI
Sep.24: N804SW DC-8-55F c/n 45816 EFS-B (leased from Seaboard World A/ls)
OO-LWH FWP.149D c/n 052 Skyworks
Sep.27: PH-ZBG F.28-1000 c/n 11027 Nigeria Airways (leased)
F-BVPU Se.210 Caravelle 6N c/n 196 Aerotour
Sep.30: OY-DZZ Pa.27 Nor-Fly
Oct. 2: G-AZIB Socata St.10 c/n 141 N225ST G.1159
SE-DEA Learjet 35 c/n 35-051 A.S.E.A.
I-DYNI DC-10-30 c/n 47863 Alitalia
N35CC Sabre 40 D-COME Falcon 10
Oct. 5: 5N-ANJ F.28-1000 c/n 11109 Nigeria Airways,(delivery)
Oct. 6: N720OK Learjet 23 HB-VEI Learjet
D-IBMD Swearingen SA.26AT Merlin c/n T26-167E
Oct. 7: SE-FNY Beech 60 Duke c/n P-10
Oct. 8: VH-EBL B.747-238B c/n 21237 Qantas Airways
OE-DYB RC.112A Luftsportverband Salzburg (also Oct.9)
Oct. 9: PH-MAS DC-8-55F c/n 45824 Martinair(with Iran Air tail c/s)
Oct.11: AF-AYM DC-10-30 c/n 47889 PIA(new a/c with new c/s)
Oct.12: HB-GFL Be.55 Baron c/n TC.1646 G-BCPZ RC.500S Shrike
Oct.13: D-CJET HS.125-600B c/n 256027
Oct.16: CCCP-65036 Tu-134A Aeroflot I-ATIIY DC-9-32 c/n 47575 ATI
SX-DBL B.720-051B c/n 18420 Olympic Airways
Oct.17: D-IHWW Cessna 421B c/n 0131 WEDL
Oct.18: 5X-UAL B.707 Uganda Airlines
F-BYCN B.707-0321C c/n 19370 Air France
Oct.19: HB-LCY Cessna 320C c/n 0054 G-BCIV Beagle 206
D-IOLA c/n 227 and D-IOLG c/n 643 BN.2A Islanders of OLT
N1250Y Beech Debonair

Hilversum

Oct. 3: OO-LWF FWP.149D c/n 646 Skyworks PH-UEG S.91B c/n 91143 (based)
 Oct. 4: OO-MMT AB.47G-1 c/n 1708 Heliservice (till Oct.5)
 Oct. 5: PH-PEM Pa.34-200T c/n 34-7570249 (first visit)
 Oct. 8: G-BDFL Pa.28R-200 c/n 28R-35159 EC-CQX Pa.28-180
 Oct.10: OO-RAQ Cessna F.172K c/n F.0527
 Oct.12: G-BBNB DHC.1 Chipmunk c/n C1/0033
 G-BBMX DHC.1 Chipmunk c/n C1/0800 (based)
 Oct.14: OE-FMF Beech B.55
 Oct.16: OO-LCN Cessna F.172H c/n F.0592 Sanicole PH-CSL DH.82A (based)
 Oct.18: D-IHFD Pa.31 c/n 31-651
 Oct.21: G-AWSL Pa.28

BRUSSEL

Oct.11: 9Q-CLH DC-3-63CF c/n 46151 Air Zaire (also on Oct.18)
 9Q-GLI DC-10-30 c/n 47886 Air Zaire (also on Oct.22)
 N912CL DC-8-61 c/n 45908 Capital (also on Oct.15)
 4X-ABA B.707-058D c/n 18424 ELAL
 7T-VEO B.737-2D6 c/n 21212 Air Algeria
 Oct.12: F-BVPV Falcon 20 Air France (also on Oct.15)
 Oct.13: PH-TVC B.737-2K2C c/n 20836 Transavia
 F-BUTE F.28-1000 c/n 11031 Air France (also on Oct.15, 25 & 26)
 JY-AEC B.707-384C c/n 18949 Alia-TJA (also on Oct.20 & 26)
 PH-DEL DC-8-63 c/n 46122 & PH-BUC B.747-206B c/n 19024 both KLM
 LX-LGW B.707-344 c/n 17930 Luxair (also on Oct.14 & 20)
 CN-CCG B.727-2B6 c/n 21215 RAM N99546 Cessna 402B
 CS-TBQ B.707-172C c/n 19665 TAP
 YR-BCE B.1/11-424EU c/n 156 TAROM (also on Oct.20)
 OO-TEA B.707-025 c/n 18155 TEA (tried to take-off two times but
 Oct.15: OO-SEI Cessna 310B c/n 35636 Sabena /failed)
 F-BJTO Se.210 Caravelle 140 c/n 148 Air Charter International
 7T-VEK B.727-2D6 c/n 21064 Air Algeria (also on Oct.22)
 PH-KFH F.27-200 c/n 10256 NLM SP-LSD Il.18B c/n 7102 LOT
 HA-LBC Tu.134 c/n 0605 MALEV
 Oct.18: G-BAVY Pa.27 Aztec 250F c/n 27-5017
 YU-AGI B.707-351C c/n 19210 JAT (till Oct.19).
 TS-TAR Se.210 Caravelle 3 C/n 178 Tunis Air
 TC-JAY DC-10-10 c/n 46907 THY
 Oct.19: OK-CFH Tu.134A c/n 1801 CSA CN-RMI B.737-2B6 c/n 21214 RAM
 CCCP-86608 Il.62M c/n 41704 Aeroflot
 Oct.20: CS-TBM B.727-82 c/n 19406 TAP SP-LHB Tu.134A c/n 1809 LOT
 SX-CBE B.727-284 c/n 20201 Olympic Airways
 CN-CCW B.727-2B6 c/n 21068 RAM F-BOXV Myst.20 c/n 104 Euralair
 TC-JAU DC-10-10 c/n 46705 THY (also on Oct.25 & 27)
 4X-ATT B.707-358B c/n 20097 ELAL
 Oct.21: F-BUQP SN.601 Corvette 100 c/n 4 Air Alsace/Air France
 9Q-CLT DC-10-10 c/n 46932 Air Zaire (also on Oct.27)
 CN-RMJ B.737-2B6 c/n 21215 RAM (also on Oct.26)
 Oct.25: N8956U DC-8-61CF c/n 45949 Sat.A/w OY-BUS Cessna 421C
 N732PA B.747-121A c/n 19368 PANAM OK-EFK Tu.134A CSA
 LZ-TUC Tu.134 c/n 0807 Balkan Air HA-LHB Tu.134A c/n 0925 MALEV
 7T-VEG B.737-2D6 c/n 20884 Air Algeria
 Oct.26: G-AWPH Dart Herald 201 c/n 156 BIA
 F-BVFP SN-601 Corvette 100 c/n 23 Air Alsace/Air France
 CCCP-65038 Tu.134A Aeroflot OK-AFA Tu.134A c/n 1406 CSA
 Oct.27: OY-APW B.720-051B c/n 18422 Mears Air SP-LGB Tu.134 c/n 0603 LOT
 G-APWG Dart Herald 201 c/n 155 BIA CS-TBL B.727-82 c/n 19405 TAP
 ET-ACD B.707-360C c/n 19736 Air Algeria (leased from Ethiopian A/I)
 TS-ITU Caravelle 3 c/n 246 Tunis Air
 CN-CCF B.727-2B6 c/n 20304 RAM
 Oct.28: TS-JHR B.727-2H3 c/n 21179 Tunis Air
 OO-TAT Cessna 402B c/n 0823 Travair OO-JPP AC-685 c/n 12027 EAT

Credits: AJ, AP, AR, UPI and Reuter

Accidents:

- Brazil. Learjet 25C PT-IBR c/n 25-072 of Banco Real SA crashed at Sao Paulo's Viracopas Apt. on 6 September, killing seven occupants.
- Canada. Airwest Airlines' Twin Otter C-FAWF c/n 163 crashed near Bella Coola on 22 September during a charter flight. One passenger was killed, six others injured, out of a total of twenty people on board.
- Colombia. HK-149 a DC-3 of Taxi Aereo El Venado Ltda. crashed after take-off from El Yopal on 25 October killing at least 37 people. The aircraft caught fire and while trying to land it crashed.
- India. Indian Airlines' Caravelle 6N VT-DWN c/n 231 crashed on take-off from Bombay's Sta. Cruz Apt. on 12 October, killing all 89 occupants. The engine caught fire, setting fire to the fuselage. The Caravelle replaced the usual B.737 on this flight to Madras.
- Indonesia. On November 4th in bad weather conditions PK-KSR a F.27 of Bouraq Indonesia Airline split in two parts and crashed. The aircraft was landing at at Sjamsuddin Noor Apt..
- Saudi Arabia. Sikorsky S.58ET N4371S of Carson Helicopters Inc. crashed while unloading a ship in Djeddah port. The main rotor hit one of the masts, resulting in the helicopter breaking in two and falling onto the ship's deck. No injuries or worse were reported. It crashed on Sept. 8.
- United Kingdom. Mooney M.20E G-AZOP c/n 21-0023 crashed into an estate in Luton after take-off from Luton Apt. on 30 September. All four occupants were killed.
Cessna FA.150 G-AYJX c/n 01118 crashed near Wick Apt. on 11 October. The pilot was killed.
During take-off G-BBGD a Cessna 337G Super Skymaster c/n 0060 crashed in a field near West Wycombe on 13 October. The aircraft had to land at the field the day before because it had ran out of fuel.
On 24 October the sea took delivery of Pa.28-140C G-AYDT c/n 28-26558. The aircraft ran out of fuel and had to land on the water near St. Thomas's Head (Weston-Super-Mare). The pilot couldn't be found by the Rescue services.
Falling from about 50ft Westland-Bell 47G-3B1 G-BCZK c/n WA574 overturned near Coventry (Baginton) Apt. It happened on 20 October.
- USA. On 5 October the wreckage of the Pa.24 N111KT was found, which had disappeared on August. The aircraft was found in the mountains 80 miles North-West of Prince George.
During take-off from Santa Cruz Apt. N730JP, a B.707 leased by Lloyd Aereo Boliviano, crashed into a scholl, hospital and housing area. About 100 casualties have been reported. 13 Oct. was that black day.

Miscellaneous:

- Australia. Last month flight testing of the new floatplane version of the GAF N.22B Nomad was expected to begin at Inver Grove Heights, Minn. USA. The converter was designed and executed by Wipline Inc. for GAF, who are responsible for flight testing. A market for this version is seen in Canada and parts of the USA and Scandinavia.
- France. MEA has transferred their maintenance base from civil war-plagued Beirut to Orly Apt. with assistance from one of their major shareholder Air France. Operations are increasing again and the losses of this and last year may well be gone in 1977.
- Holland. The first F.28 Mk.4000 flew on 20 October 1976 (PH-EXZ c/n 11111). It can seat 85 passengers in it's fuselage which is 2,21 meters longer than the Mk.1000. The aircraft is due to fly on short or medium routes.
Teuge airfield will receive a hardened runway, which only wily be used by light aircraft.
- United Kingdom. Fairey Britten-Norman is testing a 600kg thrust rocket installation in a Trilander for extra power in case of an engine failure during take-off, to meet FAA requirement.

- USA. Cessna has named their turboprop twin model 441 Conquest. First delivery is expected in June next year. They have also announced two new versions of their Model 500 Citation: the Citation I, essentially the same as the Citation except for a new wing, will be available from December this year. The Citation 2 will be 1.15m (4ft 3in) longer, eight seats in stead of six and available from February 1978. Also announced was the Citation 3, a complete new aircraft in the same category as the Dassault/Breguet Falcon 50. It will seat twelve to fifteen and will be powered by two Garrett AirResearch TFE.731-3 turboprops and cruise at 869km/h (540mph). The Citation 3 will be available in 1980.
- USA. Two mergers are in the works. TIA and Saturn merged in October, and ONA will be bought by Alaska International Industries and will merge with Alaska International Air.

Acquisitions:

- Austria. Austrian Airlines ordered their thirteenth DC-9-51.
- Alaska. Alaska Airlines leased Braniff's B.727-27 N7293 c/n 19534 now registered N293AS.
- Burma. Burma Airways has ordered a F.28-4000 (c/n 11114), to replace the B.727-193 XY-ADR c/n 19620, delivery expected summer 1977.
- Cyprus. Cyprus Airways leased Aer Turras Britannia 253C EI-BBH c/n 13436 from 9 September for three months, probably the aircraft will be bought.
- Eire. Aer Turras bought a 'new' B.175-253F being EI-BCI (c/n 13449, formerly RAF XL640).
- France. Air France ordered their nineteenth B.747, this time a -228B(SCD) for delivery in April 1977.
- Gabon. SOACO bought two Argosy 222s from Transair Canada. CF-TAX c/n 6803 and CF-TAZ c/n 6805, the latter has been delivered on 30 September.
- Germany. Lufthansa ordered their eleventh DC-10-30 for delivery in December next year.
DLT has a Corvette on long-term lease and ordered their fifth Twin Otter for delivery before the year is over.
- Holland. KLM/NLM bought two F.28-1000s. They will be ex Germanair ones and delivery will take place in December this year. Aircraft involved are D-AGAB c/n 11049 and D-AGAC c/n 11050.
The knows the construction number of F.27 PK-KSR (see accidents).
- New Zealand. Air New Zealand sold two of their DC-8-52s to Evergreen International, a smaller supplemental carrier.
- Nigeria. Nigeria Airways took delivery of their first DC-10-30 on 14 October. The aircraft will be used on the Lagos-London route after training in the USA and operational testing on the Kano-Saudi Arabia route.
- Papua New Guinea. Air Niugini which had leased four F.27-200 of Ansett Airlines, has bought them. Registrations: VH-FNA c/n 10133 to P2-ANJ, VH-FNG/10170 to P2-ANK, VH-FNK/10280 to P2-ANL, VH-FNN/10297 to P2-ANM.
- Surinam. Surinam Airways leases two Twin Otters from Alaska Airways. Unfortunately a co-pilot was killed by one prop during ground checks. The Twin Otter had just landed at Surinam Apt.
- Sweden. SAS ordered a B.747-283B(SCD) for delivery in October 1977 and took an option on one more.
Linjeflyg ordered three F.28-4000s, to be added to five of the same version and three Mk.1000s. Delivery will be next year.
- Taiwan. The Gov't of Taiwan bought a B.727-121C, ex XV-NJB c/n 19818 now being B-188.
- UK. BCAL's DC-10-30s will be registered G-BEEL and 'M, c/n 46949 and 46921. Pelican Air Transport, a Manchester-based cargo company, ordered two DC-8-55s that will be delivered early next year after conversion by McDonnell/Douglas to 55F standard.
BMA's first DC-9-15 is N65358 c/n 47048 ex XA-DEV of Aeromexico.
BAC One-Eleven G-ASYD c/n 53 left the UK for a sales tour in Japan to demonstrate local Airlines it's possibilities as replacement for the YS11.
- USA. United Airlines ordered 28 Advanced 727s for replacement of a similar number of DC-8s.

R.A.C. exists 50 years by 1TASW

July 20th was the fiftieth birthday of the Rotterdamse Aero Club. To celebrate this event a static show of homebuilt, experimental and vintage aircraft was organized on September 25th, the aircraft arriving the day before and leaving the day after.

About fifty aircraft were expected but unfortunately only 24 aircraft participated. This was caused by the bad flying weather, which made it impossible for some of the more primitive participants to land at Zes-tienhoven.

The participants were parked on the platform near the large hangar and inside that hangar. The atmosphere was almost cosy. The exhibition was added to by a few aerial demonstrations by a MS.230, the Throp T.18 Dykhaster, an autogiro and a Spitfire Mk.14. However the show was stolen by a UK-registered CASA 352 (Ju52/3M) making a refuelling stop, an unexpected and much appreciated event.

On Sunday, when everything departed, again a few demonstrations were given by Caudron G.3, the Throp T.18, Spitfire Mk.14 and a DH-82A. The last-mentioned executed some breath-taking aerobatics which grip the public.

In spite of the absence of more than a half of the expected aircraft this (for Holland) unique event was a success and is very worthy a repeat.

Aircraft present at the exhibition (arriving at Sept.24th):

D-ECCI Klemm 35D c/n 1904	OY-ABJ Pa.22-150 c/n 22-6918
F-PVQS Zenith 100 c/n 03	F-PVQB Potez JD-60
PH-COR Dykhaster (arr. by car)	PH-CSL DH.82A c/n 86609
F-PSYL Salis Gaudron G.3 c/n 01 (arr. by car, replica)	
F-PMET Lederlin 380L c/n 01	OY-DRU Beech D.95A c/n TD-883
F-BRJJ MS.892-150 c/n 10972	OO-VDS Jodel Dr.112 c/n 1461
OY-DEZ DH.87B Hornet Moth	F-AZAK MS-230
D-EIFF RW3-P75 Multoplan c/n 009	HB-SPG Mignet C.19
VH-GMC Thorp T.18	no reg. Autogiro (arr. by car)
HL631 Spitfire Mk.XIV together with	VP958 Devon G.2 c/n DH-627 RAF

Arriving on Sept.25th:

OY-AF7 J-3 Cub c/n 5.559	G-AEEG Miles 3A Falcon
G-BECL CASA-352 c/n 212 code N9-AA ex Spanish AF T2B-212	
PH-AVE Pa.18-135 c/n 18-3856 ex R-166 Klu	

And coming in at Sept.26th was F-PPPI a Crocres EC.6 with c/n 03.

FOKKER FELLOWSHIP PRODUCTION LIST (part five)

- 11005 A5 Mk.1000 was to be built by Fairchild with c/n 11991 L1, this didn't take place and the a/c finally became 11991 E20. 7-4-70 PH-ZAR Fokker, 28-4-70 I-TIDI of Itavia
- 11007 A7 Mk.1000 Same as 11005; 11992 L2 and 11992 E22. 26-6-70 PH-EXA Fokker, 17-7-70 out of register, 18-1-71 to FAC-001 of Fuerza Aerea Colombia.
- 11993 L3 Mk.1000 became 11993 E24. PH-ZAX Fokker, 27-8-70 PH-EXE Fokker, 19-9-70 out of register, 20-10-70 to PH-ZAU Fokker, leased to Nigeria Airways delivered 12-12-70 till 29-8-72, bought by Nigeria Airways as 5N-ANA.
- 11994 L4 Mk.1000 became 11994 E26. 19-10-70 PH-EXB Fokker, out of reg. 19-11-70, 3-71 leased to Itavia as I-VAFE, 2-4-71 PH-EPT Fokker, planned I-VAGB but ntu., leased to Martinair 4-71, 6-71 T.T.A., leased to Linair and chartered by Libyan Arab Air Lines from 10-10-71 till 20-1-71 for the 500th anniversary of the Persian Monarchy, leased to Iberia, leased to Nigeria Airways but crashed on delivery-flight 18-9-72, out of register (as PH-EPT) on 11-10-72.
- 11095 A95 Mk.1000 5-7-75 PH-EXQ Fokker, 3-10-75 to PK-PJW of Pelita A/S, to PK-GVT of Garuda named "Mentaya".

DUTCH REGISTER (C.v/v.Heuvel, 1TASW, Airn.R'dam)

New registrations:

PH-AVE Pa.18-135 c/n 18-3856 ex 54-2456, R-166 to St.Hobby Vlieg.R'dam.
 PH-BAA Pa.31-350 c/n 31-7652162 ex N62900 to Business AS
 PH-BOB Cessna 182P c/n 64149 ex N6294F to ASH BV to Ver.Para Club Teuge
 PH-CAT Cessna 182P c/n 64129 ex N6223F to ASH BV to Central Air Teuge
 PH-COR Dykhaster first flight 19-9-76 Lelystad of C.Dykmen
 PH-GAZ Pa.18-135 c/n 18-3737 ex 54-2337, R-109 to Vl.Club Gilze-Rijen
 PH-GDA Cessna F.150L c/n F.1088 ex D-E0FU to Air Service Holland BV
 PH-GRY S-11.1 c/n 6280 ex E-37, 197/K to Vliegsport Gilze-Rijen
 PH-JEB Pa.18-135 c/n 18-3861 ex 54-3861, R-171 to Vl.Club Midden Zeeland
 PJ-LPO Cessna F.172M c/n F.1500 to ASH BV 10-76 to Milair
 PH-MDH Pa.31-310C c/n 31-7612104 ex N62897 d/d 28-10-76 to NEAS to Schreiner
 PH-MYL Cessna 182P, c/n 64100 ex N6085F, D-EJPD to ASH BV to Milair
 PH-NSO Pa.28-140 c/n 28-7425114 reassembled after three years of storage at Zestienhoven f/f 29-9-76 Schreiner&Co
 PH-PDW Pa.28-181 c/n 28-7690211 ex N8882E, OO-HAT to P.de Wit
 PH-PEM Pa.34-200T c/n 34-7670281 to P.A.Boggarts
 PH-PLE Cessna E310Q c/n 0925 ex N69696, G-BBKK, D-IOLW to ASH BV to BV BV Machine-fabriek Plevier
 PH-PVG Cessna F.172M c/n F.1473 to ASH BV to Vlind-Air BV
 PH-SM7 Pa.28R-200 c/n 28R-7635284 to Arrow Teuge BV
 PH-STA Cessna F.150M c/n F.1257 to Wing Aviation
 PH-VRR Cessna F.150J c/n F.0446 ex OO-CTV, PH-VRR and OO-CTV
 PH-WDT Pa.18-135, c/n 18-3869 ex 54-2469, R-172 to West Brabant Aero Club
 PH-WON Pa.34-200T c/n 34-767C342 to Airborne Air Service, to van Heemstede Int.BV
 PH-WWM Cessna F.172M c/n F.1408 to ASH to W.Bosveld and left for mission work in Kenya 10-76.

New Owners

PH-ADF Cessna F.172M c/n F.1072 St.Vliegmat.Schiphol to ASH BV
 PH-APA Pa.18-135 c/n 18-3814 Vlieg.Club Midden Zeeland
 PH-ASM Pa.28-180C c/n 28-2885 H.van 't Land to J.E.Belonjo
 PH-AVL Cessna FR.172G c/n FR.0216 Seaport Aviation to P.A.Bogaarts
 PH-AVI Cessna F.172M c/n F.1343 ASH BV to A.de Winter
 PH-BNV Cessna F.172G c/n F.0240 Vliegclub Hoogeveen to W.Bouman a.o.
 PH-BUS Pa.24-250 c/n 24-3551 R.J.Buskop tp B.H.M.J.Buijs
 PH-CIA Cessna F.172M c/n F.1396 ASH BV to Stichting Vliemat.Schiphol
 PH-DMH Enstrom F.28A c/n 156 D.Mekkering to DIMCO Handelsmij
 PH-EHD Cessna F.150L c/n F.0683 Air Service Holland BV to J.Visser
 PH-GAC Cessna F.150L c/n F.0981 to A.W.Endstra
 PH-GAX Pa.18-135 c/n 18-3847 Vliegsport Gilze-Rijen to M.Neidt
 PH-GLA Pa.200-160 c/n Pa.200-137 T.R.v/d.Meulen to Gelders LuchtvaartMij
 PH-HOK Fokker S-11.1 c/n 6272 H.T.C. to FRACO BV
 PH-JBB Cessna F.172M c/n F.0971 Gelderse Luchtvaartmij to T.R.v/d.Meulen
 PH-JBD Cessna F.172M c/n F.1207 A.S.H. BV to J.D.van AS
 PH-JBE Cessna F.172M c/n F.1417 A.S.H. BV to Vlieg Club Teuge
 PH-JEJ Pa.200-180A0, c/n PA.200-253 J.Pover to TBMA Europe

PHOTO COMMENT

PHOTO 20: Hoping that they won't fall into the water and get drowned, two F.28s (LV-LOA and LV-LOB) on testflight. Photo: Fokker
 PHOTO 21: His first self-made aircraft didn't receive a BVL (Airworthy & 22 licence). but this one, built by C.Dijkman, named Dykhaster and seen at Rotterdam Apt., is likely to have one. Also at Zestienhoven was this CASA-352 G-BECL, formerly T2B-212 of the Spanish AF. Both photos by Rob Choufoer on 25-9-76
 PHOTO 23: Still flying camouflaged in Denmark is this Taylorcraft Plus D OY-DSZ c/n 173 and ex LB314, G-AHHX, D-ELUS and D-ELUV. Photo G.v/d.Weide

