

# FLASH

January 1977



**military aviation magazine**



19 squadron



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JANUARY 1977

NUMBER 76

VOLUME 7

Dear Reader,

Sometimes air forces or a certain type of a/c of those air forces get a bad name due to an extremely high amount of losses. An example of this is the Luftwaffe's F-104G, in Germany also known as the "Witwenmacher" (Widowmaker).

The Belgian AF should watch out that their Mirage 5Bs won't go the same way. Since service-entering in 1970 sixteen a/c were lost of which Nrs.14, 15 and 16 since September 1976. One wonders why the Mirages have not yet been grounded. It is, of course ridiculous to say that Belgian Mirage-pilots are inferior to e.g. Dutch NF-5 pilots. Therefore faults must be looked for in the Mirage's technical execution. When we maintain the comparison with the NF-5, we see that the NF-5 e.g. has many more checkpoints than a Mirage, which means that if a failure arises in a Mirage, it's much more difficult to locate the defect and when it is found quite often a major of the a/c has to be taken apart.

Naturally the problem of unsafe flying is not merely depending on failing electronics but also on inaccurate work of the ground-personnel involved. This inaccuracy can lead to the strangest situations (see News section/Holland). Many of those happenings are being told in the Dutch magazine "Veilig Vliegen" (Safe Flying) which is entirely devoted to this subject. One of really flabbergasted by the magnificent pieces of work that are being performed once in a while.

As in so many cases risks cannot be overlooked and must be taken into account when dealing with Man and Technology. It's not upto us to do anything about this; we can only hope our well-groomed lawn won't be hit by a 500 gallons-tank.....

Frank Swinkels

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- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
- Except for payments, mail concerning FLASH should be sent to the following address:  
"FLASH Aviation Magazine"  
P.O.Box 855  
Eindhoven  
Holland
- FLASH can be obtained by subscription, The fees are as follows:  
BENELUX: DFL.22,- or equivalent per year, or DFL.12,- for six months  
OTHER EUROPEAN COUNTRIES: DFL.25,- or equivalent per year, or DFL.13,- for a six month subscription  
AIR MAIL: on request                      SINGLE COPIES: DFL.3,-
- All payments should be sent to gironummer 3126138 t.n.v. P.v/d.Krommenacker, v.Ostadepad 9 in Best (Dutch readers)  
Or via an International Money Order to P.v/d.Krommenacker, P.O.Box 855, Eindhoven Holland (foreign readers).

With special thanks to: R.Del Bianco, H.Berger, S.Blaraain, A.Booy, A.Clifford, P.Druif, F.Cooper, P.Foramiti, V.Greco, C.Kitchen, D.O'Mahony, M.J.Mason, D.Mattiuzzo, A.Owen, H.de Ree, J.Struben, S.Warren, A.Wilderdijk, Brittany Air Spotter Group, Spotting Group Soesterberg, Spotting Group Volkel, Flight, Aviation Letter, Aviation News, RAF News and Air International.

HOLLAND

- Early January saw three aviation accidents over Holland:  
 On 14-1, an NF-5A of 316Sqn from Gilze-Rijen lost both wingtanks over Maarheeze (just south of Eindhoven). The tanks 'landed' in two back-gardens and fortunately the damage was restricted to the grass. A similar accident had happened on 11 August as a NF-5 of 314Sqn lost a practice-bomb while taking-off from Eindhoven. The bomb 'landed' on a very busy road in Eindhoven and again the damage was very little. The second odd accident occurred on 17-1. Overflying the Waddensee, an observer ejected from his Buccaneer (from Laarbruch). The pilot realized the ejection and landed at Leeuwarden. After a search of half an hour the observer was found and picked up by a SAR Alouette III. On January 13th, 214/V, an SP-2H Neptune made a belly-landing at Valkenburg as one of the landing-gears was broken. It dropped the major part of its fuel over the Northsea and its explosives on the beach after which it was asked by the radio to the people to return them to Valkenburg. After hours of flying around Valkenburg it made the successful emergency landing.
- In a few months the SAR flight of the Klu will move from Soesterberg to Leeuwarden.
- Movements at Soesterberg included:
- |          |   |                            |
|----------|---|----------------------------|
| Sep. 15  | XV725/AJ, XV725/AC, XR522/AN and XR517/AY Wessex HC.2 RAF 72Sqn   |                            |
| 30:      | 37858, 37841 C-130E USAF  | XV193 Hercules C.1 RAF     |
| Oct. 12: | RS74-644, 68-475 and 68-382 F-4E USAF 526TFS  |                            |
| 19:      | BT68-405 F-4E USAF 36TFW  | 01271 C-130E USAF 317TAF   |
|          | K-3048, 3016, 3026 NF-5A 316Sqn   | D-8145 F-104G 306Sqn       |
| 20:      | BA-01, BA-60 Mirage 5BA BAF   | 24-27, 22-44 F-104G JB-34  |
|          | 104821, 104869 CF-104G CAF  | K-4030 NF-5B 315Sqn        |
| 21:      | AR65-939 RF-4C USAF 10TRW   | 104653 CF-104D CAF         |
|          | BT68-375, 69-212, 69-281 F-4E USAF 36TFW  |                            |
| 22:      | WR66-261, 66-768, 65-754 F-4D USAF 81TFW (and 66-566 on 26-11)  |                            |
|          | 130329 C-130H CAF (with UN-badge on its tail)   |                            |
| 26:      | 35-65, 35-76 RF-4E WGAF AKG-52  | 24462 T-39A USAF           |
| Nov. 2:  | 104821 CF-104G CAF  | 104636 CF-104D CAF         |
| 4:       | R-347, R-753 F-104G EDanAF  | 130329 C-130H CAF          |
| 8:       | SP66-644, 66-727(b) F-4D USAF 52TFW   |                            |
| 9:       | 37-19, 37-61 F-4F WGAF JG-71  | D-8286 F-104G              |
| 10:      | 37-61, 37-87, 38-66, 38-31 F-4F WGAF JG-71  |                            |
| 11:      | BT67-233 F-4E USAF 36TFW (emergency landing, stayed till 19-11)   |                            |
| 12:      | WR66-669 F-4D USAF 81TFW  | RS68-490 F-4E USAF 86TFW   |
| 18:      | AR65-939 RF-4C USAF 10TRW   | BT67-233 F-4E USAF 36TFW   |
| 21:      | SP66-768 F-4D USAF 52TFW (and SP66-575 on 22-11)  |                            |
| Dec. 2:  | 38-21, 37-73 F-4F WGAF JABOG-36   | K-4012 NF-5B               |
| 10:      | AR66-418, 66-449 RF-4C USAF 10TRW   | BT68-538, 68-375 F-4E USAF |
|          | 136229, 136231 COH-58A CAF 444Sqn   | WR65-702 F-4D USAF 81TFW   |
| 13:      | Due to snow fall at Laarbruch this day saw a diversion of 6<br>Buccaneers: XX537/G, XX888/C of 15Sqn and XW526/I, XX893/V,<br>XX892/R, XX885/Y of 16Sqn | BT68-443, 68-464 F-4E USAF |
| 15:      | 38-45, 37-49 F-4F WGAF JB-36  | 21292 C-130E USAF          |
| 16:      | FT-101 (!) T-33A BAF  |                            |
| 17:      | LN66-251(b) F-4D USAF 48TFW   |                            |
| 27:      | BT68-506 F-4E USAF 36TFW  | HR74-629 F-4E USAF 50TFW   |

Soesterberg cont.

Dec. 28: 17106, 15028, 15847 C-47C USArmy 31584 C-130H USAF 314TAW  
 30: LN65-753(y) and 65-674(without code) F-4D USAF 48TFW  
 Jan. 3: HR68-516, 68-406 F-4E USAF 50TFW

-- Movements at Volkel included:

Oct. 8: XX843/T Jaguar T.2 RAFG 2Sqn CR74-047 F-4E USAF 32TFS  
 14: BA-06, BA-27 Mirage 5BA BAF 2Sqn CR74-657 F-4E USAF 32TFS  
 K-3021, 3026 NF-5A 316Sqn K-4020, 4024 NF-5B 316Sqn  
 20: XX825/AE (and three other in low-level attack) Jag.Gr.1 RAF 14Sqn  
 25: BR-13 Mirage 5BA BAF 42Sqn XX847/AY Jaguar T.2 14Sqn  
 D-8115 F-104G 322/323Sqn XT-02 T-33A BAF  
 Nov. 4: XX896/M Buccaneer S.2B RAFG 16Sqn  
 5: 252/V SP-13A Atlantic MLD FX-62 F-104G BAF  
 9: K-4023 NF-4B 316Sqn 254/V Atlantic MLD  
 15: XX844/DZ Jaguar T.2 RAFG 31Sqn CR74-657 F-4E USAF 32TFS  
 K-3060, 3067 NF-5A 314Sqn D-8311 F-104G 322/323Sqn  
 20: K-3044, 3060, 3067, 3058 NF-5A 314Sqn K-4020(316), 4030(315) NF-5B  
 25: FT-10, FT-24 T-33A BAF K-4009, 4019 NF-5B 314Sqn  
 XX836/AZ Jaguar T.2 RAFG 14Sqn C-2 F.27M 334Sqn  
 26: 27-74 TF-104G WGAF JABOG-33 34-57 G-91T WGAF WS-50  
 27: Jubilee 312Sqn: on this occasion the registration of F-104G  
 D-8312 was changed into D-312.  
 29: K-3043, 3065 NF-5A 316Sqn K-4020 NF-5B 316Sqn  
 Dec. 2: FC-08 TF-104G BAF 10Wing  
 3: HR74-620 F-4E USAF 50TFW (inscribed in it's left inboard fuel  
 tank: "50TFW, Master of the Sky")  
 XX969/DC, XX973/DG Jaguar Gr.1 RAFG 31Sqn  
 13: BD-13 Mirage 5BD BAF 8Sqn K-4030 NF-5B 315Sqn  
 15: 70017 C-141A USAF 438MAW K-3027 NF-5A 314Sqn  
 16: BD-09 Mirage 5BA BAF 8Sqn XX847/AY Jag.T.2 RAFG 14Sqn  
 20: XZ145/T Harrier T.4 RAFG 3Sqn K-4009(314), 4024(-) NF-5B

-- Movements at Twenthe included:

Sep. 1: 23-40, 21-65 F-104G WGAF JABOG-31  
 2: 20-49, 22-65 F-104G WGAF JABOG-34 K-3031, 3072 NF-5A 316Sqn  
 28-33, 27-09 TF-104G WGAF WS-10 XW269/TB Harrier T.2 4Sqn  
 3: A-254, 464, 495, 536 Al. III GPLV 216/V SP-2H MLD 320Sqn  
 6: CR74-052, 055, 663 F-4E USAF 32TFS K-3072 NF-5A 314Sqn  
 7: A-177, 275, 391, 343, 514, 292, 522, 342, 260, 293 All Al. IIIs GPLV  
 8: 28-33, 27-96 TF-104G WGAF WS-10 XL568 Hunter T.7 RAF  
 XX735, XX740 Jaguar Gr.1 RAF 6Sqn  
 XX719, XX121, XX120 Jaguar Gr.1 RAF 54Sqn  
 13: 21-45 F-104G WGAF JABOG-32 77-35 Alouette II WGAmy  
 FX-41, FX-85, FX-28 and FX-38 F-104G BAF 10Wing  
 D-8115, 8104, 8049, 8272 F-104G 322/323Sqn  
 16: XV725/AC, XV726/AJ, XR517/AN, XR522/AY Wessex HC.2 RAF 72Sqn  
 20: 32-98, 32-24 G-91R WGAF LEKG-43 51-10 C-160D WGAF LTG-63  
 D-6685, 8245, 8266 F-104G 311/312Sqn D-5805 TF-104G CAV  
 FC-11 TF-104G BAF 10Wing  
 Arrival of six T/F-104Gs of JABOG-34 from Memmingen for a squa-  
 dron-exchange with 315Sqn (till 30-9):  
 22-44, 22-47, 22-63, 24-57, 22-90 and 27-22  
 21: NF-5s of 315Sqn to Memmingen: K-4030, 3005, 3032, 3052, 3042, 3056  
 23: 25-14, 20-58 F-104G WGAF JABOG-33 K-3021 NF-5A 316Sqn  
 24: 22-39 F-104G JB-34 (replaced 24-57, 22-90 and 27-22)  
 XW766/E, XW764/L Harrier GR.1 3Sqn 22462 UH-1H USArmy  
 33-13, 31-75 G-91R WGAF LEKG-41 58-61 DO-28D WGAF JB-34  
 28: 22-90, 22-47, 27-22 T/F-104G JB-34 (returning to Twenthe)  
 29: 22-31 F-104G JB-34 (replaced 22-90) 21-65, F-104G WGAF JB-31  
 D-8341, 8098, 8286, 8318, 8304 F-104G 322/323Sqn  
 30: 50-62, 50-49 C-160D WGAF LTG-61 27-16, 27-17 TF-104G WS-10  
 XN777/K Lightning F.2A RAFG 19Sqn

Twenthe cont.

Sep.30: R-140 Piper Cub of the Twenthe base-flight (last flight and delivered to West Germany)

Oct. 6: K-4005 (313Sqn) made the 100,000th GCA run on Twenthe AB

8: 27-96,28-11 TF-104G WGAF WS-10 226/K UH-1B MLD

12: FX-82,76,38 F-104G BAF 10Wing G-206 F-100D RDanAF

13: WV318 Hunter T.7A RAF Laarbruch Station Flight

14: D-6662,8110 F-104G 322/323Sqn 27-20 TF-104G WGAF WS-10

15: 84-78 CH-53G WGArmy

18: K-4020, 4028 NF-5B 316Sqn 84-99 CH-53G WGArmy

XX825/AC Jaguar Gr.1 RAFG 14Sqn 27-94 TF-104G WGAF WS-10

19: 96607 UH-1N USAF 39ARRW/Det.7

20: D-8098,6653,8120,8115 F-104G 322/323 Sqn D-8107 F-104G 306Sqn

21: FC-10 TF-104G BAF 10Wing D-5808 TF-104G CAV

### BELGIUM

-- On January 10th the Belgian Air Force lost its 16th Mirage. At 15.46 a Mirage 5BA of 2Wing/2Sqn crashed 8km east of Breskens (Holland) during a low formation flight with three other Mirages. Immediately after the crashed was reported Sea Kings from Koksijde and one Neptune from Valkenburg started to search for the wreck. It was found on a sandbank broken into three parts with the pilot dead in the cockpit. The dingy and helmet were recovered by the Sea King.

Three days later the BAF suffered another accident. While turning in for the final approach to Beauvechain, a F-104G crashed into a meadow near Sint-Jean-Geest. The control stick was broken out of the pilot's hands and was fixed in downwards position. This happened at approx. 3,000 ft. and much more is needed to get a F-104G in horizontal position. The pilot ejected safely.

### EIRE

-- The purchase of four Short Skyvan 3Ms is being considered by the IAAC. The a/c (which, by the way, would become the first IAAC a/c built on the Irish Island, i.e. near Belfast) will be used for maritime patrol with the emphasis on fishery protection.

-- Movements at Shannon included:

Nov. 1: 461 C-130H R. Saudi Arab AF (and 465 on 13/11)

13: 1604 C-130H R. Saudi Arab AF ( and 1612 on 25/11)

15: 50-95 C-160D WGAF LTG-63

10: 130333 C-130H CAF (and 130328 on 28/11)

21: 130308 C-130E CAF (and 130318 on 22/11) CB-02 B.727 BAF

25: 50-98 and 51-07 C-160D WGAF LTG-61 (and 50-97 LTG-63 on 26/11)

Dec. 3: 463 (c/n 4128) C-130H R. Saudi Arab AF

8: F-RAFPL (c/n 167) Mystere XX FAF GLAM

10: 10-01 Boeing 707 WGAF (engine troubles) 11-02 Jetstar WGAF

14: 1603 C-130H R Saudi Arab AF F-RAEJ Mystere XX FAF

19: 1608 and 465 C-130H R Saudi Arab AF

27: 5A-DAJ (c/n 5136) L.329 Lybian Arab Air Force

### FRANCE

-- Representatives of Aérospatiale, MBB and VFW-Fokker involved in building the TRANS(port)ALL(iance) C-160 signed an agreement to build a new series of this type.

For economic reasons a total of 50 new a/c must be built. The French Air Force required 25-30 to replace the last of its now ancient N-2501s. To improve the aircraft's versatility, particular in terms of range at full load, the possibility is being investigated of introducing an in-flight refuelling system, both on those already in service and those to be built.

-- Movements at Lann-Bihoué included:

Dec. 1: 313-TF/547 CM-170R GE.3/313 50C22 NC-130A AFSC/ASD

Lann-Bihoué cont.

Dec. 1: 314-YF/14115 T-33A GE.6/314 No.53 Nord 262 3S  
3: 903(3S), 916(ERC) PA-31 Navajo 147569 P2V-7 CEAN  
6: 92-AN/621 Vautour IIB EB.1/92  
8: 314-VQ T-33A GE.3/314 No.57 Nord 262 55S  
13: 17223/23 C-47D 56S C-2 F.27M RNethAF 334Sqn  
14: 15059/59 C-47D 56S No.87 MS-760 SRL  
15: No.01 N-2504 CEAN (used c/s F-XCJG of 10S)  
16: CAG/146 N-2501 EC.57 100825/25 C-47D 56S  
17: XV242 Nimrod MR.1 RAF C-11 F.27M NETHAF 334Sqn  
Arrival of 4F from aircraft-carrier "Clemenceau":  
No.4, 10, 19, 21, 27, 36, 42, 59, 65, 75, 76, 85 all Br.1050s  
21: 319-CY/203 MD-312 GE.319 No.33 and 46 MS-760 SRL  
No.52 and 79 Nord 262 55S No.40 and 51 Br.1050 6F  
22: 319-CC/200 MD-312 GE.319 No.51 and 56 Br.1050 6F  
28: 2-ZJ/266 Mirage IIIBE EC.2/2 312740 C-135F FAS  
29: 319-CN/163 MD-312 GE.319 312736/CH C-135F FAS  
AQ/18 Mirage IVA (first camouflaged Mirage IVA to visit Lann-Bihoué; this a/c was being refuelled by 312736/CH)  
Corr. to Landivisiau on FLASH Nr.74: Oct.28: 328-EG/155 (not 135)

-- In FLASH Nr.75 (page 21 & 22) some crashes of Etendards were given. Here are some corrections and additions to this list:

11F: No.17 cr. on 12.08.75 No.50 cr. on 13.08.74  
No.27 cr. on 28.06.73 No.54 cr. on 15.11.72  
No.45 cr. on 13.08.74 No.39 cr. on ???  
16F: No.119 cr. on 01.04.70

Over the period 1964-1976 six F-8Es have been written-off.

-- On the 29th of November, a Mirage IIIRD from 3/33 "Moselle" crashed near Dijon. The pilot was killed.  
On the 30th of November, during an exercise on the "Foch", an Alize of 59S crashed into the sea after being launched from the carrier. Two crew members were killed.  
On the 15th of December, a SA-330 Puma of GALCA-1 (ALAT) from Phalsbourg crashed near Nancy. Three crew members were killed.  
On the 20th of December two Vautour IIBs of EB.1/92 collided in flight near Choler. The two pilots and the two navigators were killed.

ITALY

-- The T-6 Texan isn't any longer in service with the Italian Air Force. The last flight of a Italian T-6 should have been made by the MM53866 code RB-5 belonging to the 304th Gruppo of the 3rd Air Region during the first days of December.

Noted at Palèse in October were following stored Harvards:

RB-3/MM53634, RB-7/MM54111, RB-11/MM54101, RB-12/MM53145

Noted at Grottaglie on 6 December were six wrecks of Harvards:

T.6H.4M (no code)	MM53820	T6-H.4M	SC-77	MM53847	
T.6H.4M	SC-63	MM53816	T6-H.4M	SL-30	MM53844
T6-H.4M	SC-71	MM53829	T6 SNJ-5	SC-79	MM54292

-- On the 22nd October, a MB-32C of the Scuola Volo Basico Iniziale Aviogetti (Basic Initial Flying School with Jets) crashed near Lecce. Both pilots ejected safely.

On the 11th of October a AB.204B code 15-28 MM80467 crashed at Biella during a hovering. The chopper will be repaired.

-- A very unusual adventure occurred on the 28th of October to an IAF pilot. During a flight over the Mediterranean (the a/c was a F-104S of the 36th Stormo from Gioia Dell Colle) the pilot noted an average at the navigation system; this with not too much fuel left to fly on. The pilot started heading towards Africa and landed safely at the International Airport of Tunis.

-- The second prototype of the Aermacchi MB-339 will fly in March. It will have the production a/c configuration.

SWEDEN

- Noted at Ljungbyhed on 23 August:
  - Sk.61 of F.5: 61001,02,03,05,06,07,08,10,11,12,13,14,15,16,17,18,19,20, 61021,22,23,25,26,27,28,29,30,31,32,33,34,35,36,37,39,40,41,42,43,44, 61045,46,47,48,49,50,51,52,53,55,57,58,73,112,125
  - Sk.50 of F.5: 60013,16,20,23,24,32,42,46,47,49,50,51,56,58,59,60,61,62, 60065,66,67,70,73,75,76,78,79,80,87,88,91,92,93,94,95,96,98,101,102, 60103,105,106,107,108,109,110,113,114,115,116,117,118,119,122,123, 60126,127,128,129,133,136,138,139,140,141,144,146,148,150,152
  - Sk.50: 50038/75 (F.4); 50070/70 (F.4), 50047; 50084/35 (F.18); 50062/72 (F.17); 50035/71 (F.15)
  - Gate-guard:29666/64 Saab J.29 of F.4
  
- Noted at Angelholm on 23 August:
  - J.35F of F.10: 35480/35, 35573/32, 35475/51, 35478/47, 35566/56, 35570/28, 35578/68, 35580/30 and codes 40,66,12,60,43,20,50,49,37
  - Dumped in front of the tower: J.35B 35248/63 F.10; J.29B 29248/E of F.10 and J.29B 29589/59 of F.10
  - F.10 is divided in 5 squadrons: No.1Sqn with a red badge, No.2Sqn with a blue badge, No.3Sqn a yellow badge, No.4Sqn is the maintenance unit with no aircraft and No.5Sqn with a black badge.
  
- Noted at Satenis on 25 August:
  - Alouette II of F.7 (SAR): 02401 and 02402      Viggen of F.15:37811/58
  - AJ.37 Viggen of F.7: 37090/16, 37038/38, 37035/35, 37043/43, 37044/44, 37019/19, 37072/04, 37032/32, 37069/69, 37061/61 and 37046,63,66,02, 37048,49,39,45,20,65,50,30
  - C-47 (Tp79): 79009/79 (F.13), 79002/72 (F.13) and 79004/74 (F.7)
  - Sk.50 Safir of F.7: 50016/81, 50066/82, 50006/83, 50040/84, 50036/85
  - Visiting: 32209/29-FC and 24-FC both A-32 Lansens
  
- Noted at Karlsborg on 25 August:
  - Lansens of F.6: 32058/09, 32206/23, 32232/38, 32283/47, 32255/25, 32249/40, 32267/53, 32257/33, 32202/24, 32100/06, 32210/39, 32167/18, 32221/29, 32258/42, 32052/61, 32241/50, 32072/02, 32276/45, 32152/12, 32108/31, 32154/41, 32254/40, 32216/16, 32164/08, 32215/32, 32046/57, 32274/30, 32227/34, 32159/20, 32129/37, 32242/17, 32061/03, 32090/14, 32291/52, 32170/10, 32064/54, 32204/22, 32277/44, 32114/11, 32263/51,
  - Sk.50 Safir: 50049/72, 50039/73 and 50043/74 (all of F.6)
  - HKP.2 of F.6: 02409/92      Dumped: 31, 43, 33 all Lansens of F.6
  
- Noted at Nykoping on 26 August:
  - S.32C Lansens of F.11: 32941/41, 32937/37, 32911/11, 32905/05, 32915/16, 32909/09, 32933/33, 32908/08, 32938/38, 32903/03, 32907/07, 32920/20, 32943/43, 32923/23, 32944/44
  - S.35E of F.11: 35945/45, 35909/09, 35947/47, 35948/48, 35943/43, 35915/15, 35941/41, 35923/23, 35911/11, 35914/14, 35916/16, 35906/06, 35913/13
  - Visiting S.35Es of F.21: 35925/54, 35952/67, 35928/57, ?/63 and ?/65
  - F.11 started receiving Viggens in October 1976 to be operational with three squadrons early 1978. By 1980 the wing will be disbanded. One sqn will go to F.21 at Lulea, one sqn to F.15 at Norkoping and one sqn to F.17 at Ronnerby. Photo reconnaissance and sea reconnaissance Viggens will mix within each squadron.
  
- Noted at Uppsala on 27 August:
  - Sk.60 of F.20: 60082,100,063,069,022,015,011,035,014,085,041,055,052, 60037,005,074,006,054
  - Sk.50 Safir of F.16: 50008/95, 50067/98, 50076/96
  - Sk.35C of F.16: 35804/73, 35813/82, 35803/72, 35807/76, 35816/84
  - J-35F Drakens of F.16: 35455/55, 35424/47, 35414/27, 35469/69, 35419/37, 35426/51
  - J-35A of Draken Gruppe (display team): 35074/38, 35069/36, 35067/34, 35066/30, 35068/32, 35089/50 and 35090/52 (this team was formed in '62)
  - Visiting a/c: 84003/75 Tp.84 (C-130H) F.7; 79002/72 Tp.79 (VC-47B) of F.13; 05270 HKP.6 (AB-206A) Armen



Uppsala cont.

At this base there is a massive underground parking area housing over 60 Drakens.

SWITZERLAND

- Noted at Payerne on 15 August:  
Hunter F.58/A: J-4122, 4119, 4068, 4077, 4054, 4062, 4022, 4085, 4048, 4129,  
J-4095, 4152, 4147    Venom FB.50: J-1631, 1640    Vampire FB.6: J-1105, 1133
- Noted at Interlaken on 16 August:  
Venom FB.50: J-1755, 1725, 1799, 1733, 1523, 1724, 1594, 1613, 1621, 1726, 1609,  
J-1757, 1767    Pilatus P.3: A-839  
Hunter F.58: J-4058, 4063, 4072, 4028    Pilatus P2-06: V-144
- Noted at Stans on 18 August:  
Pilatus Flugzugwerke: 3G-EC, ED, EE, EF, EG Porters Austrian AF  
Al.III: V-226, 219, 250, 272    Hunter F.58: J-4026, 4099  
Stored Venoms: J-1520, 1522, 1530, 1536, 1538, 1553, 1556, 1588, 1708, 1710
- Noted at Emmen on 16 August:  
Hunter F.58: J-4027, 4126, 41040, 4057(1/11Sqn), 4052  
Venom FB.50: J-1757, 1717, 1611, 1542, 1579, 1731, 1721, 1702, 1564, 1605, 1768,  
J-1578, 1616, 1781    Pilatus P.3: A-846, 825, 828, 852, 829, 850  
Vampire T.55: U-1216, 1212, 1233, 1163(serial deleted)  
Vampire FB.6: J-1159, 1140, 1185, 1156, 1102, 1145, 1143, 1128, 1149
- Noted at Dubendorf on 17 August:  
Hunter F.58/A: J-4075, 4118, 4134, 4056, 4006, 4148, 4055(1/11Sqn), 4110, 4112,  
J-4073, 4133, 4020, 4102, 4091, 4101, 4030, 4135, 4083, 4142    Hunter: J-4207  
Porter PC.6: V-1 (this serial should not belong to a Porter)

UNITED KINGDOM

- Noted at Bruggen on 3 December were two new Jaguar Gr.1s of No.14Sqn:  
XZ368/AN and XZ369/AP.
- Movements at Brize Norton included:  
Dec.12: XX367 Britannia A&AEE Boscombe Down    XV297 C-130K LTW  
N77622 Andover RNZAF    5-8541 C-130H IIAF  
30: L-648 'B' AN-12 Indian AF    5-8538, 8543 C-130H IIAF  
NZ7628(ex XS638), NZ7622 (ex XS602) Andovers RNZAF  
Dumped along time ago but recently identified: XS875/047R Wessex  
Jan. 9: NAF-910, NAF-911 C-130H NigerianAF    5-8532, 8539 C-130H IIAF  
NZ7622, NZ7623 (ex XS604) Andovers RNZAF  
XS641 Andover (ex Fairford store)
- RAF Boulmer has a new gate-guard. Lightning XP745.  
This a/c made its first flight at Salmesbury in early 1964, was flown by No.56Sqn from Wattisham and Akrotiri and then by No.29Sqn from Wattisham. It made its last sortie in 1974 after 1,886 hours and was moved to 60MU at Leconfield for scrapping.
- For 25 years 2310CU has been operating the same type (and mark) of a/c. The Canberra Mk.2. Re-formed at Bassingbourn on December 1st, 1951, the OCU received it's first Canberra early thenextyear. In '69 it moved to Cottemore and to Marham in '76. So far about 7,000 aircrew has been trained.

UNITED STATES OF AMERICA

- Winner of the UTTAS (Utility Tactical Transport Aircraft System) program was Sikorsky UH-60A. On 26 December the USArmy ordered a first batch of these helicopters. The UTTAS project calls for 1,107 helicopters to be built to replace the UH-1 Iroquois in USArmy service. These being replaced in a ratio of 15 UH-60As to 23 UH-1s.  
Several countries have also shown interest in the UH-60A. Australia, Austria, Belgium, Germany, the Netherlands and Switzerland made inquiries before the initial production contract for 15 helicopters had been awarded.

-- The USN lost another F-14 Tomcat on 19 December. An F-14 crashed into the South Chinese Sea after a failed landing aboard the USS Enterprise and sank to the bottom, 12,00 ft down. Both crew members were saved. Because of the great depth and because it didn't carry Phoenix missiles no attempts will be made to recover the wreck.

-- Movements at Aviano AFB included:

Oct. 7: 50270 C-141A 437MAW 83793 OV-10A 20TASS 21587 UH-1H USArmy  
 8: 38-29, 38-41 F-4F WGAF JABOG-36 83793, 83818 OV-10A 20TASS  
 TJ63-506 F-4C 401TFW 38078 C-141A 438MAW  
 40160, 50270 C-141A 437MAW  
 9: 51-20, 51-22 F-104S ItAF 51Stormo RM-79 P.166M ItAF  
 20: BA-22, 26, 30, 51, 53, 54, all Mirage 5BA BAF 2Wing

Nov. 2: 01275, 01269, 10496 C-130E MAC TJ64-917 F-4C 401TFW -  
 4: 31-12 DC-9C ItAF 40495 C-130E  
 12: BT68-481, 68-394 F-4E 36TFW 51-06, 20 F-104S ItAF  
 60204(437), 67954(438) C-141As RM-32 S.208M ItAF  
 16: 155824 F-4J USNavy VF-74 (USS Nimitz)  
 17: 159361 CT-39G USNavy VR-24 (and four F-4Js of VF-74)  
 20: 26-81, 23-05 F-104G WGNavy MFG-2 131601/RT C-118B USN VR-53  
 23: 51-01, 04, 05, 07 F-104S ITAF 5-01 F-104S ItAF 102Gruppo  
 28: TJ64-917 F-4C 401TFW LN66-273 F-4D 48TFW

Dec. 8: TJ63-482, 63-507, 63-637, 64-765, 64-775, 64-823, 64-852, 64-888,  
 TJ64-902, 64-904, 64-917, 64-918, 64-923 all F-4Cs of 401TFW  
 12: BT68-394 F-4E 36TFW 70004 C-141A 438MAW  
 15: 51-03, 21 F-104S ItAF

From mid October to early November the following RF-4Cs were based at Aviano: ZR68-565, 68-602, 69-350, 68-555 and 65-939

From 10th till 20th November the following F-4Es were based at Aviano: BT68-481, 68-460, 69-286, 68-260, 68-411, 69-271

Additional movements at Aviano in August:

Aug. 5: 80668, 80580, 80664, 80555 T-33A USAF (to Greece)  
 12: 160079, 160081, 160082 T-2E Buckeye GreekAF  
 26: 160083, 160084, 160085 T-2E Buckeye GreekAF

-- Registrations from the States during October:

Fresno ANGB: 80774, 80775, 80782, 80790, 80791, 90038, 90136/14, 90146/16 all F-106A of 194FIS/144FIG 0-80629 (84FIS), 35811 (-) T-33As

72523 F-106B 194FIS 35953, 61586 T-33A 194FIS

Visiting: 0-81344 U-8D Ms.ANG (ex HQ-USAREUR/Heidelberg)

George AFB: 72-119, 120, 121, 122 F-4Fs (all coded GA)

GA63-420, 481, 524, 555, 564, 64-745, 740, 844, 896 all F-4Cs

GA-66-329, 351, 67-260, 324, 68-390, 69-248, 259, 265, 269, 273, 280, --

GA69-289, (7)214 all F-4Es

Luke AFB: 13234, 260, 526, 690, 14885 all F-104Gs of 4510CCTW

13073, 075, 078, 080, 082, 084, 38452, 456, 457, 458, 460, 461, 462, 467 TF-104Gs

LA63-468, 497, 517, 520, 536, 565, 602, 693, 702, 64-665, 706, 763, 777, 780, 804,

LA64-815, 820, 899 all F-4Cs

35262 (-), 80500 (26AD), 80592 (Luke base-flt.) all T-33As

Tucson Int. Airp.: 70-958, 1002, 74-1760, 75-387 upto 396, 398 A-7Ds

56-760, 773, 783, 812, 814, 819, 825, 832, 897, 905, 911, 912, 929, 962, 982 all

F-100Fs of 152TFTS 56-055 F-100D of 152TFTS

Reno ANGB: 64-005, 006, 016, 017, 019, 021, 022, 029, 030, 65-881, 886, 890,

65-897 all of 192TRS 59483 RF-101H ex 193TRS (monument)

-- Noted at Davis Monthan AFB, Ariz. in October (only additions to the list given in FLASH Nr.63/December 1975):

EB-57E: 54-239, 54-251, 0-54270 and 0-54294

B-57: J055-274 and 55-275 RB-57F: 13286, 13293, 13300

B-58: 01122, 12058, 12074, 12080, 92448, 92463

C-130: RI57-515 (new arrival, ex Rhode Island ANG)

F-100C: 0-31775, 0-41803, 0-41814, 0-41817, 0-41823, 0-41886,

0-41970, 0-41977, 0-41994, 0-42008 (mixed N.Mex & Iowa ANG)

Davis Monthan cont.

F-101B: 70278(Wash.), 70377(Minn.), 70295(Wash.), 70408(Wash.),  
80318(Minn.)

RF-101: 56-011, 56-102(Kent.), 56-198(Kent.), 56-199(Nev.), 56-216(Kent)

F-102A: 60982(S.Car.), 60993(S.Car.), 61014(Fla.), 61028(Fla.),  
61032(Fla.), 61046(Cal.), 61048(S.Car.), 0-61055(Tex.), 61077(Id.),  
61086(S.Car.), 61107(S.Car.), 61121(Cal.), 61130(Fla.), 61133(SDak.)  
61181(S.Car.), 61184(S.Car.), 61205(Wisc.), 61211(N.York), 61227(Id.)  
61241(N.York), 61248(Wisc.), 61254(Wisc.), 61257(Wisc.), 61262(Tex.)  
61253(Idaho), 61270(Wisc.), 61277(Wisc.), 61278(Wisc.), 61284(Wisc.)  
61291(Wisc.), 61292(Texas), 61294(Wisc.), 61300(S.Dak.), 61314(Tex.)  
61319(57FIS), 61337(Cal.), 61391(Cal.), 61427(S.Car.), 61449(4780),  
61476(Penn.), 61497(4780), 70806(Cal.), 70808(4780), 70841(Texas)

TF-102A: 41366(Idaho), 62364(New York ANG)

F-105A: 10204 ex Kansas ANG ( MASDC Nr. FKO09)

F-111A: 39777, 55708, 70160

T-33A: 0-54397 U-6A: 54-609 Conn.NG OV-1B: 25867

-- Movements at Mildenhall included:

- Dec. 1: 37988 KC-135A 42BW (and 23529 of 509BW on 23-12)
- 2: 27-21 TF-104G WGAJF JABOG-31 54-0177 C-121C (till 4-12)
- 4: 159320/LP-5 P-3C Orion US Navy VP-49
- 10: 50228 C-141A 62MAW (70012 of 62MAW on 13-12)
- 14: 38058 C-141A 60MAW
- 23: 58-31 DO-28D WGAJF JABOG-31 109159 CC-109 CAF
- 24: 743 C-130H GreekAF
- 27: 158935 P-3C USN VP-49 (LP-49 on nose and LP-1 on tail)
- 28: 00364(410BT), 37982(301ARW) KC-135A 00344 KC-135Q 380BW
- 29: 38041 KC-135A 2BW (badge very faded) 22262 C-12A US Army
- 46-21/MM52-6019 C-119G ItAF 38008 KC-135A 319BW
- 40040 C-141A 63MAW (and 67949 of 63MAW on 4-1)
- Jan. 5: 60172, 50277 C-141As 63MAW 90017 C-5A 60MAW
- 7: 17658 SR-71A (landing during the night)
- 8: (68-)10941, 10942 C-130E 50277 C-141A 63MAW
- 53125 NKC-135A ASD

-- During the first two weeks of January the first three F-15A Eagles arrived at Bitburg. Two being 75-049,050. These three are for maintenance purposes and the actual operational s/c are to arrive in April.

WEST GERMANY

-- The Hansa Jet and the G-91T that collided on 22.11.76 were 16-22 and 34-49 resp.

WORLD WIDE ----- WORLD WIDE

AUSTRIA: In spite of great Austrian Air Force interest in the Kfir C.2 for their interceptor requirement last year (1976) it now seems certain that Northrop F-5E Tiger IIs (already selected by the Swiss Air Force) will be bought with the Mirage F.1 being an unlikely alternative. The aircraft's primary task will be visual interception and identification of trespassers into Austria's strictly neutral air space.

AUSTRALIA: Twelve of the RAN's thirteen Grumman S-2 Trackers were destroyed in a hangar fire at Nowra in the night of 4 to 5 December. Although five were pulled out of the hangar before it collapsed, damage to these was reported to be so extensive that they will have to be written off. The one Tracker that escaped destruction was being serviced in Sidney. No one was injured.

The Australian government made an urgent request to the US government to supply the RAN with six surplus S-2s from USN stocks to replace the destroyed Trackers that are urgently needed for patrolling Australian's extended fishery zone, not to mention the anti-submarine requirement.

**EGYPT:** Deliveries of Soviet combat aircraft have apparently been going on for some time, now the political difficulties between Egypt and the Soviet Union have been removed or forgotten. Among the new deliveries reported are 24 MIG-23S interceptors, about 25 MIG-27 tactical fighters and a number of MIG-23U conversion trainers.

**INDIA:** In spite of Pakistani protests the US State Dept. has granted licence to McDonnell-Douglas to release confidential data on the A-4 Skyhawk presumably of the latest A-4N version, to India. This is the first step towards (possibly large) sales of US combat aircraft to India. The Indian Navy has an urgent requirement for up to 30 aircraft to replace their obsolete ex US Navy Sea Hawks for service aboard their sole carrier the "Vikrant". They would like to buy Sea Harriers but the high costs of that type makes an order very unlikely. They consider the A-4N to be a suitable alternative. Pakistan which has requested (but not yet received) to be allowed to buy 110 A-7 Corsairs which would give the PAF the means to bomb most of India, is already protesting the possible sale of Skyhawks to India on the grounds that they are "offensive weapons".

**IRAN:** The re-coding of the C-130s of the IIAF was not that simple as stated in FLASH Nr.75:

5-8501(ex 5-101/4115),	5-8502(ex 5-102/4117),	5-8503(ex 5-104/4148),
5-8504(ex 5-105/4149),	5-8505(ex 5-107/4276),	5-8506(ex 5-109/4283),
5-8507(ex 5-110/4284),	5-8508(ex 5-112/4295),	5-8509(ex 5-113/4296),
5-8510(ex 5-114/4297),	5-8511(ex 5-115/4298),	5-8527(ex 5-132/4442),
5-8528(ex 5-133/4444),	5-8529(ex 5-134/4445),	5-8530(ex 5-135/4448),
5-8531(ex 5-136/4454),	5-8532(ex 5-137/4456),	5-8533(ex 5-138/4457),
5-8534(ex 5-139/4458),	5-8535(ex 5-140/4459),	5-8534(ex 5-141/4462),
5-8537(ex 5-142/4463),	5-8538(ex 5-143/4465),	5-8539(ex 5-144/4466),
5-8540(ex 5-145/4468),	5-8541(ex 5-146/4469),	5-8542(ex 5-147/4471),
5-8543(ex 5-148/4474),	5-8544(ex 5-149/4480),	5-8545(ex 5-150/4484),
5-8546(ex 5-151/4485),	5-8547(ex 5-152/4486),	5-8548(ex 5-153/4487),
5-8549(ex 5-154/4488),	5-8550(ex 5-155/4489),	5-8551(ex 5-156/4490),
5-8552(ex 5-157/??),	all C-130Es	
5-8512(ex 5-116/4365),	5-8513(ex 5-117/4386),	5-8514(ex 5-118/4387),
5-8515(ex 5-119/4389),	5-8516(ex 5-120/4390),	5-8517(ex 5-121/4392),
5-8518(ex 5-123/4394),	5-8519(ex 5-124/4398),	5-8520(ex 5-125/4399),
5-8521(ex 5-126/4402),	5-8522(ex 5-127/4432),	5-8523(ex 5-128/4433),
5-8524(ex 5-129/4438),	5-8525(ex 5-130/4439),	5-8526(ex 5-131/4440),

all C-130Hs

The B.707 and B.747s have been re-serialised as well:

B-707-3J9C: 5-241/249 to 5-8301/09

5-8310/11 never took up the old serials

B.747: 5-280/291 to 5-8101/12 (5-283/5-8104 w/o)

It has been reported that Iran's B.747F fleet are to be sold after only a few months service.

**ISRAEL:** The first 3 of 25 F-15 Eagles on order arrived in Israel on 10th December. They were flown direct from St. Louis in standard USAF markings by McDonnell-Douglas pilots.

**SOVIET UNION:** According to the latest reports the number of Soviet Air Forces aircraft based in East Germany increased by 40% during the last two and a half years and the quality is being upgraded through re-equipment with newer aircraft types. The 16th Frontal Aviation Army (the name of the total tactical air force based in East Germany) currently exists primarily of seven regiments, a unit not unlike the standard USAF wing. They were deployed as follows:

One regiment of Su-17s at Finsterwalde, one of MIG-27s at Kolberg, one of Su-19s (not yet fully operational) at Lusatia, one of MIG-21s at Liegnitz, one of MIG-23s at Ohlau and two tactical helicopter regiments mainly with Mil-24s at resp. Parchim and Stendal.

Furthermore, a unit of MIG-25 reconnaissance aircraft are based at Brieg, but it is not certain whether these belong to the 16th FAA.

THE BELGIAN AIR FORCE (part 6)

By Frank Klaassen; for their assistance in preparing this article we would like to thank 1Sgt-Maj. Moerman, V. Kenens and P.A. Jackson.

In 1960 the French aircraft industry managed to penetrate in Belgian military aviation again, for the first time since twenty years: on 19 January the first example of a batch of 45 Fouga MM-170 Magisters was delivered to the air force. The Magisters were to supplant the obsolete Harvards of the Advanced Flying School and they were immediately transported to Kamina inside C-119s.

In the meantime a very strong nationalistic tendency had come up under the African population of Congo and in order to avoid a colonial war, Belgium rapidly decided to give the country its independence. Hasty preparations were made and on the 30th of June 1960 the official ceremony took place, making Congo a sovereign state.

Four days later a civil war broke out between the different tribes and political parties which couldn't come to terms on the balance of power. The political chaos, the separation of the provinces of Kasai and Katanga but especially the massacre under the white (mainly Belgian) population made the Belgian government decide to intervene. Army and air force units were sent to Africa; the major task of the armed forces was to get the Belgian subjects out of the area as soon as possible.

The extremely urgent situation called for a race against time and the route from Brussels to 'N Djili-Leopoldville, normally lasting four days, was covered in two days. Within three days the entire fleet of the 15th Wing was in Congo. On their way there they transported troops (over 7000 soldiers were delivered) and back refugees. The aircraft of the "Vlieggroep Kamina" (the Harvards and Magisters of the APS, the Sycamores, Dakotas and Packets of the 15th Wing-detachment and the Alouettes of the Army) were also set in. The helicopters picked up Europeans from inaccessible spots in the jungle, the Harvards and Magisters were armed with rockets to escort transport aircraft and ground troops. In fact two Harvards were shot down by rebels during the operation, one of them being the H-210 on 18-7. The 15th Wing also lost an aircraft, a Packet, that crashed on the 19th of July at Rushengo due to engine-troubles. That month no less than 3075 flying-hours were made by the 15th Wing.

Intervention of the United Nations eventually ought all parties together.

When peace had more or less returned it was decided to transfer the Advanced Flying School back to Belgium. As for the aircraft, the Belgian-owned Harvards were given to the new air forces of Congo and Ruanda-Burundi (another ex-Belgian property), while the Harvards delivered to Belgium under MAP by the USA had to be destroyed according contract. The Magisters (about half a dozen) were all brought home inside C-119s. On the 1st of January 1961 the first new class operated from Brustum again.

Meanwhile Belgium and Holland had started negotiations in order to establish an integrated flight training for pupil-pilots; this project started in November. After receiving an elementary training on the SV-4b and Fokker S-11 (for the Belgian and Dutch students resp.) the two nationalities joined at Brustum for the Advanced training on the Fouga Magister. The second training phase took place at Woensdrecht (in Holland) on the T-33A; a number of Belgian T-birds was lent out to the Koninklijke Luchtmacht for this reason. The OCC was also given on Holland, at Eindhoven, with 315 squadron on the Republic F-84F Thunderstreak. After having completed this final phase, the pilots returned to Belgium and were assigned to the fighter squadrons.

On 1 April 1961 a "Heli-Flight" was established at Koksijde. The Fighter School had to make place for this new unit and moved to Brustum. The in-

ventory of the Heli-Flight comprised a number of Sikorsky S-58s taken over from the Sabena when they did away their helicopter-lines, and five HSS-1s bought from Sud-Aviation. The unit, the first crews of which received their training with the French Flotille 238 at Saint Mandrier, is used for SAR missions and VIP transport.

In March 1960 the squadrons of the 9th Wing were disbanded, making this wing a "paper unit"; it was reactivated in June 1962, but now as a Missile Wing. The unit remained at Bierset provisionally.

Late 1962 the Belgian air force was composed as follows:

- 1st Wing at Beauvechain with 349 and 350 Squadrons flying the Avro CF-100 Canuck.
- 2nd Wing at Florennes with Nos.1,2 and 3 Squadrons flying Republic F-84F Thunderstreaks.
- 7th Wing at Chievres with Nos.7 and 8 Squadron flying Hawker Hunter F.6s
- 9th Wing at Bierset with Nos.53-56 squadrons equipped with Nike Hercules and Ajax missiles
- 10th Wing at Kleine-Brogel with Nos.23,27 and 31 Squadrons flying F-84F Thunderstreaks
- 13th Wing at Duren with Nos.50,51 and 52 Squadrons equipped with Nike Hercules missiles
- 15th Wing at Melsbroek with Nos.20 and 40 Squadron flying Packets and No.21 flying C-47s, Pembrokes and DC-6s
- 42nd Squadron at Beauvechain with RF-84F Thunderflash
- Heli-Flight at Koksijde with S-58/HSS-1s
- Target-Flight at Koksijde with Meteor Mk.8s
- Elementary Flying School at Goetsenhoven flying Stampe SV-4bs
- Advanced Flying School at Brustum flying CM-170R Magisters
- Fighter School at Brustum flying Lockheed T-33As

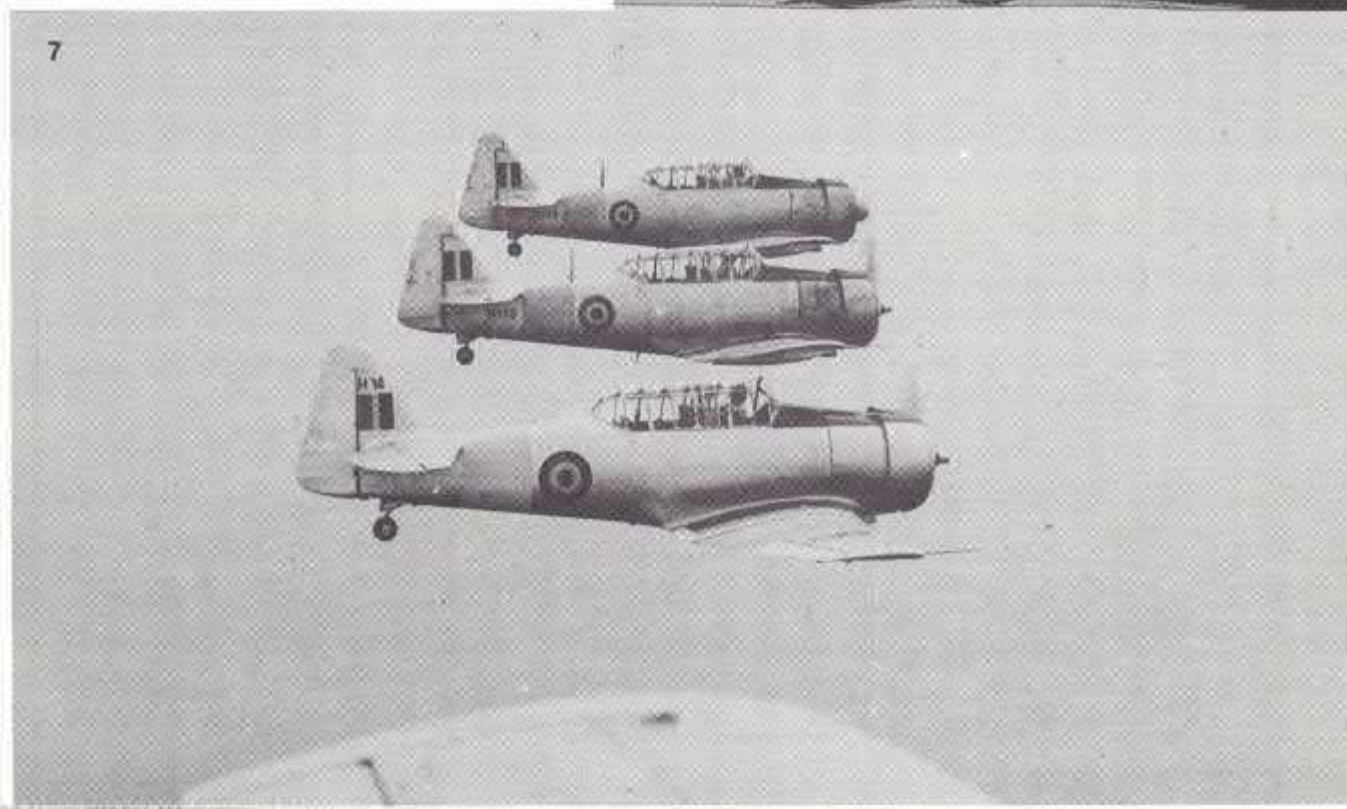
### AIRCRAFT OF THE BELGIAN AIR FORCE

#### The Gloster Meteor Mk.4

On 12 March 1948 Belgium ordered 48 Meteor F.4s, her first jets. The aircraft were delivered to the three squadrons of the 1st Wing at Beauvechain that same year. In 1952 they were replaced by Meteors Mk.8 with 349 and 350 squadrons; in 1953/54 the remaining F.4s, in service with No.4 Squadron, were supplanted.

A great deal was rebuilt to Meteor T.7 standards, some went to the Target Flight at Sylt and the rest was broken up.

EF-1	w/o 28.8.52	EF-21	converted to T.7 as ED-24
EF-2	code GE-B, w/o 20.12.52	EF-22	code GE-A, w/o 30.6.52
EF-3	w/o 9.11.54	EF-23	code MN-N, converted to T.7 as ED-26
EF-4	code MN-Q, converted to T.7, serial ED-13	EF-24	w/o 29.7.54
EF-5	code MN-H, w/o 29.9.54	EF-25	
EF-6		EF-26	w/o 2.2.53
EF-7	converted to T.7, ED-14	EF-27	w/o 20.11.53
EF-8		EF-28	converted to T.7 as ED-27
EF-9	converted to T.7 as ED-15	EF-29	
EF-10	converted to T.7 as ED-16	EF-30	converted to T.7 as ED-28
EF-11	converted to T.7 as ED-17	EF-31	
EF-12	converted to T.7 as ED-18	EF-32	converted to T.7 as ED-29
EF-13	converted to T.7 as ED-19	EF-33	
EF-14	w/o 19.11.53	EF-34	
EF-15	code MN-T, converted to T.7 as ED-20	EF-35	w/o 20,12.51
EF-16	converted to T.7 as ED-21	EF-36	w/o in 1955
EF-17	w/o 10.10.51	EF-37	
EF-18	converted to T.7 as ED-22	EF-38	
EF-19	converted to T.7 as ED-23	EF-39	converted to T.7 as ED-30
EF-20		EF-40	w/o 31.3.50
		EF-41	GV-D; conv. to T.7 as ED-31







EF-42 converted to T.7 as ED-32      EF-46 w/o 15.2.51  
EF-43 w/o 23.6.52                    EF-47 w/o 15.4.55  
EF-44                                    EF-48  
EF-45

Note 1: EF-1 to 43 are ex VT246 to 288 and G-5-246 to 288  
EF-44 to 48 are ex VT290 to 294 and G-5-290 to 294

Note 2: GE- was the code of 349 Squadron, MN- of 350 Squadron and GV- of No.4 Squadron

### Gloster Meteor Mk.8

No less than 240 Meteor F.8s were delivered between 1952 and 1954, On their aim they equipped 11 units: Nos.4,7,8,9,25,29,33,349 and 350 Sqns, plus the Fighter School and the Target Flight. In 1956 and 1957 the Meteors were phased out in the fighter squadrons, when the Hunter and Canuck took over; the majority was scrapped but a number remained in service till 1965 with the Target Flight at Koksijde.

Serials are EG-1 to 180 and EG-201 to 260

- EG-1 to 145 built by Fokker with construction numbers 6315 to 6324,29,32,33,35-39,43,44,48-52,55-58,61-64,89-94,98, 6435-40,43-54,60,61,74,80-84,94, 6502-09,13,14,20-24,28-34,41-49,54,55,61-64,69-74,80-84,91-94,98-6604, 08-14,22,24,32,34,39-44
- EG-146 to 150 are ex RAF WF692, WF693, WF691 and WH448 they were delivered to Fokker on 1.10.1951
- EG-151 to 180 built by Fokker and assembled by Avions Fairey with c/ns 6455-59,75-79,95-99, 6515-19,35-39,56-60
- EG-201 to 233 are ex RAF VZ450,?,?,?,VZ457,VZ459,WA883,WA870,WA878,WA876,VZ553,?,WA884,WA887,WA888,WA889,?,WA895,WA898,WA755,WA900,?,WA902  
The six unknown ones include VW308,VW316 and VW357

- EG-224 to 260 are built by Gloster and assembled by Avions Fairey

- Some codes and histories:

EG-143 5K-G	EG-220 B2-S	EG-239 5K-D, B2-Z
EG-146 OV-S	EG-221 B2-U	EG-241 5K-W, B2-F
EG-164 to OO-ART	EG-224 5K-K (to Museum)	EG-244 MN-A
EG-178 to OO-ARV	EG-225 B-2H	EG-245 B2-P
EG-201 MN-E, B2-E	EG-229 B2-C	EG-247 B2-R (to Museum)
EG-206 MN-L, B2-T	EG-234 B2-O	EG-253 B2-M
EG-208 B2-W	EG-235 B2-N	EG-255 B2-I
EG-216 B2-Q	EG-237 VAN	
EG-219 B2-V	EG-238 B2-J	

Note 1: Code 5K stands for 25 Squadron, OV for 8 Squadron, MN for 350 Squadron, B2 was the code for the Target Flight.

Note 2: The code VAN stands for "Van Eeckhout" who was commander of the Target Flight in 1956.

### Gloster Meteor T.7

As the air-defence squadrons were all equipped with Meteors it was decided to acquire a number of the two-seat version for the Fighter School at Koksijde. The first ones arrived in September '48 and by 1953 the whole batch was delivered. Serials were ED-1 to 42, no code were carried.

- ED-1,2 and 3 are ex G-5-212,213 and 214; these were ex Mk.4s fitted with Gloster built twin-seat noses by Avions Fairey
- ED-4 to 12 are ex RAF WF819,827,816,WL399,428,427,415,WH171 and WH174
- ED-13 to 32 are ex Belgian Mk.4s; the EF-4,7,9,10,11,12,13,15,16,18,19,21,?,23,28,30,32,39,41 and 42. They were fitted with Gloster built twin-seat noses by Avions Fairey
- ED-33 to 42 are ex RAF ?,WA320,WS140,WS141,XF273,?,?,?,? and ?

Note 1: ED-24 was displayed at Roexlaere in 1967.

Note 2: ED-21 was written-off on 3.10.55, ED-30 on 23.2.56, ED-35 on 19.5.54 and ED-36 on 20.8.54

Auster AOP.6

In 1947 the RAF delivered 22 Austers to Belgium; these aircraft were to equip the 15th Air Observation Post Squadron at Brasschaat, but since this airfield was still under construction the Austers were stored at Wevelgem for a time.

They remained in service till 1954 when the 15th squadron became an army unit; the Austers were replaced by Piper Cubs in that same year.

- A-1 c/n 2816 ex RAF VT977 d/d 8.8.47
- A-2 c/n 2818 ex RAF VT979 d/d 8.8.47 to OO-FDA
- A-7 c/n 2920 ex RAF VT981 d/d 12.8.47 to OO-FDB
- A-8 c/n 2824 ex RAF VT988 d/d 18.8.47 to OO-FDC
- A-9 c/n 2817 ex RAF VT978 d/d 18.8.47 to OO-FDD
- A-11 c/m 2826 ex RAF VT990 d/d 6.10.47 to OO-FDE
- A-12 c/n 2827 ex RAF VT991 d/d 6.10.47 to OO-FDF
- A-15 c/n 2834 ex RAF VT995 d/d 5.11.47 to OO-FDH
- A-16 c/n 2835 ex RAF VT996 d/d 25.11.47 to OO-FDI
- A-17 c/n 2832 ex RAF VT993 d/d 14.11.47 to OO-FDJ
- A-18 c/n 2831 ex RAF VT992 d/d 28.11.47 to OO-FDK
- A-22 c/n 2836 ex RAF VT997 d/d 27.11.47 to OO-FDL

Note 1: The remaining 10 Austers (A-2, 4, 5, 6, 10, 13, 14, 19, 20, 21) are:  
c/n 2815 ex RAF VT976 d/d 8.8.47, 2819/VT980/8.8.47, 2821/VT982/14.1.48,  
2822/VT983/8.8.47, 2823/VT984/8.8.47, 2828/VT985/8.12.47, 2829/VT986/22  
22.10.47, 2830/VT987/22.10.47, 2825/VT989/20.9.47/to OO-FDG, 2833/VT994/  
30.12.47

Note 2: A-15 is placed as a monument at Brasschaat  
A-16 is displayed in the Air Force Museum  
A-3, 7, 8, 9, 11, 17, 18 and 22 are stored in the Museum

Douglas C-54

In 1953, when Kemina air base was taken in use, Belgium acquired two C-54s in view of the aerial-route to Africa. When the faster and more comfortable DC-6Bs entered service in 1958, the C-54s were sold to the Sabena but in 1960 they returned to the air force and were converted into freighters. In 1971 the aircraft were taken out of service; definitively this time.

- KX-1/OT-CWU c/n 10326  
ex: 42-72221, Bu.Aer.39173, NC49539, OT-CWU and OO-CBS  
fate: stored at Koksijde since 1971, in 1973 to Torhout where it's now displayed in front of an inn.
- KX-2/OT-CWV c/n 42987  
ex: OY-DFO, OT-CWV, OO-SBL  
fate: stored at Koksijde since 1971, sold to G-AZSI in 1972.

ADVERTISEMENTS

WANTED: French F-100 Super Sabres b/w negs and slides. Also wanted correspondents in: especially France, England and other countries. I'm only interested in military a/c. I have for exchange hundreds of top-quality b/w negs of esp. PAF but also WGAF, RAF, USAF, Klu a/c.  
Write to: Harry Berger, Brinkstraat 35, Hengelo (o), Netherlands

FOR SALE: stickers of the recently founded Spotting Group Soesterberg. The stickers shows an F-15 Eagle flying upwards out of a telelens. This superb sticker is a must for every self respecting spotter. It only costs F.O.,75 (not incl. F.O.,50 porto costs per order).  
Payments ought to be send to transfer account 3477347 in the name of J.J.Schets, Bethanielaan 8, Zeist, Netherlands

WANTED: Correspondents to trade b/w negs. I'm interested in French AF, USAF, USArmy.  
Hans de Ree, Marco Pololaan 289, Utrecht, Netherlands.

### No.19 SQUADRON

No.19 Squadron of the RAF was formed at Castle Bromwich on 1 September 1915 and in 1916 it moved to France, equipped with the BE 12 and ever since its formation it has been a fighter squadron. During WW1 No.19 carried out offensive patrols and provided also bomber escort. A/c which flew with No.19 were resp. BE 12, Spad 57 and the Sopwith Dolphin, the latter a/c gave some years later motive to choose a dolphin figure as squadron badge.

End 1919 the sqn disbanded but reformed in 1923 at Duxford, which remained its homebase until April 1940. During the Twenties, a/c of No.19 could be seen several times in action at the Hendon flying displays. From late 1931 till May 1935 No.19 flew the Bristol Bulldog on which the dolphin crest was used for the first time. The Bulldog was replaced by the Gloster Gauntlet which served till 1938. In August '38 No.19 became the first RAF sqn which received the Spitfires.

From May 1940 until the end of the Battle of Britain No.19 was continuous in action in the British skies. In 1941 and 1942 19Sqn took part in fighter sweeps over Northern France, bomber escort missions and convoy patrols over the North Sea. Early 1944 it received Mustang IIIs carrying out ground attack sorties. Three months after D-Day the sqn returned from France to England where it was temporarily based.

In the years between 1945 and 1950 the sqn used the Spitfire XVI and the Hornet and in 1950 it received its first jet a/c: the Meteor Mk.4, at Church Fenton. A year later the Mk.4 was exchanged for the Mk.8 and in 1956 No.19 received the Hunter Mk.6. After having had Church Fenton for 12 years as home base No.19 moved to Leconfield on 29 June 1959.

In October 1962 No.19 began its conversion on the Lightning and it received its first F.2 Lightning two months later. No.19 was the first sqn which got the F.2; the F.2 compared to the F.1A, was improved on several points esp. the avionics and the engines. In 1963 No.19 took up experience in supersonic high-altitude flights and in new weapons techniques as it got an all-weather fighter role. Operational on the Lightning the squadron

became in March 1963. It spent much time on alert-duties to control UK airspace and also air refuelling exercises were taken up in the training program as the Lightning had a low endurance. No.19 participated also in the trials with the new Victor tankers in 1965. That same No.19 moved from Leconfield to Gutersloh as it changed from Fighter Command to RAF Germany on 23 September 1965 and it took some time before it was fully operational from Gutersloh. In May 1968 No.19 received the first F.2A Lightning. Deliveries of the F.2A continued during 1968 and 1969 as the F.2s returned to BAC, where they were modified to F.2A standards and after modification they were re-issued to No.19 and 92 Sqn.

The modified a/c resembled to the Lightning F.6 version as it got a larger 600 gallon ventral tank, an extended and cambered wing and a larger square tipped fin. The armament of the F.2a consisted of two 30mm Aden cannons which were mounted in the nose and a twin Firestreak installation in the lower weapon pack. Two additional 30mm Aden guns could be carried in stead of the two Firestreak missiles. But the Firestreak/Aden combination was considered more suitable for the interceptor role. In 1973 the RAF started to apply a dark green camouflage on the Gutersloh Lightnings.

No.19 Sqn and No.92 Sqn were the only two F.2A units, both operating from Gutersloh, but on 1 January 1977 No.19Sqn re-equipped on Phantoms which are operating from Wildenrath, making an end to 15 years service of the Lightning with No.19Sqn. No.19 Phantom Sqn will become operational in the first half of '77. No.92 Sqn will reform also on the Phantom half '77 and will also go to Wildenrath. Then Lightning F.2A operations will have ceased finally at Gutersloh and No.3 and 4 Sqn with their Harriers will take Gutersloh over as their new home base.

USAF late 1976

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

9th Air Force at Shaw AFB, S.Carolina (cont.)

- 354 Tactical Fighter Wing, at Myrtle Beach (all coded MB)  
353TFS/A-7D      354TFS/A-7D      356TFS/A-7D      4554TFRS/A-7D  
(This wing is to receive A-10s)
- 363 Tactical Reconnaissance Wing at Shaw AFB (all coded JO)  
16TRS/RF-4C      18TRS/RF-4C      62TRS/RF-4C      33TRTS/RF-4C
- 507 Tactical Air Control Group at Shaw AFB  
(was 68 Tactical Air Support Group till 6-74)  
703TACS with CH-3Es (coded VA)      21TACS with O-2A and OV-10A (uncoded)
- 7 Airborne Command and Control Sqn at Keesler AFB with C-130E-IIs

12th Air Force at Bergstrom AFB, Texas

- 27 Tactical Fighter Wing at Cannon AFB (all coded CC)  
481TFS/F-111D      522TFS/F-111D      524TFS/F-111D      4427TFRS/F-111D
- 35 Tactical Fighter Wing at George AFB (all coded GA)  
20TPTS/F-4C/D/E/F      21TPTS/TPTS/F-4C/D/E (not sure if still current)  
434TFS/F-4C (F-4Es till 7-75)      561TFS/F-105G      562TFS/F-105G  
563TFS/F-4C/D (trains crews for 434TFS and 67TFS/18TFW at KadenaAB)
- 49 Tactical Fighter Wing at Holloman AFB (all coded HO)  
7TFS/F-4D      8TFS/F-4D      9TFS/F-4D      417TFS/F-4D      465TPTS/T-38A
- 58 Tactical Fighter Wing at Luke AFB (all coded LA)  
55 TPTS/F-4C      310TPTS/F-4C      311TPTS/F-4C      426TPTS/F-4C  
425TPTS/F-5B/E/F (based at Williams AFB)      555TPTS/T/F-15A  
461TPTS/T/F-15A (still uncoded ? -new squadron)
- 67 Tactical Reconnaissance Wing at Bergstrom AFB (all coded BA)  
12TRS/RF-4C      91TRS/RF-4C      (45TRS deactivated in 10-1975)
- 355 Tactical Fighter Wing at Davis Monthan AFB (all coded DM)  
11TDS/DC-130A&CH-3E      333TFS/A-7D      354TFS/A-7D      357TFS/A-7D  
358TFS/A-7D (A-7s will be replaced by A-10s)  
The A-10 Operational Test and Evaluation Mission is to transfer from  
Davis Monthan to Nellis AFB
- 366 Tactical Fighter Wing at Mountain Home AFB (all coded MO)  
389TFS/F-111F      390TFS/F-111F      391TFS/F-111F
- 388 Tactical Fighter Wing at Hill AFB (all coded HL and equipped with F-4Ds  
388TFW re-activated at Hill AFB on 23-12-75 (sqn assigned not known)
- 474 Tactical Fighter Wing at Nellis AFB (all coded NA)  
428TFS/F-111A      422TFS/F-111A
- 602 Tactical Air Control Group at Bergstrom AFB  
(ex 71 Tactical Air Support Group till 6-74)  
701TACS and 702TACS with O-2A, OV-10A and CH-53C

TAC DIRECT REPORTING UNITS

- 57 Fighter Weapons Wing at Nellis AFB (except for 4486TS all coded WA)  
64FWS/F-5E (ex T-38s till 11-75)      65FWS/F-5E(??)  
66FWS/F-4C & F-105G      414FWS/F-4E      422FWS/F-111A/E      4486TS/T/F-15A  
(the latter coded LA and detached at Luke AFB)
- Tactical Air Warfare Center at Eglin AFB (coded EG)  
4485 Test Squadron RF-4C/F-4D/E
- 834 Tactical Composite Wing at Hurlburt Field  
8 SOS C-130-I (uncoded; ex 318SOS)      415SOTS/AC-130A/H (coded AH, de-  
activated 30-6-75)      547TASTS/OV-10A (uncoded, detached at Hclley Fld.)  
547TASTS UH-1 (uncoded, detached at Patrick)  
549TASTS OV-10A/O-2A (uncoded, det. at Patrick; ex 549TASTGp)  
16 SOS AC-130H (uncoded, assigned 12-12-75)

### SPOTTER'S VARIA

Early May the season will open again. For those of you who planned to attend some French open days can choose from Metz, Nancy, Colmar, Luxeuil, Cazaux, Tours, Chateaudun, Istres and some others.

The more German orientated spotter will have to wait a little longer as nothing can be said on this subject. According to rumours Hopsten will be open on 11 June.

In England several dates of events are already known. The two major events are "Air Tattoo 77" at Greenham Common on 25 and 26 June. The other highlight will be the Royal Review of the RAF at Finningly on 29 July. On occasion of the 25th anniversary of H.M. The Queen's accession to the Throne, a flying display will take place including all current front-line types. The next day (30 July) the base will be open to public.

Other events already known: Duxford Open Days (UK): June 18th & 19th; Middle Wallop (UK): August 6th; Sint Truiden (Belgium): June 25th & 26th; Paris Air Show (France): June 2nd till 12th.

If you can't wait that long to satisfy your spotter's needs: in March there will be a deployment with ANG Phantoms (probably Illinois) at Lakenheath and with TAC A-7s (probably Eglin) at Wittering. Also expected in March is a visit of a US Navy aircraft-carrier (probably Roosevelt, which by the way has aboard a flight of approx. 6 Harriers of the USMC).

In this month's news section you can find some additions to the Davis Monthan list we published in December 1975. To get an impression what is stored at Davis Monthan, some figures per October 1975:

A-3 (54a/c), A-4 (184), A-5 (32), A-6 (2), A-7 (5), A-37 (35),  
B-26 (16), B-47 (6), B-52 (152), B-57 (45), B-58 (83), B-66 (36),  
C-45 (28), C-46 (5), C-47 (80), C-54 (83), C-97 (62), C-117 (17),  
C-118 (81), C-119 (200), C-121 (86), C-123 (6), C-124 (111), C-131 (35)  
C-133 (2), C-135 (1), B-707 (1), E-1 (38), F-4 (28), F-8 (183),  
F-9 (167), F-10 (5), F-11 (3), F-84 (18), F-86 (8), F-89 (1), F-100  
(103), F-101 (130), F-102 (311), F-104 (11), F-105 (8), F-414 (14),  
H-1 (120), H-3 (6), H-13 (98), H-19 (4), H-23 (28), H-34 (295),  
HH-43 (68), H-46 (26), H-47 (4), H-53 (25), TH-55 (455), O-1 (1),  
O-2 (18), P-2 (1880), S-2 (274), T-1 (2), T-2 (59), T-28 (42),  
T-29 (312), T-33 (462), T-34 (29), T-38 (20), U-6 (133), U-10 (29),  
HU-16 (66), CV-1 (63), XV-3 (1), OV-10 (11)

This gives the following totals: MASDC: 5100 a/c; Various scrap-yards: 313a/c; Museum: 81 a/c

So in 10-75 Davis Monthan housed 5494 a/c.

Grumman recently presented the US Navy plans for a VTOL a/c of completely original design. The a/c is called Nutcracker but seeing drawings of this design, Nuts would have been sufficient. Unfortunately we cannot publish drawings and therefore you'll have to do with a description.

The fuselage has been divided half way along its length, allowing the two parts to rotate on each other up to 90 degrees by means of a hing and hydraulic actuator.

The foremost part of the fuselage which always remains in horizontal position contains two pilot seats in tandem, the avionics, the armament and the wings. The rear part of the fuselage contains two engines.

As this rear part can be rotated, the engines can be fixed in a vertical position, giving the aircraft a vertical lift.

The development of this "science fiction" aircraft is in an advanced stage and Grumman considers to modify two OV-1 Mohawks to test the idea on full-size models.

STOP PRESS: From unofficial source following three additional open days are known: May 29: Mildenhall; June 11: Hopsten; June 11: Gilze-Rijen.

## BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

**COVER:** With the arrival of the first F-4E Eagles at Bitburg (Germany) the ending of the 'BT Phantom' era has begun. This month once more an F-4E (68-406) with behind it the beautiful Eifel. Photo: F.Swinkels

### MISCELLANEOUS

- PHOTO 1:** XN776/C of No. 19Sqn landing at its home base Gutersloh. An article on No. 19Sqn can be found on page 19. Photo: H.Berger
- PHOTO 2:** Seen at Soesterberg on 27 April 1976 was C-160D 026 which belongs to the 'Turk Hava Kuvvetleri'. THK has four transport squadrons operating 20 C-160Ds, 8 C-130Es, 10 C-47s, 3 C-54s, 3 Viscount 794s and 6 C-45s. Photo: B.van 't Ende/SCS
- PHOTO 3:** Before crossing Soesterberg's runway, F-4D SP63-567 (52TFW/81TFS) has to wait till F-27M C-3 (334Sqn) has passed. This scene was photographed on November 10th 1976. Photo: A.C.Mulder

### FORCE AERIENNE BELGE

- PHOTO 4:** Two Thunderstreaks of No. 27 Sqn from Kleine Brogel; nearest to the camera is FU-155/8S-K. The squadron-codes disappeared in 1958. Photo: F.Klaassen
- PHOTO 5:** The 42nd Reconnaissance squadron may be called a 'wanderer'. Successively it was based at Wahn (55), Brustum (57), Kleine Brogel (58), Beauvechain (60), Bierset (63) and since 1972 at Florennes. Seen on this photo is PR-19 taking off for a demonstration-flight.
- PHOTO 6-7:** Till 1960 the Advanced Flying School was based at Kamina in Belgian Congo. Note that the presentation of the serials differs somewhat from a/c to a/c; illustrated are H-102, H-14, H-112, H-113
- PHOTO 8-9-10:** An entire photopage devoted to the AVRO CF-100 Chamuck, an a/c that equipped the 1st Wing at Beauvechain from 1958 till 1963. The AX-serials were painted very small on the fuselage; seen here are a.o. AX-44 and AX-18. Photo 4-6: F.Klaassen. Photo:8-10: BAF

### UNITED STATES AIR FORCE

Partly illustrating our USAF survey and our USAF-news column (sometimes even both) are photos 11 upto 20.

- PHOTO 11-12:** F-4G LA64-816 and F-15A LA73-103 were both photographed at their home base Luke AFB on 12 October 1976. The stripes on both a/c (also on the F-15's wingtip) have remained from participating in 1976's William Tell Meet. Photo: A.Wilderdijk
- PHOTO 13:** In endless rows at Davis Monthan, F-102 Delta Daggers, many of which well known (ex USAFE) can be admired at this Arizonian desert base. Shown in an F-102A O-61277 in Wisconsin ANG colours. Photo: A.Wilderdijk
- PHOTO 14:** Like the F-102s, the B-57s are nearing the end of operational service; one of them being J055-274. Photo: A.Wilderdijk
- PHOTO 15:** Actually the Air National Guards are not merely operating used up a/c like the old Delta Daggers or old Phantoms but they receive brandnew a/c as well; e.g. this A-7D Corsair II of the Arizona ANG has fiscal year 75. 75-0369 was seen at Tucson International Airport in October 1976. Photo: A.Wilderdijk
- PHOTO 16:** In USAF colours but belonging to the Luftwaffe are a number of F-104Gs. From time to time they are replaced by new 104s from Germany. Photographed for you has been TF-104G 13084. Photo: A.Wilderdijk
- PHOTO 17:** One of the F-111Fs to be based at Lakenheath (UK later this year could be MO71-894 from Mountain Home AFB. Photo: H.van de Leer
- PHOTO 18:** From McClellan AFB and operated by the 27TFW is F-111D CC68-127. Photo: J.van Cruyssen
- PHOTO 19:** Again from Davis Monthan but now operational with the 354TFW is A-7D DM71-0355. Photo: P.Balkhoven
- PHOTO 20:** And again from Davis Monthan. A small number of these A-10s are based at Davis Monthan with the 4-10 Operational Test and Evaluation Mission. Photo: G.van der Veen







CIVIL AVIATION

Edited by Coen van den Heuvel, in co-operation with ITASW and J. Struben

With special thanks to D.O'Mahony, SCAN and AN

MOVEMENTS

SCHIPHOL

- Dec. 1: N93 ET-29C FAA (untill December 2)  
Dec. 3: 5N-ANN DC-10-30 Nigeria Airways (departure)  
Dec. 5: SE-FTS Mu-2B-25 c/n277 Wasabrod AB  
Dec.10: I-DIWJ DC-8-62H c/n 45986 Alitalia  
HB-IGB B.747-257B c/n 20117 Swissair  
Dec.11: SE-GBI Pa.23-250 c/n 27-7405294 (flying in Transair c/s)  
SE-DDC B.727-134C c/n 20042 Scanair  
N720G Grumman G.159 Gulfstream I  
G-AYSI B.707-373C c/n 18707 British Caledonian Airways  
TS-JHR B.727-2H3 c/n 21179 Tunis Air  
Dec.12: JY-AES B.707-321C c/n 20017 Alia-Royal Jordanian Airlines  
N48CA Douglas DC-8 (in Air Spain c/s)  
EC-CJA Learjet 24D c/n 287 Aerlyper SA  
Dec.15: SE-DDP DC-9-41 c/n 47747 SAS  
EC-BMZ DC-8-63CF c/n 45938 Iberia  
SP-LAE Il.62 c/n 41182 LOT  
Dec.17: G-BBAG L.1011-193N c/n 1094 British Airways  
Dec.18: PK-GNQ DC-9-32 c/n 47741 Garuda (delivery)  
N35JM Grumman G.1159 Gulfstream II  
D-CAVW Sabreliner  
Dec.19: EC-CJH Cessna 500 c/n 500-0116 A.L.P.A.  
Dec.20: HZ-BOF F.27F c/n 93 Saudia Airlines (ex N27WC)  
Dec.21: PP-VJX B.707-345C c/n 19842 Varig  
D-GERT Partenavia P.68B  
I-DKET Fan Jet Falcon 20 c/n 160/450  
N825AC BAC 1/11 N65328 DC-9 of BMA  
Dec.23: 7T-VRN F.27-600 c/n 10527 Algerian Government  
G-APSO DH.104 Dove 5 c/n 04505 Fairflight Charters  
OD-AGF B.720-047B c/n 18830 Air Tchao  
Dec.24: F-BPPA Super Guppy 201 c/n 022 Aeromaritime  
PH-BOS Pa.28-151 c/n 28-7615375 NEAS  
Dec.26: G-AZML CL-44-D4 c/n 38 TMAC G-BCFS Saab 91  
CN-RMO B.727-2B6 Royal Air Maros  
CN-RMC B.707-351C c/n 19774 Royal Air Maroc  
Dec.27: EC-CJA Learjet 24D c/n 287 Aerlyper SA  
Dec.28: G-AZML CL-44-D4 c/n 38 TMAC  
Dec.29: N325PA B.727-21 c/n 19007 PanAM  
G-BDPV B.747-136 c/n 21213 British Airways  
Dec.31: G-AZSJ Short Skyvan  
I-DIWX DC-8-62H c/n 46142 Alitalia  
Jan. 1: 4X-AXD B.747-258C c/n 21190 El AL  
Jan. 2: I-DIWJ DC-8-62H c/n 45986 Alitalia  
HB-IGA B.747-257B c/n 20116 Swissair  
Jan. 3: G-ATYW Beagle 206 I-HYDR Pa.31  
SE-FZM Cessna 421B c/n 421B-0575 SAAB-Scania  
F-BXPK Beech King Air  
SE-DBI DC-8-62CF c/n 46129 SAS  
Jan. 4: OD-AFO B.720-023B c/n 18035 MEA  
OY-SAA c/n 270, OY-SAB c/n 271 and OY-SAC c/n 269 all SE.210-12Bs  
OY-SAH c/n 88, OY-SAK c/n 99, OY-SAM c/n 95 and OY-STG c/n 259  
all SE.210-6Rs from Sterling Airways  
OY-SAU B.727-2J4 c/n 20764 Sterling Airways  
I-DIRC B.727-243 c/n 21266 Alitalia  
I-DIWK DC-8-62H c/n 46082 Alitalia  
JA8034 DC-8-62 c/n 45956 Japan Airlines

SHANNON (Ireland; all aircraft registered below were delivered via Shannon)  
Dec. 1: D-EIAW Beech 60, del. via Reykjavik (departed Dec.4)  
Dec. 2: SE-GOP Cessna 206 del. to Umea  
SE-GOY Cessna 182 del. to Umea  
N170FJ Falcon 10 c/n 90 del. via Reykjavik  
Dec. 3: HZ-AGN B.737-268 c/n 21283 Saudia Airlines  
Dec. 6: SE-GZI Cessna 421B del. to Malmo  
Dec. 7: D-EKLM Cessna 210T del. to Kassel  
Dec. 8: N1332G Cessna 310 Floair del. to US via Reykjavik  
Dec.13: N62988 Pa.31 del. to Geneva on Dec.14  
Dec.15: N62862 Pa.31 del. to Geneva on Dec.17  
N1124P King Air 24 del. to Gander on Dec.16  
Dec.16: LN-NAX Pa.23 del. to Oslo/Fornebu on Dec.17  
N7657F Pa.34 del. to Gatwick  
Dec.17: OH-MOF Mo.20 del. to Helsinki/Malmi  
N67320 Cessna 206 Flo air del. to Brussels on Dec.20  
PK-GNQ DC-9-32 c/n 4771 Garuda del. to A'dam  
Dec.18: N5475G Cessna 421 del. to Munich on Dec.19  
N3880G Cessna 340 Floair del. to Brussels on Dec.20  
Dec.19: N8443F Pa.32 del. to Kassel on Dec.20  
N1190Z Aero Commander 122 del. to Geneva  
OE-LDM DC-9-51 c/n 47726 del. to Wien/Schwechat  
Dec.20: N592W Aero Commander 122 del. to Randers  
N38830 Cessna 340 Floair del. to Brussels on Dec.21  
Dec.21: G-BDTR BN.2A Mk.III Trislander c/n 1029 del. to Gatwick-Rhoose  
Dec.22: N800Y Beech King Air 24 del. to Gander on Dec.23  
N7654F Pa.28 del. to Brussels on Dec.23  
Dec.29: N1124X King Air 24 del. to Goose on Dec.30  
N5472G Cessna 421C c/n 0219 Floair del. to Brussels on Dec.30  
Dec.30: N5476G Cessna 421C c/n 0223 Floair del. to Brussels  
N1531L Beech 80 c/n LD-510, reregistered 7T-VIB and N1532L  
Beech 80 c/n LD-511 rereg. 7T-VIC both Air Algiers del. Dec.31

#### NEWS

#### ACCIDENTS

CANADA. A Twin Otter crashed on 14 Januari just before it would land at Terrace Apt. All nine passengers and a crew of three were killed.  
EGYPT. During Christmas Eve (24-25 December) an Egyptair B.707-336C crashed on approach to Bangkok's Don Muang Apt, two minutes after the pilot had acknowledged visual contact with the runway. All 55 occupants were killed and at least 18 people on the ground. Although an official investigation had hardly begun, the Thai authorities already blamed the pilot for the accident, saying the pilot had been warned for ground fog.  
FINLAND. Ralley Club OH-SCS (c/n 1342) crashed near Vassa on 20 December. The a/c ran out of fuel. The pilot was killed.  
JAPAN. A DC-8-62AF of JAL crashed at Anchorage Apt. (Alaska). The aircraft carried 56 cattle which were killed as was the crew of five.  
KENYA. A Cessna 402 (probably 5Y-WAW) crashed into Lake Victoria on Dec.10. All ten passengers were killed. Cause of the crash was a freak storm.  
PERU. Faucetts DC-4 OB-R-247 (c/n 7462) crashed after take-off from Trujillo on December 31. All people aboard were killed.  
PHILIPPINES. Cessna 150 RP-C497 crashed during take-off from Canlubang on 3 December. The pilot was killed.  
SAUDI ARABIA. During a flight on November 25th, one engine exploded of S.A.A.'s B.707-368C HZ-ACG (c/n 21103). The aircraft landed safely.  
SWEDEN. A Viscount of Skyline Sweden crashed into a parking place near Stockholm on 15 January. All 22 occupants were killed.  
SWITZERLAND. Pa.28-180 HB-OYF (c/n 28-2833) burnt out at Wagen-Lachen due to engine overheating on December 15.

UNITED KINGDOM. Practavia Sprite G-BDDB c/n FPA.1391 crashed on 4 December during a test flight. The aircraft was on its way for receiving his certification of airworthiness. The pilot was killed. The place of the accident was near Thorpe Willoughby Selby, Yorks.

Tiger Moth G-AIIZ c/n 84959 crashed on 15 December in the New Territories, Hong Kong. Its not sure if the aircraft will be written off.

UNITED STATES. B.727-25 N8133N c/n 18284 of Eastern Airlines had an engine explosion on November 29th while taking off from JFK apt. None of the passengers was injured.

N5865, a CV.880-22M of Batch-Air Icl. crashed on 16 December while taking off from Mia ni Int. on board were cattle for Santo Domingo. The crew was only lightly injured but the cattle were killed.

Only fifteen minutes after an American football match (seen by 60,000 people), N6276J, a Cherokee, crashed into the stands of the Baltimore Memorial Stadium, on 19 December. However, since most spectators had already left the stadium, only three policemen were lightly injured and the pilot somewhat badly but not fatally.

#### MISCELLANEOUS

BRAZIL. EMBRAER is developing a PT6 turboprop-powered version of their Ipanema agricultural aircraft. The current Ipanema is powered by a radial piston engine. The PT6 is also used for the Bandeirante and is proposed for the Neiva Caraja, a military project. It is expected that PT6s will be built under licence in Brazil.

CANADA. Canadair can go ahead with development of the LearStar 600 now that sufficient orders have been placed (60). The permission was granted by the Canadian government, who owns the company. First prototype flight is expected to be in January 1978, and first delivery in the summer of 1979.

FRANCE. First delivery of the new Robin R-2000 series was expected to be made during January. The series is a development of, and designed to replace, the HR-200. It will be available in 108 and 160 hp. versions, known as the R-2108 and R-2160 reps. A 120 hp. R-2120 may be available in the near future. First prototype flight was on 15 January 1976. The first prototype Mystere 50 made a successful first flight on 7 November 1976. Two more prototypes are expected to join the test program. Its certification is expected after 900hrs by September 1978. Twenty orders and thirty options have been recorded, most of them in the USA. This three-engined business jet will have transatlantic range.

NEW ZEALAND. A new version of the unorthodox Fletcher FU-24 agricultural aircraft, known as the Cresco, may soon enter production with Aerospace Industries. The Cresco I will not be an extensive modification of the original design, except for the powerplant which will be one of three turboprops (the original FU-24 is piston-engined): the PT6A-27, the Garret AirResearch TPE331-101, or the Lycoming LTP-101/600. The Cresco II will be available before the end of this year.

The Cresco II will be a more radically modified version and will not be available till the last years of this decade.

ROMANIA. The national airlines, Tarom, has changed its name into Linie Aeriene Romane (LAR)

THAILAND. A combination of rivalry with Thai International and financial difficulties is threatening the future of Air Siam. On 29 December all services were "temporarily suspended", leaving numerous passengers stranded at various Far East airports. Resumption of services remains uncertain.

UNITED KINGDOM. The Cranfield AL aerobatic aircraft, designed by students of the Aeronautical College at Cranfield, has been named Chase. Flight testing is continuing satisfactorily and the first order for six may be placed soon by a yet unknown Middle East country.

First flight of the HS.125-700 was made one month ahead of schedule on 8 November 1976. Four orders have been placed so far. The HS.125-600 has been taken out of production.

The Overseas, European and Regional Divisions of British Airways are expected to be dissolved soon and the unified command structure will be divided into "regions" according to the destinies of the assigned routes. Aircraft and crew will not be permanently assigned to different "regions", except in the case of the "region" that is now British Airways Airtours. The "regions" are expected to be Atlantic, African, Eastern, Continental (European) and Domestic (including Eire). British Airways Helicopters will remain a separate subsidiary company. A new third-level airline, Air Westward, was formed recently. Home base is not yet known but likely to be Exeter. Initial equipment will be two Fairchild Metros and the first routes are likely to go to Exeter, Cardiff, Edinburgh and Paris.

#### ACQUISITIONS

- BRAZIL.** VASP leases B.737-248 EI-ASB c/n 19425 from Aer Lingus. The aircraft was delivered during November and is registered PP-SRX.
- BURMA.** Burma Airways bought three DHC-6-300s, XY-AEC/D/E c/ns 503, 511 and 512 resp., furthermore they sold their B.727-193 XY-ADR to Dan-Air as G-BEGZ c/n 19620.
- COLOMBIA.** Aerocondor Colombia bought a B.707-123B from Boeing, N7516A c/n 17643 has been delivered on 25 November as HK-1942(X). TAC Colombia bought one Caravelle 6R from Aviaco, EC-ARK c/n 109 is now registered HK-1812.
- DENMARK.** Maersk F.27-500s and their F.27-600 have been sold to a French operator. Greenlandair bought DHC-6 OY-ATB c/n 502
- ECUADOR.** SAETA who bought three Alitalia Caravelle 6Ns bought two additional 6Ns: I-DA3E c/n 72 (delivered 12 December) and I-DABW c/n 150 (delivered 23 November).
- FRANCE.** Air Rouergue bought F-BTAU, a DHC-6-200 c/n 153 from Air Languedoc.
- GABON.** During November 1976 SOACO bought two Argosies from Transair; CF-TAX now TR-LWQ and CF-TAZ now TR-LWR and delivered on 9-11-76.
- GERMANY.** DLT. at the moment flying Twin Otters, bought one SD-3-30 and has an option for one more. Lufthansa ordered one DC-10-30 c/n 46965 D-ADMO. From Condor they bought D-ABPI, a B.727-230 c/n 20877.
- JORDAN.** Arab Wings received their two ordered Learjet 36s: JV-AFC and JY-AFD c/ns 36-020 and 36-071 resp.
- NETHERLANDS.** On 6th January one of our editors saw the departure of the Auster V PH-NFH (c/n 1845) of Philair from Eindhoven. The aircraft which flew about ones a year left for Schiphol and is now joining the collection of Schiphol's Aviadome. Business Air Service is also still increasing. They have plans to buy a Mystere 20.
- PAPUA NEW GUINEA.** Air Niugini bought an B.707-338C from Qantas. The aircraft (ex VH-EBU c/n 19294) is now registered as P2-ANH.
- PHILIPPINES.** PAL bought BAC.1/11-501EX G-AXJL (c/n 209) from British Caledonian. Registration is RP-C-1188 and another is to follow.
- PORTUGAL.** TAP acquired the two Portuguese Air Force B.707-3F5Cs that became surplus to their requirements when Portugal withdrew its army from their now independent colonies and evacuation of the more lucky civilians was completed.
- SAUDI ARABIA.** Saudia received their ordered B.737-286s, HZ-AGK/L/M c/ns 21280/1/2 were delivered during November, while HZ-AGN c/n 21283 was delivered on 3 December.
- SWEDEN.** Linjeflyg ordered two more F.28-4000s, making a total of ten, plus five options.
- UNITED KINGDOM.** British Airways Helicopters is expanding it's fleet of S.61Ns to seventeen, to meet increasing demands in the Scottish oil-related aviation business. By buying three second-hand S.61s from SFO Helicopter A/L. Britannia A/W ordered two Advanced 737s making a total of 16 737 on charge

BAF is leasing a Young Air Cargo Britannia 253, for one year.  
Air Bridge Carriers have bought one Vickers Vanguard 953F Merchantman from British Airways.

UNITED STATES. Delta Airways ordered four more Advanced 727s for delivery before the end of the year, bringing their total orders for this type to 100.

TWA bought one B.747-131 back from the Imperial Iranian AF who also sold one of their ex Continental 747s to Avianca.

Air Florida bought one B.727-176 from TAA, VH-TJA c/n 18741, now registered as N91891.

Evergreen International bought three Convair 580s from Allegheny A/L: N5829 c/n 458, N5833 c/n 115 and N5834 c/n 24. Allegheny sold another one to Aspen Airways: N5814 c/n 120

Seaboard World Airlines leased a DC-8-63CF from Overseas National being N4910C c/n 46094, now registered as N910CL.

#### DUTCH REGISTER

##### NEW REGISTRATIONS (mid 1976)

PH-GER Pa.18-135 c/n 18-5841 ex R-151 and 54-2441 to Vliegclub Hoozeveer  
PH-HOE Fokker S.11-1 c/n 6195, ex E-6, to C.Baggerman and A.J.P.M. ten Borge.  
PH-SRN Pa.28-151 c/n 28-7615053, to Stichting Vliegmaterieel Rotterdam  
PH-SWM Pa.28-181 c/n 28-7690404, to Kembo BV  
PH-TER SF.28A c/n 5772, to KNVvL  
PH-ZCT Pa.18-135 c/n 18-3859 ex R-169 and 54-2459, to Zweefvliegclub Texel

##### NEW OWNERS

PH-GAD Pa.39 c/n 39-067, R.Krens to Twinair  
PH-MVB Cessna 172A c/n 47425 Slyworks-Nederland to Stichting Airport  
PH-PAX Cessna 182P c/n 18-63904 ASH BV, to Eerste Ne. Paraclub  
PH-PCB Pa.28R-200 c/n 28R-7635226 Arrow BV, to J.Pover  
PH-RDO Cessna F.177RG c/n 0062 ASH BV, to Duikbedrijf Vriens BV  
PH-RVR Partenavia P.68B c/n 075 Aircraft Maintenance, to A.A.Eecen  
PH-SKR CP-30 Emeraude c/n 28 D.J.Hoolwerf, to C.J.Dekkers  
PH-VSH Cessna 182F c/n 18-54727 H.J.Molto Stichting Airport

##### CANCELLED

PH-ANK Fokker S.11-1 c/n 6274 SKADOC, to W.Roberts Strathallan, England in December 1976  
PH-DTL DC-10-30 c/n 46952 KLM to HS-TGC Thai Airways Int.  
PH-FRP F.27-400M c/n 10541 to T-2704 TNI-AU  
PH-FRR F.27-400M c/n 10542 to T-2705 TNI-AU on 9 November 1976  
PH-HFA HFB-320 Hansa Jet c/n 1032 R.L.S. wfu  
PH-HFB HFB-320 Hansa Jet c/n 1033 R.L.S. wfu  
PH-HTC Fokker S.11-1 c/n 6209 A.Blanckesteijn wfu  
PH-JAP Pa.25-235 Pawnee c/n 25-3811 to ?  
PH-KAT Boe.208C Junior c/n 657 H.C.van Staveren wfu  
PH-NGE Pa.22-150 c/n 22-3169 Luchthaven Schiphol Vereniging Airport  
PH-VCU Pa.18-125 c/n 18-3186 Gelderse Luchtvaartmij. NV wfu  
PH-VRG Jodel D-112 c/n 02 D.G.Peterich to OY-...  
PH-ZBM F.28-1000 c/n 11048 to LV-LZN Aerolineas Argentinas  
PH-ZBO F.28-2000 c/n 11110 to 5N-ANK Nigeria Airways

#### PHOTO COMMENT

- PHOTO 21: EC-CBN at Malaga Apt. on 17-10-73 was Iberias first DC-10-30. now registered as EC-CSJ (c/n 46922) Photo: J.J.Struben  
PHOTO 22: Present at the Keiheuvel airshow on 22 August 1976 was this Stampe SV-4b 00-GWB c/n 1171 in a very nice colour scheme.  
PHOTO 23: Pa-23-250 c/n 27-7305202 of Reformhaus Becher GmbH.  
PHOTO 24: A very old but still good looking Beechcraft: NC9885H named 'Humming Bird'. Photo: A.P.S.

FOKKER-VFW

Current production versions of the F.27:

- 400M : "Troopship". Freightdoor, two doors for paratroops, reinforced floor. Based on the Srs.200.
- 400MPA: "Maritime". based on the -400M. Including search radar radome, observation windows, long-range tanks, searchlights, universal launchers and speedbrake.
- 500 : based on the Srs.300. Stretched version (1.5 meters), 52 passengers, large cargo-door.
- 500C : as 500 but with reinforced floor, which makes the aircraft suitable as cargo-plane;
- 500F : as 500 but this version lacks the large cargo-door (replaced by the usual smaller door), capable to transport 56 passengers.
- 600 : "Combiplane". Cargo/passenger version based on the -400 but without paratrooping doors and reinforced floor.

All versions are available with smaller modifications like a rough-field undercarriage, long-range tanks, camera-bay, target towing equipment etc.

Current production-versions of the F.28:

- 3000 : as Srs.1000 but with uprated and silenced engines (RR RB-183-2 Spey Nk.555-15H) and an increased wing-span (1,5 meters). No orders have been placed so far.
- 4000 : as -3000, but with increased fuselage length (85 passengers) and two more emergency exits.
- 5000 : similar to -3000, but with three-section leading edge slats, reducing the take-off length with 400 meters and landing-length with 200 meters.
- 6000 : similar to -4000 but with -5000-slats, no orders have been placed so far.

All versions are available with cargo-door/floor.

Note: Garuda wants to buy seven F.28-1000s, but the problem is that this version (together with the -2000) has been taken out of production. Fokker-VFW offered Garuda F.28-3000s with the old -1000 engines.

FOKKER-VFW on 28-12-76

F.27

10549	400MPA	AE-561	Peru Navy (so not 105550)
10550	500CRF	PH-EXF	Aramco (so not 10549)
10551	500F	ZK-NFA	New Zealand National Airways
10552	500F	(ZK-NFB)	New Zealand National Airways
10553	400M	(7T-WAT)	Algerian Air Force
10554	600		Iran Copper Mines
10555	400M		Algerian Air Force
10556	400M		Algerian Air Force

F.28

11113	3000	PH-EXR	First Mk.3000 (cancel all other information)
11117	3000		all white
11118	4000		under construction
11119	3000		all white
11121	4000		under construction
11122	4000	SE-DGI	Linjeflyg
11123	4000		all white
11125	4000		under construction

At the moment the F.28 production is a little bit chaotic: c/n 11120 is complete while only the fuselage of c/n 11118 is ready! Except for this, the delivery of the wings (coming from Short) is stagnating too.

Further F.27 notes:

OO-SBP (c/n 10340) is now flying in full Air Alpes c/s but the aircraft is still owned by BIAS.

G-BCDO (c/n 10234) 'broke' one leg at Aberdeen. The a/c will be prepared for a flight to Ypenburg where she will be repaired.

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