

FLASH

February
1977

NR 77



military aviation magazine



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

Editorial team:

EDITOR: P.v/d.Krommenacker

CO-EDITORS: J.P.v.Kempen, F.Klaassen, C.v/d.Heuvel, F.Swinkels and J.v.Tuyt

B.Hickman (UK-agent), 27 Hitchman Road, Leamington Spa,

Warwickshire, England

F.Smith, Viale Della Pace 164, 36100 Vicenza, Italy

FEBRUARY 1977

NUMBER 77

VOLUME 8

Dear reader,

Without blushing we dare say this will be the last
FLASH Military Aviation Magazine

We won't do it any longer this way

We are going to continue with FLASH Aviation Magazine....
This magazine will be much alike the old one for contents
but as regards the presentation it will be "professional"
that is to say completely printed and illustrated with
many photos.

This has always been our (and your) wish and after many
investigations we think we can realize publishing such a
magazine. The "professional packing" doesn't mean we will
give up our status of amateurs as we will continue to
invest all profits in the magazine.

Some of you have already seen "FLASH NEW STYLE"
as we have made an introduction-issue thus enabling us to
do some promoting with it. This issue was being compiled
roundabout the turn of the year and we had the intention
not to let suffer the January and February issues by the
special attention paid to the March issue (which is in fact
the introduction-issue). We think we did not succeed in
this though and therefore we ask for understanding.

For more information FLASH Aviation Magazine we've
reserved one page in this issue and because of the mutual
interest we would like you to take a look it.

See you next month with something new.....

the Editorial Staff

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

-- Except for payments mail concerning FLASH should be sent to the fol-
lowing 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: DEL.3,-

-- All payments should be sent to gironummer 3126138 t.n.v. P.v/d.Krommen-
acker, 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).

NEWS ----- NEWS

With special thanks to: J.Eggen, R.G.Harris, C.Kitchen, D.O'Mahony, M.J.Mason, J.Struben, C.D.Taylor, J.A.White, N.A.Wiltens, Coventry Aviation Society, West Midlands Aviation Group, Spotting Group Volkel/H.Rijsdijk, Spotting Group Soesterberg/J.Schets, 2nd Tac.Rec. Spotter Squadron/J.Malfer and SEAR.

HOLLAND

-- The Open Day at Gilze-Rijen was initially planned for 11 June. But on this same day Paris Air Show will take place. For this air show two F-16s will come over and the Klu is very interest to have those two in one of their Open Days aswell. Therefore the date for Gilze-Rijen has been changed in 18 June.

-- Movements at Volkel included:

Dec. 24: K-4009 (314), 4021 (314), 4030 (315) all NF-5Bs
 29: C-8 F-27M 334Sqn CR74-656 F-4E 32TFS
 Jan. 14: FC-02, FC-11 TF-104G BAF 10Wing FX-57 F-104G BAF 10Wing
 21: FC-01 TF-104G BAF 10Wing K-4024 NF-5B (no badge)
 K-4015 and 4029 NF-5Bs 313Sqn
 28: K-4019 NF-5B 314Sqn K-4028 NF-5B 316Sqn
 Feb. 3: A Buccaneer S.2B of No.16Sqn crashed just near the runway and caused the diversion of 15 F-104s from Volkel to Gilze-Rijen.
 4: K-3036, 3058, 3060, 3066 NF-5A 314Sqn C-4 F-27M 334Sqn
 K-3070 NF-5A (no badge/314Sqn) D-8341 F-104G 322/323Sqn
 7: 25-32, 27-38 T/F-104G WGAF JABOG-32 B-41 Boe.105C GPLV
 K-3069 NF-5A 314Sqn

On 3 February around ten o'clock four Buccaneers of the RAFG made a simulated attack on Volkel Air Base. During this attack one Buccaneer caught fire and exploded just before hitting the ground. One of its engines ended up against the fence of the airfield. Both pilot and observer ejected safely. The latter came down in a gravel pit with water and 'cleaved' the ice on it.

-- Movements at Valkenburg included:

Dec. 6: WK143 Canberra B.2 British Ministry of Defence/Flight Refueling Ltd. (operated from here during 5 days for trials)
 13: 22262 C-12A USArmy HQ USAREUR
 14: 84-86 CH-53G WGArmy 50-33 C-160D WGAF
 15: K-683 C-47A RDenAF ESk.721
 21: 62-WE/106 N-2501 FAF ET.62
 Jan. 17: WB533 Devon C.2 RAF 207Sqn
 18: 158572/LN-47 P-3C Orion USNavy 46-81/MM52-6016 C-119G ItAF
 19: XT790 HS.125 CC.1 RAF 32Sqn
 24: 148331 SP-2H Neptune Fr.Navy 25F
 26: 46-26/MM51-17365 C-119G ItAF AB.46
 28: WF125/CU-576, WP309/CU-570, WP320/CU-573 all Sea Prince T.1s of Royal Navy 750Sqn

-- Movements at Soesterberg included:

Jan. 4: D-8048, 8084 F-104G 311/312Sqn 24469 T-39A USAF
 7: 31592 C-130E USAF 314TAW
 11: CH-02 and CH-05 C-130H BAF 15Wing 37-05, 37-40 F-4F WGAF
 13: 68-15247, 70-15030, 71-20951 CH-47C USArmy 205th Av.Comp.
 K-4015(313) and 4020(316) NF-5Bs
 22: D-5702 TF-104G TCA
 27: 31584 (314TAW) and 17680 (317TAW) both C-130Es
 28: RS68-478, 68-401 F-4E 36TFW D-6655 F-104G 322/323Sqn
 31: BT68-481, 68-464, 68-321(y), 68-480(r) F-4E 36TFW
 Feb. 2: D-8288, 8115, 8324, 8341, 8304 F-104G 322/323Sqn
 3: WR66-479 F-4D 81TFW 21295 C-130E 314TAW
 XP852, XP855, XT646, XV129, XT647 Scout AH.1s AAC 651Sqn
 GT-844 and GT-916 F-100F RDenAF

Soesterberg cont.

Feb. 7: K-4028 NF-5B 316Sqn 24470 T-39A USAF
 8: 70-57 and 71-04 UH-1D WGAF HTG-64
 10: 68-3-1 F-4E (without code) K-4027 NF-5B
 One correction and one addition to last month's movements:
 Nov. 2: 104636 CF-104D was silver and is a new a/c for Europe
 Dec. 16: FT-101 should be FT-01

EIRE

- As already mentioned before the last two CM-170R Magisters were delivered to the Irish Army Air Corps on February 16th. The total CM-170 fleet of the IAAC at the moment is as follows:
 215 c/n 357 d/d 11.8.75 217 c/n 359 d/d 16.2.76
 216 c/n 358 d/d 11.8.75 218 c/n 390 d/d 16.2.76
 These four are ex Austrian AF 'traded' against fixed or rotary wing aircraft sometime in the mid sixties.
 219 c/n 298 d/d 13.11.76
 222 c/n 299 d/d 13.11.76
 Ordered by Belgian Congo during the late 50's as a part of a batch of 4, these 2 got to Brussels and were later returned to Aerospatiale and stored. Total time on each a/c was only six hours.
- Movements at Shannon Int. Airport included:
 Jan. 1: 461 (c/n 4567 C-130H R.Saudi AF (463/4607 on 4-1)
 3: 1603 (c/n 4618) C-130H R.Saudi AF
 7: 130318 (c/n 4124), 130321 (c/n 4191) C-130E CAF
 8: 465 (c/n 4609) C-130H R.Saudi AF
 17: 51-08 C-160D WGAF LTG-61
 18: JDFT-5 (c/n 796) BN.2A-21 Islander Jamacian Defence Force
 (on delivery) 130313 C-130E CAF
 20: 50-98 C-160D WGAF LTG-61 196 SA-316 IAAC
 21: 1601 C-130H R.Saudi AF
 24: 115463 DHC-5 Caribou CAF/UN
 28: 50-91 C-160D WGAF LTG-61 130306 C-130E CAF

FRANCE

- On January 3rd, Concorde F-BVFA landed at Landivisiau. It was escorted by No.101,118,120, three Etendard IVPs of 16F. For this occasion the base was open from 11.00 to 15.00
 Static: No.11 F-8E 12F No.103 Etendard IVP 16F
 No.39 Falcon SRL No.32 Etendard IVM 11F
 Elsewhere on the field: No.1,7,12,22,42 all F-8Es of 12F
 No.3,4,10,14,16,23,33,38 all F-8Es of 14F
 No.1,11,51,52,60,63 all Etendard IVMs of 11F
 No.107,110,115 Etendard IVPs of 16F No.33,41,46,88 MS760s of SRL
 Visiting: 314-YA/17693 T-33A GE.6/314 62-KH/104 N-2501 ET.2/62
- Movements at Lann-Bihoue included:
 Jan. 3: 38470/CA C-135F FAS No.32 Falcon 10 SRL
 5: No.167 Mystere XX ET.1/60 64-PI/43834 DC-6B ET.2/64
 7: No.162/P SA-321G 32F
 10: 92-AN/621, 92-AO/623 Vautour IIB EC.1/92
 17223/23 C-47D 55S No.262 Alouette III34F
 11: 92-AK/615, 92-AR/631, 92-AS/632 Vautour IIB EC.1/92
 F-ZKCU/03 Wassmer WG-13 CEV No.9 F-8E 12F
 14: 314-VB/14230, 314-VR/17552 T-33A GE.3/314
 No.9, 1, 33 F-8E 12F No.32, 15 Etendard 11F
 17: 912-07 PA-31P Nevajo Spanish AF Esc.912 64-IT/92 N-2501
 19: 314-YF/14115 T-33A GE.6/314 64-BG/138 N-2501 ET./364
 F-RAFR/1157 SA-330E GLAM 'Carrousel' No.31 Br.1150 21F
 XV251/51 Nimrod MR.1 RAF Kinloss Wing (till 22-1)
 20: No.160 Alouette II 34F
 21: No.55 Br.1050 (no badge but used ERC call-sign)

Lann-Bihoué cont.

Jan. 21:	2-ZF/261 Mirage IIIBE EC.2/2	1820/F-ZBAN AL.II Prot.Civile
26:	V258 SP-13A Atlantic MLD 321Sqn	No.53 Br.1050 6F
	No.41 Alouette III 22S	No.31 Br.1150 21F
28:	C-10, C-12 F-27M RNethAF 334Sqn	AM/89 Nord 262D ET.1/65
	V254 SP-13A MLD 321Sqn	

-- Accidents during January and February:

- On the 14th, a Jaguar A of EC.11 (from Toul) crashed near Toul. Pilot ejected safely.
- On the 19th, a CM-170R of GE.312 crashed near Luberon (Vaucluse). Both pilots were killed.
- On the 28th, an F-8E Crusader, No.9 of 12F crashed near Plouvorn (10kms from Landivisiau) after engine problems. Pilot ejected safely.
- On the 29th, an Alouette II F-ZBAI/1036 of Protection Civile based at Lann-Bihoué crashed on the sea near Belle-Ile (20kms from Lorient). One crew-member was killed.
- On February 2nd, F-8E No.5 of 14F crashed into sea near Brest. The pilot ejected at 4,000ft and was picked up by an Alouette from Lanveoc Poulmic.

-- The French government and four aviation-related industries (Aerospatiale, Dassault-Breguet, Thomson and Matra) promised to provide financial and technical aid to AAMI, the Arab Authority for Military Industry, a manufacturing consortium set up by Egypt, Saudi Arabia, Qatar and the United Arab Emirates. Two specific projects are envisaged i.e. the manufacture under French license of the Crotale SAM and one of the Mirage tactical fighter variants, probably the M.5 but also the F.1A is a possibility.

In connection with this, Egypt is reported to have ordered 200 Mirages of about \$6 million each, which would seem to point at the F.1A rather than at the cheaper M.5. Egypt has already 50 F.1s on order since 1975, but no deliveries have been made yet, probably because Egypt has no money to pay the aircraft and Saudi Arabia who was expected to provide the necessary funds has not done so in order to be able to pay for its own arms purchases.

SPAIN

- Within 48 hours, three Spanish military aircraft were lost. On 20 January an SF-5 crashed near Salvon in Extremadura, killing its pilot. An unidentified transport a/c, possibly a C-47 Dakota or CASA Azor crashed near Ariva in Valencia the night before, killing all eleven SpAF personnel on board. In the morning of 21 January an unidentified Spanish Navy helicopter crashed off Spain's eastern coast, killing one of the three occupants.

UNITED KINGDOM

-- Movements at Learbruch included:

Oct. 1:	XW203/CE Puma HC.1 RAF 33Sqn	165 F-5A RNoAF
8:	37-03, 39, 51, 95, 38-11, 43, 51, 63, 67, 75	F-4F WGAF JG-71
	11-RF/E31 Jaguar E FAF EC.11	
Nov. 5:	11-RX/A69 and 11-RC/E30 Jaguar A/E FAF EC.11	
	61-MD/F.4 Transall C-160F ET.61	
11:	XW210/CE Puma HC.1 RAF 33Sqn	67952 C-141A USAF
	XL598/871 Hunter T.8 R.Navy	XM597 Vulcan B.2 50Sqn
	84-53 CH-53G WGArmy	C-8 F.27M RNethAF
25:	104740, 747, 749, 762, 795, 892, 896, 815	CF-104Gs CAF 1st CAG
	319-DC/235 MD-312 Flamant FAF	133393 CT-33AN CAF
	31-29, 31-46, 31-91 G-91R WGAF LEKG-43	35-09 RF-4E WGAF AKG-52
30:	SP66-768, 66-793 F-4D USAF 52TFW	
Dec. 10:	34-27, 34-51, 34-54 G-91T WGAF WS-50	MT-31 CM-170R BAF (R.D.)
	104704, 706, 733, 737 CF-104G CAF	59-06 DO-28D WGNavy
29:	XX376, XX413 Gazelle AH.1 R.Marines	LN66-243 F-4D USAF 48TFW

Laarbruch cont.

Dec.29: FX-06, FX-82 F-104G BAF 10Wing CM-02 Mystere XX BAF
 110 (RF-5A), 490 (F-5B) RNoAF XV211 C-130K LTW
 Jan. 2: 46-11/MM61997 C-130H ItAF
 6: 118-AL/3, 118-AL/22 Mirage F.1C FAF K-4010 NF-5B RNethAF
 AR-106, 108, 109, 111, 102 RF-35 RDanAF FC-11 TF-104G BAF
 ST-18, ST-04 SM-260F Marchetti BAF 10928 HH-53 USAF
 AT-152 TF-35 Draken RDanAF Esk.729 85-07 CH-53G Heer
 35-02, 35-32, 35-67, 35-79 RF-4E WGAf AKG-52
 16: UH68-044 F-111E USAF 20TFW 16008 CH-47C USArmy
 17: 10-SR/90, -SQ/22, -SB/18, -SC/21 Mirage IIIC FAF
 61-ZD/86 C-160F FAF ET.61 WR66-751 F-4D USAF 81TFW
 XX507 HS.125 RAF 32Sqn

-- Noted aircraft at R.N.A.Y. Wroughton on February 2nd:

Hangar C3 (for storage):

Sioux AH.1: XT119/- (ex G/662Sqn) XT126/R (ex 3rd Commando Brigade
 Air Squadron) XT132/Q (ex Advanced Rotary Wing Flight)
 XT135/C (ex ARWF) XT137/D (ex ARWF) XT138/- (ex V/ARWF)
 XT143/F (ex ARWF) XT149/H (ex ARWF) XT155/- (ex Westlands
 Experimental Flt.) XT156/- (1RTR badge) XT160/B (ex 654Sqn)
 XT160/B (ex 654Sqn) XT162/- (ex 7FLt) XT167/- (ex 653Sqn)
 XT176/U (ex 3CBAS) XT196/- (ex 659Sqn) XT197/Z (ex 3CBAS)
 XT198/- (ex A/662Sqn) XT199/C (ex 657Sqn) XT209/D (657Sqn)
 XT243/T (ex ARWF) XT847/- (ex F/662Sqn) XW195/- (659Sqn)

Sioux HT.2: XV317/- (ex Z/CFS) for use as instructional airframe

Wasp HAS.1: XS530 (ex 581/CU 706Sqn) XT433, XT784, XT791

XV633/584/CU (ex 706Sqn) All Long-Term-Store

Wessex HAS.1: XS870, XS887/514-PO (ex 772Sqn), XS888/513-PO (ex
 772Sqn)

Whirlwind HAS.7: XN380 (ex 567/CU 705Sqn, with code 58 on nose)

Whirlwind HAR.9: XL839/588-CU (ex Culdrose SAR Flt.)

XL899/587-CU (ex Culdrose SAR Flt.)

XN359/34-ED (ex Endurance Ship Flt; marked "Antartic 76")

XN384/589-CU (ex Culdrose SAR Flt and Lee on Solent lease)

XN386/35-ED (ex Endurance Ship Flt.; marked "Antartic 76")

Hangar D3 (for storage)

Wessex HAS.1: XM326/515-PO (ex 772Sqn), XP157, XS876, XS878
 XP159/047-R (ex Ark Royal SAR Flt.), XS877/516-PO (ex 772Sqn)
 XS885/512-PO (ex 772Sqn)

Wessex HU.5: XT467/WY-VL (ex 707Sqn)

Whirlwind HAS.7: XG596/66 (ex 566/CU 705Sqn)

XN299/758 (ex JWE/Old Sarum; marked 'Iron Chicken')

XN385/RAF Handling Sqn (ex Boscombe Down)

Whirlwind HAR.9: XL898/30-ED (ex Endurance Ship Flt.)

Whirlwind HAR.10: XD182 (202Sqn badge), XJ723 (202Sqn badge)

XJ724 (202Sqn badge), XP300/S (ex 2(A)FTS, for spares recovery)

Wasp HAS.1: XS564/466 (Argonauaght Ship Flt.)

XT419 (Engadine Ship Flt.) XT426, XT429, XT435, XT795,

XV629/614 (ex 614-PO 829Sqn/HQ Flt.)

Hangar D4 (for storage)

Gazelle HT.2: XX451/CU

Gazelle AH.1: XW842 (ex Westlands,

Yeovil and prototype Gazelle) XZ302, XZ305, XZ312

Hangar D2 (for overhauls)

Puma HC.1: XW232 (spares Hulk)

Scout AH.1: XP887/T (ex 3CBAS)

Wasp HAS.1: XT417 (with 3Sqn RNZAF crest) XT418

XT439/500 (ex 500-PO 703Sqn) XT783 (ex Long-Term-Storage)

XV632/426-BK (ex 440-BK Berwick Flt.)

Gazelle AH.1: XW888/C (ex Gazelle Conversion Flight)

Sioux AH.1: XW179/A (ex 657Sqn) XW193 (ex 7Flt.)

Whirlwind HCC.12: XJ435 (ex 32Sqn)

Wessex HC.2: XV730 (ex B/103Sqn) XT603 (ex A/103Sqn)

Wroughton cont.

Hangar C1 (for overhauls and pre-issue)

Gazelle AH.1: XZ292,294,295,297,298,300,301,303,304,307,308,309,
XZ310,311,313,314

Wasp HAS.1: XT785 (ex Long-Term-Storage) and XT787

Sioux AH.1: XT568 (ex Fleetlands)

Whirlwind HAR.9: XL880/35-RD (ex Endurance Ship Flt.) XN306

Hangar D1 (for overhauls)

Wessex HAS.1: XM841/10 (ex 510-PO 772Sqn, cannibalised Hulk)

XM868/517-PO (ex 772Sqn) plus canopy section from XS152

Wessex HAS.3: XM832/76 (ex 576/CU 705Sqn, cannibalised Hulk)

XM842/05 (ex 405/LO London)

Wessex HAS.5: XS489/VK-B, XT485/VT-, XT759/VN-B, XS506/VO- all
ex 848Sqn

Sioux AH.1: XT180, XT214/K (659Sqn badge), XT567, XT800 (ex 664Sqn)

XT819, XT817, XT824 (666Sqn crest), XT838, XT843 (ex Y/666Sqn)

Scout AH.1: XP847 (ex Westlands Experimental Flight at Yeovil)

Whirlwind HAS.7: XK192/60 (ex 560-CU 705Sqn; due for delivery to
Norton House School, Lacock, to be presented on 7/2)

Whirlwind HAR.9: XN309/590 (ex RNEC/Manadon) plus boom of XJ758

Gazelle HT.2: XW845/CU (ex Westlands), XW864, XX431, XX436, XX441

Note: WJ676 Canberra B.2 (ex Colerne Museum)

The airfield is to close in 1981 with the R.N.A.Y. ceasing operation
in 1979 due to the letset Defence cuts.

R.N.A.Y. Fleetlands will overhaul and stored most of the types now
passing through Wroughton.

As of the New Year the Gazelles will be delivered direct from West-
lands to Fleetlands for pre-service inspection and overhaul.

-- The first 2 Jaguar Internationals have been delivered to the Ecuad-
orian Air Force. These are the first of a substantial order and are
expected to be delivered early in March.

-- No.214Sqn with Victors at Marham disbanded on 28th January 1977.

-- Movements at Brize Norton included:

Dec. 6: 301-03/T-10-3 C-130H Spanish AF 5-8543 C-130E IIAF

7: XW302/T, XW331/W J.Provost T.5B 6FTS 142 C-130B Jordanian AF

17: NAF913, NAF914 C-130H Nigerian AF (NAF910 & 911 on 4-1)

Jan. 7: 5-8532 and 5-8539 C-130E IIAF

9: 18015 U-21A USArmy

10: KAF318 L-100 Kuwait AF

12: KAF320 and 321 DC-9/C-9 Kuwait AF 5-8513 C-130E IIAF

1252/SU-AVA (c/n 8210) AN123 EgyptAF 1212 C-130H Abu Dhabi AF

551 (001) BAC.111-475 Sultan&Oman AF 50-52 C-160D WGAFLTG-53

17: NAF-912 and NAF-915 C-130H Nigerian AF (also on 20.1)

20: 1211 C-130H Abu Dhabi AF 5-8538 C-130H IIAF

XM647 Vulcan B.2 RAF 9Sqn XV184 C-130K LTW/2420CU

XW207/CD Puma HC.1 Paratroop Training School (Detachment)

22: XW229/DB Puma HC.1 PTS Detachment

23: NZ7002 C-130H Royal New Zealand AF 5-8525 C-130E IIAF

Feb. 2: XV220 C-130K PTS Detachment 5-8545 C-130E IIAF

1212 C-130H Abu Dhabi AF 130312 C-130E CAF

By the 2/2 all RNZAF Andovers had departed: NZ7620 - NZ7629 ex RAF
XS599, XS600, XS602, XS604, XS608, XS611, XS612, XS613, XS638, XS645.

-- Again the Air Tattoo at Greenham Common will be the biggest event
on military aviation in Europe for this year.

Over 200 aircraft from 20 different air arms are already known to
appear. The Royal Air Force will be leading the displays with an im-
pressive list of teams and aircraft, incl. the aerobatic team "The
Red Arrows" which will give its record breaking 1,000th performance.
at the Tattoo. Other participating aerobatic teams will include a for-
mation of Northrop F-5s from R.Norwegian AF and a team of Cessna T-37s
of the Portuguese AF.

-- Movements at Manston included:

Oct. 1: F-UKCG/63-12735 C-135F FAF (circuits)
 6: F-UKCK/63-12739 C-135F FAF (circuits)
 11: 84-09 CH-53G WGArmy HFWS
 12: 31-68 and 32-68 G-91R WGAF LKG-41 OT-ACS Alculette II B.Army
 14: F-MASS and F-MASG/24585 O-1A Bird Dog Fr.Army
 17: 34-25 G-21T WGAF LKG-41
 21: OTA-LE/B-05 BN.2A Islander Belg.Army (and B-04 on 19/10)
 84-17 CH-53G WGArmy HFWS XT661 Viscount
 29: F-UKCE/63-8474 C-135F FAF (circuits)
 Nov. 2: D-9567 Canberra B.2 WGAF
 12: XX914 BAC.111 RAE Farnborough
 16: WL679 Varisty T.1 RRE Pershore 71-62 UH-1D WGAF FBSS
 25: 35-06, 35-86 RF-4E WGAF AKG-51 59-15, 59-16 DO-28D WGNavy
 26: XS886 Wessex HAS.1 R.Navy 771Sqn
 Jan. 18: MT-4 CM-170R (with three others) BAF XR140 Argosy
 24: XM575 Vulcan B.2 (emergency landing)
 28: XV483/O, XV475 Phantom FGR.2
 31: MT-4 and MT-27 CM-170R BAF
 RAF Manston residents: No.1AEF: Chipmunk T.10: WB569, WG458, WZ845
 "E"Flight 22Sqn (SAR): Wessex HAR.2: XR501 and XR588
 Gate-guardians: TB752 (7279/7256M) Spitfire LFXVie
 WE168 Canberra PR.3 (ex 2310CU) XH764(7972M) Javelin FAW.9 displayed as XA639/A of 87(F)Squadron
 Fire dump: WK914/Y Meteor F.8 (85Sqn) WF443 Varsity T.1 (5FTS)
 WF371/S Varsity T.1 (5FTS, arrived 4.10.76) XA829 Javelin FAW.6
 WJ910/S Varsity T.1 (6FTS) XH590 Victor K.1A (55Sqn)
 XH650 Victor K.1A (214Sqn) XH616 Victor K.1A (57Sqn)
 XH483 Vulcan B.1A WV268 Hunter F.4
 plus a Canberra B.2 and a Whirlwind Mk.10

-- Movements at Northolt included:

Nov. 22: OTA-LH/B-08 BN.2A Islander Belg.Army
 23: XV270 Beaver AH.1 6Flt
 24: CH-10 C-130H BelgianAF (and CH-03 on 15-12)
 25: CF-02 Merlin IIIA BAF (CF-03 on 9-12, CF-05 on 7-1)
 26: XV666/CU-598 Sea King HAS.1 Royal Navy 706Sqn
 27: CS-02 and CS-03 HS.748 BAF 15Wing XX367 Britannia A&AEE
 Dec. 1: WM735/CU-578 Sea Prince R.Navy 750Sqn
 2: 131611 C-119B USNavy NAF Keflavik 50-90 C-160D WGAF LTG-63
 3: 01275 C-130E USAF 317TAW
 8: 50-87 C-160D WGAF LTG-63 (51-15 of LTG-61 on 13-12)
 21: 64-IV/177 N-2501 FAF ET.1/64 59-01 DO-28D WGAF FBSS
 Jan. 9: 22262 C-12A USArmy HQ USAREUR 904 Navajo Fr.Navy
 11: 46-05/MM61991 C-130H ItAF
 12: 18010 U-21A USArmy Berlin Brigade 51-02 C-160D WGAF LTG-61
 17: XT416/442 Wasp HAS.1 R.Navy 529Sqn "Zulu Flight"
 18: 62-KB/101 N-2501 FAF ET.1/62
 21: XP547 Jet Provost T.4 RAF TWU
 XT770, XT487 Wessex HU.5 Royal Navy 781Sqn
 22: XS520/VL-VO, XT449/VL-VS Wessex HU.5 Royal Navy 781Sqn
 23: 11-01 and 11-03 C-140 WGAF FBSS
 24: 430 Viscount V-794 Turkish AF
 27: XS120/CU520, XS589/CU523, XS886/CU527, XS882 Wessex HAR.1 RN
 28: 72-21518 UH-1H USArmy
 Feb. 1: C-12 F-27M RNethAF 334Sqn

UNITED STATES of AMERICA

-- According to the highly respected Brooking Institute the USA have used armed forces on 215 occasions since the end of WW2 to intimidate foreign countries. The Korea and Vietnam wars were excluded from the research project on a Pentagon contract. Usually no shots were fired.

One of the earliest incidents was a mission of six B-29s 'menacingly' near the Yugoslavia border in 1946, after a US aircraft had been shot down by Yugoslavia.

Not reported were recent incidents such as the emergency deployment of Phantoms to Korea after a border incident in August 1976 or the deployment of Orions to Kenya after the Israeli raid on Entebbe on 3 July 1976, the more recent (December 1976) 'demonstration' of USMC Harriers in Kenya as well as the steaming up towards Uganda of the USS Enterprise caused by Idi Amin's behaviour towards Americans in Uganda (late February).

-- The Congressional General Accounting Office complained recently that at times only 25% of the USMC Harriers are combat ready. According to HSA this is due to a spares shortage, which in turn is due to the fact that sometimes as much as twice the number of sorties than envisaged for a given period is flown. As they put it: 'It is a problem which has come about simply because the a/c is so good and can respond better than the Americans first thought'. And they didn't exaggerate. In a recent exercise Harrier-pilots 'shot-down' six out of 16 Tomcats. In a similar exercise in the Mediterranean this time with French aircraft all Tomcats returned safely with high 'kill-scores' on their attackers.

-- Movements at Aviano included:

Jan. 8: AR65-935, AR66-430 RF-4C 10TRW LN65-753 F-4D 48TFW
RS68-497, RS68-452 F-4E 86TFW 64-973 F-4C (no code)
9: 70021 C-141A 438MAW
16: AR66-433, AR66-478 RF-4C 10TRW 51-03, 04, 05 F-104S ItAF
19: Delivery of three Buckeye T-2Es to the Greek AF: 160096, 160097 and 160098
22: TJ63-620 F-4C, AR65-906 RF-4C, SP66-768 F-4D, LN65-688 F-4D, RS74-055 F-4E and HR74-628 F-4E 24470 T-39A
60166(438), 70016(437) and 60152 all C-141As

Arrived on January 8 and were still present on January 29:
WR65-684, 702, 714, 736, 778, 781, 66-553, 559, 566, 568, 579, 610, 629, 667, 676, WR66689, 694, 708 and 66-789 all F-4Ds of 81TFW
ZR68-550, 553, 556, 557, 560, 562, 565, 568, 602, 605, 606, 611, 69-350, 364, ZR69-370, 372 and 69-374 all RF-4Cs of 26TRW
The four T-33As at Aviano in August were on delivery to the Yugoslavian AF (reported in BAP).

-- As expected, president Carter is considering a series of defence cuts for the fiscal year 1978, the Rockwell B.1 being high on the list. There is proposed reduction in aircraft to be bought in 1978 from 8 to 5 and additionally from 19 to 14 in 1979.

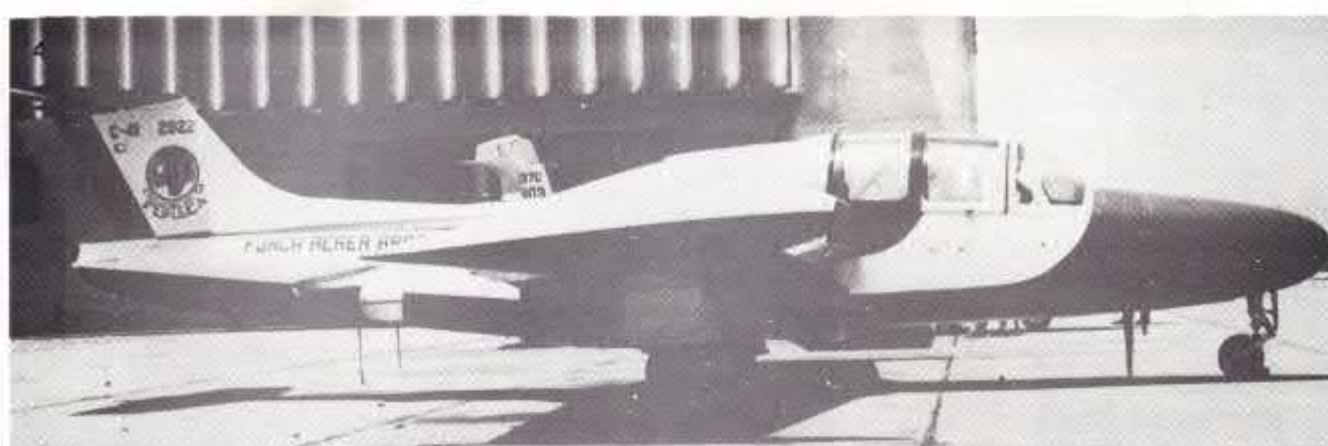
Proposed cuts also include:

- Boeing E-3A AWACS - 4 a/c to be bought instead of 6
- McDonnell-Douglas F-15 Eagles - production being pegged at 6 per month rather than advanced to 9
- LTV A-7 Corsair II production to end rather than a further six aircraft to be produced.
- Hughes AH-64 Advanced Attack Helicopter to be halved - from 200 million dollars to 100 million dollars
- US Marine Corps F-4 Squadrons to be cut from 12 to 9

-- So far 24 F-4D aircraft at Lakenheath (5.2) have had their tail codes removed ready for returning to the USA. They are as follows:

40973, 40977, 50644, 50646, 50659, 50674, 50682, 50683, 50689, 50699, 50701, 50704, 50721, 50735, 50737, 50739, 50779, 50794, 60227, 60273, 60283, 67487, 67496, 67504

On January 29 no less than 11 F-5E Tigers diverted to Lakenheath due to a crash of another F-5E on the runway at Alconbury. The aircraft 01555, caught fire after its nose-wheel collapsed. The pilot escaped safely.





The a/c involved were: 01533, 01534, 01535, 01542, 01544, 01548, 01549, 01551, 01553, 01554, 01560 all F-5Es of 527TFTAS
The first F-111Fs for 48TFW are expected to arrive on March 4th and the first F-4Ds are to leave on March 12th.

-- Movements at Mildenhall included:

Jan. 5: 60172, 50277 C-141A 63MAW 90017 C-5A 60MAW
80107(96BW), 50277(42BW), 91494(384ARW) all KC-135As
7: 17958 SR-71A 9SRW
10: 80056 KC-135A 92BW
12: 80027 KC-135A 19BW
16: 00446 C-5A 60MAW
18: 158571/LN-46 P-3C Orion USNavy 60143 C-141A 63MAW
156530/LQ-11 P-3C Orion USNavy
20: 23563(301ARW), 80024(305ARW) both KC-135As
21: 158565/LN-41 P-3C Orion USNavy
23: 153424/LE-1 P-3B Orion USNavy
26: 63608(11ARS), 10317(410BW), 72590(68BW) all KC-135As
27: 00328(416BW), 37992(2BW) both KC-135As
29: 4X-FBA/102 C-130E Israeli AF 71433 KC-135A 28BW
72589 VC-135 HQ SAC 21828 C-130E
30: 140997 C-131F NAS Rota
Feb. 1: 158570/LN-45 P-3C Orion USNavy 141011 C-131F (back to USA)
2: 76-0172 C-12A USAF
3: 80098(5BW), 23560(509BW), KC-135As 00345 KC-135Q 380BW
4: 23-06, 23-25 F-104G WGNavy MFG-2
7: 10956 C-130B 433TAW AFRES
12: 63600(2BW), 38029(305BW) KC-135As 37839 C-130E 314TAW
80099, 80125, 80094, 00335 KC-135Q 100ARW 80049 KC-135Q 380BW
C-130 rotation at Mildenhall: 317TAW with C-130Es
37807, 37809, 40502, 40531, 40537, 10941, 10942, 10946, 10947, 96566, 01261, 01264, 01269, 01272, 01274 plus one.

-- The 72 Eagles for the 36TFW will be an addition to the USAF in Europe. They will replace the Phantoms of two out of three (22, 55, 525TFSs) squadrons at Bitburg. Some Phantoms of these squadrons have already been noted with HR and RS codes. Probably all F-4Es of these two units will go to Hahn and Ramstein as at these bases two brand-new units were formed recently. At Ramstein 512TFS was activated in November and was equipped with F-4Es and at Hahn 313TFS was activated also with F-4Es.

A third brand-new USAFE unit in Germany is 480TFS at Spangdahlem with F-4Ds. This unit was necessary to house all surplus F-4Ds of the 10TFS/50TFW which were replaced by fiscal year 74 F-4Es.

-- After considerable discussion, the U.S. Coastguard ordered 41 Dassault-Breguet Falcon 20s on January 7th. They will replace their HU-16s and are to operate in a wider maritime patrol role.
The USMC ordered 4 KC-130R. This a new tanker/transport version.
The USArmy ordered 20 more UH-1H helicopters, deliveries to start early 1978. All are due for Foreign Military Sale.
The USMC ordered 15 more AH-1T Improved Sea Cobras, to be delivered between July 1978 and April 1979. 25 TOW missile equipped UH-1Ts are now on order for the USMC, which still has 67 earlier AH-1Js on it's inventory.

-- Last month's Flight International contains an advertisement by the USAF offering for sale 64 T-29 aircraft. Also mentioned are aircraft soon to be offered for sale, these being: H-34, H-43, H-23, H-19 helicopters; C-46, C-54, C-97 and C-121 transport aircraft.
The preservation movement could have a "Field day" here.

-- The two DHC UV-18A Twin Otters ordered by the USArmy for use by the

1st and 2nd Scout Batalions of the Alaskan Army National Guard were formerly delivered at Downview on 22 October.

WORLD WIDE ----- WORLD WIDE

EGYPT: The Egypt Air Force is reported to have following aircraft on strength:

- Interception: 108 MIG-21MF, 24 MIG-23 Flogger B and 38 Mirage IIIE
- Air Superiority: 150 MIG-21PFM & PF and 44 Mirage F.1 on order
- Attack: 18 MIG-23 Flogger D, 150 MIG-17, 100 MIG-21F, 60 SU-7 and 48 SU-20
- Bombing: 25 TU-16 and ? IL-18
- Transport: 20 AN-12, 40 IL-14 and 4 Hercules
- Training: 200 Gomhouria, 100 L-29 and ? SU-7U
- Helicopters: 70 Mi-8, 28 Commando, 12 Mi-4, 42 SA342 and 10 SeaKings

FINLAND: A Finnish Air Force Magister crashed at Rissala Apt. an air base near Kuopio on 13 January. Both pilots were killed.

HONDURAS: The US Government protested the sale of six Dassault Super Mystere B.1s, re-engined by Pratt&Whitney turbojets salvaged from s.o.c. Skyhawks, to the Honduras air force by Israel.

They say that use of US engines may be contrary to the original purchase conditions. Israel answered that they had obtained permission to sell American parts from "those involved", presumably the manufacturer(s) but not the government.

Honduras is negotiating to buy six more "souped up" Super Mysteres. It was later reported that the USA accepted Israel's assurance that no further sales of this type were planned.

JAPAN: Within a short time a decision can be expected in the AEW-program.

The plans of the Air Force call for 15 Grumman E-2C Hawkeyes. Due to the high costs this plan meets much protests but after the landing of the Russian MIG-25 in Japan this protest faded away.

Although the Russian fighter was spotted in good time, the two Phantoms sent to intercept were unable to do so. This was not due to lack of speed but to the mediocre performance of the tracking radars and fighter guidance-systems located both on the ground and in the aircraft.

For 26 minutes the MIG-25 has been flying at low altitude, probably also using ECM eluded detection by the Japanese surveillance systems until it appeared at Hokodate airport.

This unsavoury experience will almost certainly cause a re-organization and re-equipping of the Japanese defence systems.

A decision in the F-X program has been reached recently. The Air Force selected the F-15 Eagle. The long term plans see five F-15 squadrons with a total of 123 a/c. The first being deployed in April 1981.

KENYA: USMC Harriers operating from a carrier in the Indian Ocean participated in Independence Day Celebrations on 12 December, demonstrating the USA's continuing military support of Kenya. The KAF has twelve F-5Es on order and is willing to provide extensive naval facilities in Mombasse port. At present the USNavy is welcome in no other port on Africa's Indian Ocean coast and has only one base in the whole Indian Ocean i.e. on Diego Garcia island, which is British property.

KOREA: Delivery of Korean AF OV-10 aircraft is rumoured to be going to take place via Keflavik and Mildenhall.

MOCAMBIQUE: An air force is currently being formed with Portuguese help; 8 N-2501s, 2 C-47s and 2 Alouette IIIs were taken over from the Portuguese Air Force.

PORTUGAL: Two Lockheed C-130H Herclues have been ordered by the PAF. This order brings 41 the number of countries that have ordered this aircraft.

SULTAN of MUSCAT: The SMOAF is intending to sell some or all of it's fleet of BAC Strikemasters. Four are belived to have been offered to Singapore and an unknown number are being considered for sale to other customers.

TURKEY: A TAF C-47 Dakota crashed in southwest Turkey on 19 January, killing seven occupants.

THE BELGIAN AIR FORCE (part 7)

by Frank Klaassen with thanks to V.Kenens
and 1Sgt.Maj.Moerman.

This first example of the Lockheed F-104 Starfighter entered service in 1963: in April No.350 Squadron converted, soon followed by 349. The Starfighter, 112 of which were delivered (100 single-seaters and 12 duals) replaced three different types, namely the Canucks of the 1st Wing, the Thunderstreaks of the 10th Wing (in '64, resutling in the de-activation of No.27Sqn) and the Hunters of the 7th Wing; the latter unit was disbanded.

The T-Birds, releaved from their training mission since the start of the Dutch-Belgian training course, went to Chievres to form a special instrument-flying unit.

Aircraft of the Belgian Air Force

Some corrections and additions concerning the Spitfire lists as published in Nos.73 and 74 have come to light; printed below is a more complete record of the Mk.9 trainer version:

Reg.	ex RAF	d/d	notes	Reg.	ex RAF	d/d	noted
SM-1	PL349	11.8.47		SM-27	RK189		w/o 22.11.51
SM-2	MJ353	17.8.47	w/o 17.5.50	SM-28	MK153		
SM-3	PT887	17.8.47	w/o 11.7.50	SM-29	MK912	ex Klu	H-59 d/d 6.52
SM-4	PL190	17.3.48		SM-30	MH485	ex Klu	H-51 d/d 6.52
SM-5	TE520		w/o 14.2.52	SM-31	MH205	ex Klu	H-52 d/d 7.52
SM-6	EN568			SM-32	MH424	ex Klu	H-53 d/d 8.52
SM-7	EN123		w/o 18.7.51	SM-33	MH439	ex Klu	H-56 d/d 8.52
SM-8	PL149	26.8.47	w/o 16.10.48				w/o 13.1.54
SM-9	MJ421	26.8.47	w/o 4.8.50	SM-34	MH309	ex Klu	H-57 d/d 10.52
SM-10	TA855	26.8.48	w/o 14.12.51	SM-35	MJ714	ex Klu	H-67 d/d 1.53
SM-11	MJ244	2.9.47		SM-36	NH238	ex Klu	H-60 d/d 1.53
SM-12	MH966	2.9.47	w/o 2.9.47				to 00-ARE
SM-13	PT643	22.10.47		SM-37	MK923	ex Klu	H-61 d/d 2.53
SM-14	MJ332	18.11.47					to 00-ARF
SM-15	MJ383			SM-38	MH725	ex Klu	H-63 d/d 3.53
SM-16	PT853	25.5.48		SM-39	NH188	ex Klu	H-64 d/d 3.53
SM-17	PT644	1.7.48					to 00-ARC
SM-18	ML423	10.7.48		SM-40	MH415	ex Klu	H-65 d/d 3.53
SM-19	MJ482	10.7.48					to 00-ARD
SM-20	PL224	10.7.48	w/o 1.9.52	SM-41	MH434	ex Klu	H-68 d/d 3.53
SM-21	MK577						to 00-ARA
SM-22	MJ559	24.8.47		SM-42	MJ893	ex Klu	H-69 d/d 6.53
SM-23	MJ617	1.9.48	w/o 25.6.52				w/o 6.5.54
SM-24	MK777			SM-43	MK297	ex Klu	H-55 d/d 9.53
SM-25	TA836						to 00-ARB
SM-26	PV189	25.11.48	w/o 25.6.52				
SM-44 up to SM-48 are MH153, MH577, RK851, PT853, MH777 but not in that sequence.							

Note 1: The registrations SM stood for Spitfire Merlin.

Note 2: SM-29 to 43 had Fokker serial-numbers B-T to 15.

A few additional remarks to the Spitfire Mk.14 list:

- the following aircraft crashed:

SG-7 15.3.51	SG-20 16.1.48	SG-30 10.8.51	SG-41 30.4.48
SG-9 12.5.50	SG-21 19.2.48	SG-31 5.10.50	SG-42 4.7.50
SG-11 5.8.53	SG-24 27.12.50	SG-33 5.6.51	SG-43 29.2.51
SG-12 5.1.50	SG-26 10.4.52	SG-35 5.6.51	SG-47 9.8.51
SG-14 8.9.52	SG-27 31.7.52	SG-37 14.1.49	
SG-16 3.7.50	SG-28 17.3.48	SG-38 24.2.52	

- the following were Spitfires FR.14E: SG-1,3,9,16,22,25,30,31,34,40,44, SG-45 and SG-50

- Delivery date of SG-39 was 23.4.48
- The registration SG stood for Spitfire Griffon

F-84E THUNDERJET

21 aircraft were delivered:

FS-1	50-1819	FS-8	51-9603(?)	FS-15	51-9602
FS-2	50-1826	FS-9	51-9605	FS-16	51-9606
FS-3	50-1825	FS-10	51-9608	FS-17	51-9599
FS-4	50-1813	FS-11	51-9609	FS-18	51-9613
FS-5	51-9601	FS-12	51-9559	FS-19	51-9614
FS-6	51-9607	FS-13	51-9573	FS-20	51-9616
FS-7	51-9581 code 3R-0	FS-14	51-9579	FS-21	51-9615

HAWKER HUNTER Mk.6

IF-1	c/n 8745	sold to Hawker in 1964 as G-9-187 to India AF as F.56A
IF-2	c/n 8746	sold to Hawker in 10/64 as G-9-107 to India AF as F.56A
IF-3	c/n 8747	
IF-4	c/n 8748	sold to Hawker in 12/54 as G-9-124 to India AF as F.56A
IF-5	c/n 8749	
IF-6	c/n 8750	sold to Hawker in 10/64 as G-9-70 to Iraqi AF as F.59
IF-7	c/n 8751	sold to Hawker in 3/65 as G-9-154 to India AF as F.56A
IF-8	c/n 8752	sold to Hawker in 10/64 as G-9-127 to Iraqi AF as F.59
IF-9	c/n 8753	sold to Hawker in 12/64 as G-9-133 to Iraqi AF as F.59
IF-10	c/n 8754	sold to Hawker in 3/63 as G-9-71 to Iraqi AF as F.59
IF-11	c/n 8755	sold to Hawker in 11/62 as G-9-97 to Iraqi AF as F.59
IF-12	c/n 8756	
IF-13	c/n 8757	sold to Hawker in 12/64 as G-9-128 to India AF as F.56A
IF-14	c/n 8758	sold to Hawker in 11/62 as G-9-72 to Iraqi AF as F.59
IF-15	c/n 9759	
IF-16	c/n 8760	sold to Hawker in 12/64 as G-9-123 to India AF as F.56A
IF-17	c/n 8761	sold to Hawker in 1/65 as G-9-158 to India AF as F.56A
IF-18	c/n 8762	sold to Hawker in 1/65 as G-9-148 to India AF as F.56A
IF-19	c/n 8763	
IF-20	c/n 8764	sold to Hawker in 4/63 as G-9-73 to Iraqi AF as F.59
IF-21	c/n 8765	sold to Hawker in 5/63 as G-9-74 to Iraqi AF as F.59
IF-22	c/n 8766	sold to Hawker in 10/64 as G-9-108 to Iraqi AF as F.59
IF-23	c/n 8767	
IF-24	c/n 8768	sold to Hawker in 3/63 as G-9-75 to Iraqi AF as F.59
IF-25	c/n 8769	sold to Hawker in 2/65 as G-9-162 to Iraqi AF as F.59A
IF-26	c/n 8770	sold to Hawker in 12/62 as G-9-76 to Kuwait AF as F.57
IF-27	c/n 8771	sold to Hawker in 4/63 as G-9-77 to Iraqi AF as F.59
IF-28	c/n 8772	sold to Hawker in 4/63 as G-9-78 to Iraqi AF as F.59
IF-29	c/n 8773	
IF-30	c/n 8774	
IF-31	c/n 8775	sold to Hawker in 1/65 as G-9-120 to Iraqi AF as F.59A
IF-32	c/n 8776	sold to Hawker in 12/62 as G-9-100 to Iraqi AF as F.59
IF-33	c/n 8777	
IF-34	c/n 8778	sold to Hawker in 10/62 as G-9-96 to Lebanon AF as T.66C
IF-35	c/n 8779	
IF-36	c/n 8780	sold to Hawker in 3/65 as G-9-141 to India AF as F.56A
IF-37	c/n 8781	sold to Hawker in 12/62 as G-9-79 to Kuwait AF as T.67
IF-38	c/n 8782	w/o 26.2.59
IF-39	c/n 8783	
IF-40	c/n 8784	
IF-41	c/n 8785	sold to Hawker in 11/62 as G-9-80 to Kuwait AF as F.57
IF-42	c/n 8786	
IF-43	c/n 8787	sold to Hawker in 12/64 as G-9-117 to India AF as F.56A (shot down by a MIG-19 of the Pakistan AF on 5.12.71)
IF-44	c/n 8789	sold to Hawker in 11/64 as G-9-106 to Chile AF as F.71
IF-45	c/n 8790	
IF-46	c/n 8791	
IF-47	c/n 8792	

IF-48 c/n 8793 sold to Hawker in 11/62 as G-9-81 to Iraqi AF as F.59
 IF-49 c/n 8794
 IF-50 c/n 8795 sold to Hawker in 3/65 as G-9-134 to India AF as F.56A
 IF-51 c/n 8796 sold to Hawker in 3/63 as G-8-82 to Iraqi AF as F.59
 IF-52 c/n 8797 sold to Hawker in
 IF-53 c/n 8958 sold to Hawker as G-9-186 (training airframe)
 IF-54 c/n 8959 sold to Hawker in 3/65 as G-9-116 to Iraqi AF as F.59A
 IF-55 c/n 8802
 IF-56 c/n 8803 sold to Hawker in 12/62 as G-9-101 to Kuwait AF as T.67
 IF-57 c/n 8804
 IF-58 c/n 8805 w/o 21.4.58
 IF-59 c/n 8806 sold to Hawker in 10/64 as G-9-125 to Iraqi AF as F.59A
 IF-60 c/n 8807 sold to Hawker in 12/64 as G-9-145 to Lebanon AF as T.66C
 IF-61 c/n 8960
 IF-62* c/n 8812
 IF-63 c/n 8813
 IF-64 c/n 8814 sold to Hawker in 3/65 as G-9-142 to India AF as F.56A
 (shot down by a MIG-19 of the Pakistan AF on 4.12.71)
 IF-65 c/n 8815
 IF-66 c/n 8816 sold to Hawker in 12/64 as G-9-138 to India AF as F.56A
 IF-67* c/n 8817
 IF-68 c/n 8967 sold to Hawker in 12/62 as G-9-83 to Iraqi AF as F.59
 IF-69 c/n 8968 sold to Hawker in 1/65 as G-9-129 to Kuwait AF as F.57
 IF-70 c/n 8969 sold to Hawker in 11/65 as G-9-160 to Kuwait AF as F.57
 IF-71 c/n 8822 sold to Hawker in 3/65 as G-9-151 to Iraqi AF as F.59A
 IF-72 c/n 8823 sold to Hawker in 3/65 as G-9-150 to Iraqi AF as F.59A
 IF-73 c/n 8824
 IF-74 c/n 8825 sold to Hawker in 10/64 as G-9-109 to Iraqi AF as F.59A
 IF-75 c/n 8826 sold to Hawker in 10/62 as G-9-84 to Iraqi AF as F.59
 IF-76 c/n 8827
 IF-77* c/n 8831 sold to Hawker in 12/64 as G-9-118 to India AF as F.56A
 IF-78 c/n 8832 sold to Hawker in 2/65 as G-9-163 to India AF as F.56A
 IF-79 c/n 8833 sold to Hawker in 10/62 as G-9-85 to Iraqi AF as F.59
 IF-80* c/n 8834 sold to Hawker in 10/62 as G-9-86 to Iraqi AF as F.59
 IF-81 c/n 8835
 IF-82 c/n 8836 sold to Hawker in 3/65 as G-9-146 to India AF as F.56A
 IF-83 c/n 8837
 IF-84 c/n 8842 sold to Hawker in 10/62 as G-9-87 to Iraqi AF as F.59
 IF-85 c/n 8843 sold to Hawker in 3/65 as G-9-139 to India AF as F.56A
 IF-86 c/n 8844 sold to Hawker in 10/64 as G-9-110 to Lebanon AF as F.70
 IF-87 c/n 8845 sold to Hawker in 2/65 as G-9-149 to Iraqi AF as F.59A
 IF-88 c/n 8847 sold to Hawker in 3/63 as G-9-88 to Iraqi AF as F.59
 IF-89 c/n 8848 sold to Hawker in 3/65 as G-9-161 to India AF as F.56A
 IF-90 c/n 8849
 IF-91 c/n 8852 sold to Hawker in 3/65 as G-9-122 to India AF as F.56A
 IF-92 c/n 8853
 IF-93 c/n 8854 sold to Hawker in 10/64 as G-9-126 to Iraqi AF as F.59A
 IF-94 c/n 8855 sold to Hawker in 11/62 as G-9-98 to Iraqi AF as F.59
 IF-95 c/n 8860 w/o 28.4.60
 IF-96 c/n 8861 sold to Hawker in 10/64 as G-9-121 to Lebanon AF as F.70
 IF-97 c/n 8862 sold to Hawker in 5/63 as G-9-89 to Iraqi AF as T.6
 IF-98 c/n 8863 sold to Hawker in 12/64 as G-9-137 to India AF as F.56A
 IF-99 c/n 8864 sold to Hawker in 1/65 as G-9-135 to Iraqi AF as F.59A
 IF-100 c/n 8865
 IF-101 c/n 8866 sold to Hawker in 10/64 as G-9-114 to Lebanon AF as F.70
 IF-102 c/n 8872 w/o 17.9.58
 IF-103 c/n 8873
 IF-104 c/n 8874 sold to Hawker in 1/65 as G-9-130 to Lebanon AF as F.56A
 IF-105 c/n 8875 w/o 25.1.60
 IF-106 c/n 8876 sold to Hawker in 11/64 as G-9-104 to Chile AF as F.71
 IF-107 c/n 8878 sold to Hawker in 4/65 as G-9-90 to Iraqi AF as F.59
 IF-108 c/n 8879 sold to Hawker in 10/64 as G-9-105 to Chile AF as F.71

IF-109 c/n 8880
 IF-110 c/n 8882 sold to Hawker in 2/65 as G-9-147 to India AF F.56A
 IF-111 c/n 8883 ..
 IF-112 c/n 8884 sold to Hawker in 12/64 as G-9-119 to Lebanon AF as T.66C
 IF-113 c/n 8885 sold to Hawker in 10/64 as G-9-115 to India AF as F.56A
 IF-114 c/n 8886 sold to Hawker in 10/62 as G-9-91 to Iraqi AF as F.59
 IF-115 c/n 8892 sold to Hawker in 1/65 as G-9-152 to India AF as F.56A
 IF-116 c/n 8893 sold to Hawker in 1/65 as G-9-140 to India AF as F.56A
 IF-117 c/n 8894 sold to Hawker in 12/64 as G-9-143 to India AF as F.56A
 IF-118 c/n 8895
 IF-119 c/n 8896
 IF-120 c/n 8897 sold to Hawker in 1/65 as G-9-136 to India AF as F.56A
 IF-121 c/n 8898
 IF-122 c/n 8902 sold to Hawker in 12/62 as G-9-92 to Iraqi AF as F.59
 IF-123 c/n 8903 sold to Hawker in 1/65 as G-9-144 to India AF as F.56A
 IF-124 c/n 8904 sold to Hawker in 10/64 as G-9-113 to India AF as F.56A
 IF-125*c/n 8905
 IF-126 c/n 8909 sold to Hawker in 11/62 as G-9-93 to Iraqi AF as F.59
 IF-127 c/n 8910 sold to Hawker in 2/65 as G-9-157 to India AF as F.56A
 IF-128 c/n 8911 sold to Hawker in 12/64 as G-9-131 to India AF as F.56A
 IF-129 c/n 8912 sold to Hawker in 11/64 as G-9-102 to Lebanon AF as F.70
 IF-130 c/n 8913
 IF-131*c/n 8914 sold to Hawker in 11/64 as G-9-111 to India AF as F.56A
 IF-132 c/n 8915 sold to Hawker in 1/65 as G-9-132 to India AF as F.56A
 IF-133 c/n 8922
 IF-134 c/n 8923
 IF-135 c/n 8924 sold to Hawker in 2/65 as G-9-153 to Iraqi AF as F.59A
 IF-136 c/n 8931
 IF-137 c/n 8932 sold to Hawker in 12/64 as G-9-156 to India AF as F.56A
 IF-138 c/n 8933 sold to Hawker in 12/64 as G-9-155 to Iraqi AF as F.59A
 IF-139 c/n 8940
 IF-140 c/n 8941 sold to Hawker in 5/63 as G-9-94 to Iraqi AF as F.59
 IF-141 c/n 8942 sold to Hawker in 10/64 as G-9-103 to Chile AF as F.71
 IF-142 c/n 8949 sold to Hawker in 11/62 as G-9-95 to Iraqi AF as F.59
 IF-143 c/n 8950 sold to Hawker in 2/63 as G-9-99 to Iraqi AF as F.59
 IF-144 c/n 8951 sold to Hawker in 10/64 as G-9-112 to India AF as F.56A

Note: * means Red Devils aircraft

.....

ADVERTISEMENTS

NEW: Now available in the Netherlands is the brandnew Aircraft-magazine AVIATION PHOTO SERVICE, with military and civil aviation photographs/slides, news, registers and movements.
 For free specimen copy to: Aviation Photo Service, Papaverstraat 13, ALBLASSERDAM, Netherlands
 AVIATION PHOTO SERVICE wants: movements-correspondence, news, b/w negs for change, KODAK-slides for change and all-side information.
 Send your contribution to: Aviation Photo Service, van Alphenstraat 1, PAPENDRECHT, Netherlands
 WANTED: A fanatic spotter who likes to join me on my trip through Southern England during the period June 19th till July 3rd or August 7th till August 21st. Plans are to visit as many airfields as possible. Costs will be shared fifty-fifty.
 If you are interested please contact: Paul van Oers, Ruisdaalbaan 92, Eindhoven 4502, Netherlands.
 WANTED: Correspondents in Germany to exchange b&w negs of military aircraft. Please writo to: Piet Druif, Kwartelstraat 37, Hengelo(O), Netherlands
 MEETING: Squadron Spotter 04/33 and Brittany Air Spotter Group organize an spotter exchange in July. For further details please contact: Ronau Peoch, 1 Rue Cdt. Groix, 29220 Landerneau, France.

THE RAF MUSEUM at HENDON

by J.P.van Kempen

During my summer-holidays in Great Britain, I paid a visit to one of the most well-known Aircraft Museums in Europe, if not in the world: the RAF Museum. This museum is situated in two fiftyfive-year-old hangars at RAF Hendon.

RAF Hendon or Hendon Aerodrome as it was called in the grey days of its birth, is to be found in Greater London, some 15km NW of the City's busy heart. Hendon has never taken a very active role in the RAF but the fact that it is one of England's earliest airfields may well be noted. Some of the buildings dating from 1911 (built by Claude Graham-White) are still to be found on the field. In 1915 the Royal Naval Air Service built 3 large hangars (though constructed of brick and wood) on the east side of the field. In the late twenties the field was occupied by three squadrons of the newly-formed Auxiliary Air Force, the volunteer arm of the RAF being: No.600 (City of London) Sqn - which was formed in 1925, No.601 (County of London) - also formed in 1925 and No.604 (County of Middlesex) Sqn - formed in 1930.

The aircraft used in those days until WW.2 were successively: DH.9A, Avro 504K, Wapiti, Hawker Hart and Demon and finally the Blenheim. During the wartime AAF sqns used various other a/c. After the war the squadrons of the R.Aux.AF (as it was called since 16-12-47) operated mainly Spitfires. When the Spits were withdrawn from service to be replaced either by Meteors or Vampires the 600, 601 and 604 Sqns moved to Biggin Hill and North Weald (mainly because jet-fighters were too noisy to be operating from the field, as it is situated in a very populated area).

It would last till the late sixties when the first steps for the setting up of a museum were made. Responsible for this action were Dr. John Tanner Marshal of the RAF, Sir Dermot Boyle and Dr. John Reid (who looked after the design of the building).

The building itself, by the way, was designed by Geoffrey Bodker. The two hangars were linked together while all sorts of additions on the side were being assembled, containing lower and upper exhibition galleries, a picture gallery, a cinema, a cafeteria, administration offices and a shop where you can buy all kinds of rubbish that have practically nothing to do with aviation. Anyhow, after the collection of aircraft, a/c engines, officer's uniforms, dioramas, photos and awards were displayed in nice settings there came the time of opening. This moment of history for the RAF took place at 15-11-72 with the kind and most gracious help of H.M. Queen Elizabeth.

Where once the oilstained concrete was found, one can now stroll on a blue carpet and learn about the history and development of the RAF, the RAF regiment, WAAF, Air Training Corps and Royal Observer Corps. It would be too much to name every item on the subject of aviation found here. So I can only advise you to go there and take a look for yourself.

But, you will ask, how about the planes? On approaching the Museum you can already see 4 a/c displayed out-doors. These a/c are a camouflaged Blackburn Beverley XH124, RAF's main tactical transporter in the period 1956-1967; furthermore are displayed (though only during the summer) a Junker Stuka, a Me.410 Hornisse and a Me.262 Schwalbe, Germany's first operational jet-fighter. This particular Me.262 served in JG.7 before it was captured by the RAF. Inside the building some 34 a/c are displayed of which I've traced back the history etc. of a few. Beginning with the elder types, we can see a SE.5A. This a/c has been restored to F938 in WW.I colours, though it never saw service in the war as it was built in 1918 and sold to Major J.C. Savage, bearing the civil reg. G-EBIC. After having served as a sky-writer it went to the Nash Collection where it was painted in WW.I markings as B4563, until it found its present place. Another a/c which was part of the Royal Aeronautical Society's Nash Colle-

ection is a Sopwith Camel. The original identity is not known but it has been painted as FG314/B of 65Sqn. A famous a/c in the British biplane-era was the Hawker Hart, of which both fighter and Trainer are displayed. The fighter bears the markings of 57Sqn as J9941 but was actually built as a demonstrator in 1931, reg. G-ABHR. This a/c has also flown once as J9933. The last biplane in RAF-service was the Gloster Gladiator. The example shown here served during wartime with the A&AEE, Gloster Aircraft and 61 OTU. At the moment it bears the markings of 87Sqn, from Debden Airfield, Essex as K8042. An a/c museum cannot be complete without a Hurricane and/or a Spitfire. The Hurricane P2617 in the Museum saw service in April 1940 with the 607Sqn (RAuxAF) in France, but it bears no specific colours at the moment. The Spitfire Mk.1 K9942/SD-V is painted in markings of No.72Sqn, circa 1939, where it was operational for most of WW.II. The other Spitfire represents the Mk.24, the last of the line, recognizable by its longer fuselage. It served with No.80Sqn as PK724. One of the most interesting a/c in the museum is the Hawker Typhoon as it is believed to be the last surviving example. This Mk.1B has never served with the RAF, having been allocated to the USA where, after tests at Wright Fld, it became part of the Smithsonian Institution in Washington D.C. It was presented to the RAF in 1967. Another rare bird is the Boulton Defiant: This not quite successful fighter flew first in 1939 and it remained in operational service, mainly as night-fighter, until April '42 when most of the a/c were modified to trainers or target-towers. This example is also believed to be the last surviving one, bearing the markings of the 307 (Polish) Squadron as N1671. More successful as the Defiant was the Lancaster. The displayed Mk.1 R5868/PO-S joined operations with No.83Sqn at Scampton, Lincs., (as OL-Q, in June '42. Later it was transferred to No.467 (Australian) Squadron whose markings are now shown, including the panel underneath the cockpit with 125 'scores' and saying of Goering: "No enemy plane will fly over the Third Reich". The only American in the hall is a Sikorsky Hoverly Mk.1 (R-4A) KK995/E standing beside the somewhat bigger Westland (Bristol) Belvedere XG474/O of the 66Sqn(?). According to the words of a 66Sqn Crew Chief the Belvedere had two of most things: two engines, two rotors, two drivers, two pilots, too troublesome... Still impressive is the (obsolete) Canberra. Displayed here is the PR.3 of the 2310CU which won the 1953 England-New Zealand Air Race. Another interesting bird is the Lightning P.1A, the third prototype of the famous fighter. Shown here is XA847 (c/n 95004). The latest type in the Museum is also a prototype: the Hawker P.1127, the father of the Kestrel and grandfather of the Harrier. The very first tests for the very first prototype XP831 took place at RAF Dunsfold on 21-10-1960 but it would take almost 6 months until XP831 was left of its tether for free lift-offs. The testing of XP831, later accompanied by 5 other P.1127s and 9 Kestrels, went on until 1972 when it was handed over to the museum on 12-11-72 (two days before the opening) to celebrate an honourable retirement.

My article is running to an end and as you can see from the list below I've just named a few of the displayed a/c.

The admission to the museum is free; photography is allowed but not flashlights nor tripods unless special permission is granted. The best way to get there is by the underground Northern (Black)Line, station Colindale (not Hendon Central) or by bus: lines 79,266 and 292. Those who wish to visit the museum, I wish a good time.

List of displayed aircraft:

Bleriot XI (replica) no serial

Caudron C.II D.2: 3066

SE.5A; F938

Vickers FB.27A Vimy: F8614 "Triple First"

Hawker Hart: J9941/57 57Sqn

Gloster Gladiator: K8042 87Sqn

Vickers FB.5: 2345

Avro 504K: E449

Sopwith F.1 Camel: F6314/B 65Sqn

Hawker Hind: no serial

Hawker Hart Trainer: K4972

Sopwith Triplane: N5912

Supermarine Stenacra: 920/QN	Hawker Cygnet: G-EBMB (how the ...
Spitfire F.1A: K9942/SD-V 72Sqn	did he get in)
Boulton Paul Defiant: N1671 307Sqn	Hawker Hurricane I: P2617 607Sqn
Avro Lancaster B.1: R5868/PO-S 467Sqn	Miles Magsiter: T9707
DH.82 Tiger Moth: T6296 (cam.)	Vickers Wellington: MF628
Hawker Typhoon 1B: MN235	Hawker Tempest: no serial
Bristol Beaufighter: RD253	Mosquito T.3: TW117
Spitfire F.24: PK724 80Sqn	Meteor F.IV: EE549
Sik. Hoverfly Mk.1: KK995/E	Canberra PR.3: WE139 2310CU
Hunter F.5: WP185	Lightning P.1A: XA847
Westl. (Bristol) Belvedere:	Hawker P.1127: XF831
XG474/O 66Sqn	Junkers Ju.87D-4 Stuka: RI-JK
Me.410A-1 Hornisse: C-C Wnr.420430	Me.262a-1a Schwalbe: X Wnr.11237Z
Blackburn Beverley C.1: XH124	

INTRODUCTION FLASH AVIATION MAGAZINE

As everybody will know by now FLASH will get a new "professional" packing. As this will not merely have consequences for the outlook but for the entire magazine as well, we thought it right to pay some attention to the metamorphosis and its results in relation to the reader.

FLASH AVIATION MAGAZINE

It is a new concept-magazine entirely printed (size: A4) illustrated with many photos, therefore rather professional (if you'll pardon the expression).

AIM

The editorial staff makes it its object to inform the aviation enthusiast (particularly the spotter in all its varieties) on what is going on at the (especially military) European aviation scene. Included will remain a civil section for those who are interested (and who isn't these days....). This all without any pursuit of gain because we are non-commercial.

CONTENTS

Although the number of pages has diminished the amount of written information has not changed by using smaller types. However the amount of photos will be twice as great. Though the way of presentation differs, the sort of information we offer will stay the same.

PRICES

We were forced to raise the subscription-fees but we have managed to controll it: per year you will only have to pay more 4 guilders. Fees will become: DFL.26,- in the BENELUX and DFL.30,- in the rest of Europe.

FUTURE

Future is looking very good especially for photo-enthusiasts because we are going to try to offer you top-quality photos. We keep trying to give the magazine a more widely-known fame as this will give us (and therefore you) more and better informations. It is obvious that we will keep improving the magazine.

CO-OPERATION

The magazine exists by the grace of its readers and the information we receive from readers has always been and will be of great importance. In future we will need your co-operation even more so please send us news, movements, photos and other items you can think of (e.g. alcoholics).

A genuine reward we cannot offer you but isn't it a good feeling others know almost as much as you do.....?

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

As this is the last time we present you photographs in the old fashioned way we are going to give you the comment on them in an alternative way. Here we go:

The cover shows one of Sweden's bestsellers namely the Saab 105 (Sk.60) here seen equipped with 13.5 mm attack rockets and a nose camera (photo SAAB).

On page 2 we find this month's opening quartet being views from Italy made during December and January. Photos 1-3 were taken at Aviano on 19 January 1977 by Mr.A.Agnoli. Though Aviano is a so-called "sleeping base" it's interesting enough for photographers. When landing into Aviano the aircraft can be photographed with the Italian Alps on the background which result in beautiful shots. As can be read in our news column, Aviano does not only present ordinary stuff like AMI F-104Ss (e.g. 51-22 of 51Stormo/22Gruppo) but also hot stuff. Evidently the delivery of T-2E Buckeyes to the HAF has not yet finished as three were seen at Aviano, one of them being 160098. Photo 4 shows one of the 4 CV.440s (31-21/MM61899) operated by the 31Stormo at Chiampino. This a/c was seen and photographed at Treviso in December 1976 by Mr.P.de Maio (all photos via F.Smith)

This month's miscellaneous-section consists of 4 entire pages because of a lack of BAF photos:

It all starts with a C-41 (MS760) that once belonged to the Esquadrilla da Fumaca of the Forca Aerea Brasileira. To give you some idea of the FAB's perpetual modernisation: the MS760 has already been withdrawn from operational service (J.Bouwman).

Nr.6 shows a Dutch Hunter on Soesterberg's famous track. By means of this photo we want to draw your attention for the series of articles on the Hunter that we will start publishing within some months. The articles will contain just about anything about the Hawker Hunter F.1 to T.81. This photo was made by Mr.A.Booy during the mid sixties.

Mr.B.Hickman made photo 7 at Yeovilton on August 31, 1975 of XR749/Q one of No.5 Sqn's Lightnings. Though the lightning will remain operational for some years to come, it has become clear it's no longer of RAF's first choice due to its withdrawal from the FRG

Have you already heard of this Swiss bird? Rather absurd this C-3605 C-550; photographed at Dubendorf during the summer of 1975 by Mr.J.v.Tuyn (The rhyme is planned, dummies! Thanks Peter).

At the moment we are also working on a series of articles on the McDonnell-Douglas F-4 Phantom II which will follow up the Hunter series. For this article we need your help (again). You can help us with all kinds of informations and of course with photos (the series will deal with all F-4s not merely USA!). Undoubtedly featuring in the survey will be F-4E BT69-236 (F.Swinkels), F-4D H066-749 (the rather strange way of presentation of the registration refers to its unit, i.e. 49TFW and is due to the fact this is the WC's a/c) (P.v.Gemert/GCA) and F-4J 154733/AE-116.

The following 5 pictures form a kind of chopper-special. First you see an HH-43 Huskie (24533) somewhere in the UK (H.v.Tuyn). Photo 13 is one of the most beautiful chopper-pictures I've ever seen. It shows like some evil creature an AH-1G HueyCobra. Enjoy it lads! (J.v.Tuyn) EI517/MM80578 is an AB.206A.1 of the Italian Army and it was seen at Viterbo on 27 April 1976. Nr.15 we received from 1TAS^W showing an H-34 (ex FAF SA85). It was found stored/exposed in St.Cyr l'Ecole near Paris. Our last photo represents 70-48 UH-1D of HTG-64 which was seen by Mr.B.Hickman on 14 June 1975 during a display on a shopping centre car-park near Frankfurt. Thank you.



13



14



CIVIL AVIATION

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

With special thanks to D.O'Mahony, AN, Airnieuws R'dam, AP, UPI and HAS

MOVEMENTS

SCHIPHOL

Jan. 6: PH-NFH Auster V c/n 1845 delivered to Aviadome
PH-EXP F.28-1000 c/n 11084 Fokker-VFW (VH-ATG DCA Australia)

Jan. 7: N-48059 CV.880-22M c/n 22-00-44M (?) Air Malta
F-BTTK SN.601 Corvette 100 c/n 31 Ste.Aerospatiale
F-BVPN Mystere 20E c/n 331 Ste.Michelin

Jan. 8: D-IHAW Cessna F.337F c/n 0025 WEKOS GmbH
D-IMCM Cessna F.337
G-ARRA B.707-436 c/n 18411 British Airways
F-BOJE B.727-228 c/n 19861 Air France (new c/s)
CCCP-65038 and /44 both Tu.134As of Aeroflot

Jan. 9: HB-VBL Mystere 20C c/n 126 Aeroleasing
D-IDMS Cessna 310Q c/n 0630 H.Appeltrath

Jan.10: LN-SUD B.737-205 c/n 20711 Braathens SAFE
SE-PPF Pa.31P c/n 31P-18 Aero Center AB
G-BARD Cessna 337C c/n 0857 General Aviation Sales
D-IATA Do.28-A1 c/n 3010 WDL N14CP Beech King Air
HB-FGS Pilatus PC-6

Jan.11: FM-2102 F.28-1000VIP c/n 11089 R.Malaysian AF
HB-VEI Cessna 500

Jan.12: F-BTTT SN.601 Corvette 100 TAT (?) also on Jan.13
OY-SAJ SE.210-6R c/n 104 Sterling Airways
7T-WAI F.27-400M c/n 10494 Algerian AF
OY-ATA King Air 100 Air Marine CN-RMO B.727-2B6 RAM

Jan.13: D-ABNI B.727-230 c/n 20676 Concor

Jan.14: I-DIWY DC-8-62H c/n 46027 Alitalia D-IGHS Pa.23-250
TF-SYN F.27-200 c/n 10545 Icelandic Coast Guard (delivery)

Jan.15: N401M G.1159 c/n 174 Fluor Corp D-ILHM Learjet 25
D-CCPD Learjet 36 c/n 36-004

Jan.16: D-INIX Pa.34-200 F-BHOG Beech E18S c/n BA342

Jan.17: I-GIAZ Mystere 20E c/n 252 OY-BUS Cessna 421

Jan.18: G-AYZO Pa.23-250C c/n 27-3321 OY-ECJ Cessna 4..
D-IGSO Learjet 24DA c/n 24D-233 Mini Transport GmbH

Jan.19: PH-TVB Pa.31-310 c/n 31-408 (no longer of Transavia)

Jan.20: LN-SUF F.27-100 c/n 10298 Air Executive (left on Jan.22)

Jan.21: PH-BUE B.747-206B c/n 20399 KLM in Air Siam c/s
I-BOGI HS.125/3B c/n 25138 Soc.Ignis G-AZSJ Skyvan
I-DIWN DC-8-62H c/n 45909 Alitalia

Jan.22: HS-VGG B.747-206B c/n 20399 Air Siam, testflight (ex PH-BUE)
G-BDEA B.707-338C c/n 19296 British Caledonian
F-BXOL Beech King Air 200

Jan.23: YR-TPC Tu.154 TAROM
G-ARBY Viscount 708 c/n 10 Alidair Scotland

Jan.26: OH-LYT DC-9-51 c/n 47738 Finnair N65358 DC-9-15 BMA
N35JM G.1159 Gulfstream 2 c/n 47

Jan.27: H-GEU Beech D.65-D.90 c/n LJ434 G-ANNO DH-114 Fairflight
N5824A DC-8-55CF c/n 45824 ex Martinair PH-MAS
OO-SRB SE.210-6N c/n 65 Sobelair (left as AF-1911 to Nice)

Jan.28: L40-PA DC-8-55F c/n 45821 GargOman (ex TR-LQR, also on Jan.30)
5N-ANS F.27-400M c/n 104 Nigerian Airways (ex Nigerian AF)

Jan.29: F-BCYX DC-3 c/n 10144 Uni-Air

Jan.30: SE-DEN SN-601 Corvette 100 c/n 15 Malmos Aviation AB

SHANNON (Ireland, delivery flights only)

Jan. 1: SE-GSE AC.112 del. to Stockholm Jan.2
 Jan. 4: N59753 Pa.31 c/n 7652016 del. to Malta Jan.4 (will be 5Y-....)
 G-BDWF BN.2A c/n 519 del. to Reykjavik Jan.20
 Jan. 5: HB-VEW Learjet 35 c/n 35-088 St.John's del. to Geneva same day
 Jan. 6: N7666F Pa.34-200T c/n 7770063 del. to Brussels Jan.7 for NEIS
 Jan. 7: SU-AZG Be.95B-55(Gander)c/n TC-1999 del. to Cairo Jan.8
 N172FJ Falcon 10 c/n 92 (Istres) del. to/via Reykjavik
 N4926 PC.6-H2 c/n 685 ex PH-OTE (Southend)del. in February
 Jan.10: N90353 TS.601P c/n 61P-0211-021 (Gatwick) del. to US on Jan.11
 N9675 B.747-123F c/n 20390 (ex OD-AGM of TMA.Beirut) del. Jan.11
 Jan.13: N4641G Cessna 414 c/n 0909 (Gander) del. to Brussels Jan.14
 Jan.15: N5302F PL.6C Turboporter c/n 2048 "World Health Organisation" on
 fuselage and "Evergreen Helicopters" ahead of cockpit, del. Jan.18
 Jan.16: N3894G Cessna 340 c/n 0224 (Gander) del. to Brussels Jan.17
 N4646G Cessna 414 c/n 0914 (Gander) del. to Brussels Jan.17
 LN-DBQ Cessna 206 (Santa Maria), del to Oslo Jan.18
 Jan.20: OY-BTF Pa.28 (Gander) del. to Sonderborh same day
 SE-GPI Pa.28 (Gander) del. to Nyge Jan.21
 D-IHUW Cessna 401 (Reykjavik) del. Jan.20
 Jan.21: G-ATEN Pa.30 c/n 30-544 (Luton) for Interflight Co. (USA)
 Jan.22: C-GYTC BN.2 (Hurn) del to/via Reykjavik Jan.23
 Jan.23: N3888G Cessna 340 c/n 0223 (Gander) to Floair at Brussels Jan.25
 Jan.24: N14153 Pa.23 (Gander) del. to Frankfurt same day
 G-BDVZ BN.2A-20 c/n 525 (Rhoose) del. to/via Reykjavik Jan.26
 Jan.25: N9004F Pa.28 (Gander) del to Geneva same day
 N3904G Cessna 340 (Gander) del. to Floair, Brussels Jan.26
 N1552G Cessna 402 c/n 1073 (Gander) del. to Floair, Brussels Jan.26
 Jan.27: N171FJ Falcon 10 (Istres) del. to/via Reykjavik Jan.28
 Jan.28: N62952 Pa.31 (Gander) del. to Kassel same day
 F1388G c/n 1075 Cessna 402 (Gander) del. to Floair, Brussels Jan.31
 N1341J AC.112B c/n 552 (Gander) del. to Glosair, Hurn same day
 N99888 (c/n DH-128 ex D-IDUK) and N99973 (c/n DH-127 ex D-IGIL)
 both Be.50s ex Lufthansa (Wurzburg) del. to US via Reykjavik
 Jan.29
 Jan.29: D-EMUK B.35 (Gander) del. to Munchen Jan.31
 Jan.30: SE-GPM Pa.31 (Gander) del. to Nykoping
 N5536G Cessna 421 (Reykjavik) del. to Brussels Jan.31
 Jan.31: N9008F Pa.34-200T c/n 7770097 (Gander) del. to/via Rotterdam Feb.1
 N11744 Pa.32R-300 c/n 7780141 (Gander) del. to/via Kassel Feb.1

TEUGE

Jan.22: L-EDZJ Cessna F.172M c/n F.1328
 D-EBYP Cessna 182
 D-EDBF Cessna FR.172N
 D-EGTK Cessna F.172
 R-114 L-21B c/n plate removed (18-3804) dismantled for civil use
 OO-GJP Cessna P.206A c/n 0173 dismantled, for Seaport Av. as PH-SEB
 PH-HOP Hughes 269B c/n 25-0163(without rotor)
 PH-XAN Jodel DR.1050 c/n 569(wings not mounted)
 PH-AZL Cessna F.172E c/n F.0072(wreck)
 PH-KAT Boe.208C c/n 654 (wreck)
 PH-MIF Cessna F.172M c/n F.1124 (wreck)
 D-ELCE Cessna 172D c/n 50085 (wreck)
 D-BEPD Pa.28R-200 c/n 7335013
 N8383E Mooney 20A c/n 1560 (ex PH-HRC) stored
 D-EGEE SIAI S.205-22R c/n 4-130
 D-EJIR Cessna F.150M

NIEUW-LOOSDRECHT (near Hilversum) with J.Daams on January 22 (all a/c
 without wings mounted): PH-NGE Pa.22-150 c/n 22-3169
 PH-UFM Auster Mk.3 c/n 5777 (D-EDEM) DH-82L c/n 86403 (G-BBMX) DHC.1
 c/n CI/0800 Z-943 Grunau Baby (glider) RDanishAF c/s

ACCIDENTS

FRANCE. A minor cockpit fire aboard Tchad's governmental Caravelle 6R, TT-AAM c/n 100 ex PH-TRS, at Nice Apt. on 31 December 1976, was extinguished before further damage could be done.

JAPAN. The DC-8 of JAL, which crashed on 13 January, was -62AF JA8054 c/n 46148.

NETHERLANDS. Cessna F.177RG PH-AUK c/n F.0079 'collided' with a swan on 30 January, only one wing has been damaged.

On 12 February, PH-LUY a Cessna F.172M c/n F.1354 got engine-failure while flying over Amsterdam. The pilot managed to make a forced landing at Schiphol damaging it's nosewheel.

SWEDEN. Pa.22 Colt 180 SE-CUU c/n 22-8497 crashed after take-off due to engine failure on 30 January.

The Viscount 814 that crashed on 15 January was SE-FOZ.

UNITED KINGDOM. Cessna 182P G-BCLY c/n 62811 crashed near Soughton north west of Chichester on 5 January. The pilot was badly injured.

- Beechcraft A.100 G-BABX c/n B-141 crashed while turning in for landing near Sturgate airfield, Lincs. on 12 January.

- AA-1B Trainer G-BBUH c/n 0310 ran into a glider towline at Doncaster Apt. on 8 January. One occupant was seriously injured.

- Pa-28R Cherokee Arrow G-AZTT c/n 28R-7135205 crashed into a field near Sevenoaks on 9 January. One occupant was killed.

USA. An unidentified small jet, probably a Learjet, crashed into Mt. San Geronio after take-off from Palm Springs, Calif. on 6 January, killing all four occupants including the mother of entertainer Frank Sinatra.

- A Bonanza crashed into a house in Cannel, Ind. on 10 January, killing one occupants and injuring three. The inhabitants of the home remained unhurt.

YUGOSLAVIA. A Cessna Citation (?), carrying Yugoslavia's prime minister Bijedic, crashed in the mountains 40km from Sarajevo on 18 January. All eight occupants died in the crash, which happened in a severe snow storm.

MISCELLANEOUS

AFRICA. Two of the three countries which formed East African Airways (Kenya Uganda and Tanzania) will or have already started for their own. This brought a lot of panic to the pilot.

NETHERLANDS. KLM will, just like Aer Lingus, Laker Airways and Swissair, carry out jet crew training at Shannon Apt. for the next five years.

- Schreiner Airways will set up a flying-school. Their first aircraft will be PH-NSN and PH-NSO both Pa.28-140s.

UNITED KINGDOM. The last two Concorde are nearing completion at Filton. There's not much chance left for a new order, this resulting into the declared redundant for 1,500 workers on the aircraft.

USA. The new Secretary for Transportation, Mr. Adams, has announced that he will allow the 16-month Concorde test period (ending in June) to continue till the agreed end and has promised that he will make a decision on the 'continuation, expansion or termination' of the Concorde services to the USA in June. That decision will be based on a careful study of the reports the FAA is now preparing.

- The Jetstar II received its C of A only six months after its first flight. The aircraft is powered by Garret AiResearch TFE-31 engines which are economic and silent. The a/c can carry ten passengers.

ACQUISITIONS

BELGIUM. There are people saying that OO-JPI, a SA226TC Metroliner c/n TC-221 of EAT has been sold, this is not true, on the contrary they received a new one: OO-JPM.

COLOMBIA. HK-2000 a B.747-124 c/n 19734 ex N747AV, N26862 is the first one for Avianca Colombia.

DENMARK. After its lease to Cetair as F-BVPY, Caravelle 12B OY-SAB c/n 271, recently re-entered service with Sterling Airways.

- Maersk first B.737-2L9 is OY-APG c/n 21278 handed over 10-12-76.

ITALY: Avio Ligure bought Aertirrana's Yak-40EC I-JAKE c/n 9141418. They also have another YAK-40 on order.

- Alitalia's B.727-243s have been named as follows:

I-DIRA c/n 21264 "Citta di Gubbio"
I-DIRI c/n 21265 "Citta di Siena"
I-DIRO c/n 21266 "Citta di Amalfi" (del. on 18 December 1976)
I-DIRU c/n 21267 "Citta di Verona" (del. on 24 Decemner 1976)
I-DIRB c/n 21263 "Citta di Siracusa" (del. on 24 December 1976)
I-DIRC c/n 21269 "Citta di Acosta" (del. om 19 November 1976)
I-DIRJ c/n 21270 "Citta di Ravenna" (del. on 19 November 1976)

NETHERLANDS: Martinair sold PH-MAS a DC-3-55F c/n 45824 to an unknown company as N-5824A. The aircraft doesn't bear any title.

NORWAY: Braathens SAFE ordered their eight B.737, the aircraft (probably regd LN-SUM "Magnus Lagaboter") will be delivered in November 1977.

OMAN: CargoMan is a new cargo-company, flying with an ex Affretair DC-8-55F TR-LQR c/n 45821, now registered A40-PA.

PHILIPPINES: PAL will soon order a number of B.727-200s. At the moment they lease KLM's PH-DCS a DC-8-55F c/n 45638.

SPAIN: TransEuropa replaced the Caravelle 11R that went to the FAF (c/n 264 ex EC-BRY) by an ex LTU one, D-ABAF c/n 263 now regd as EC-CYL, which is a -10R.

- Ford took delivery of two BAC 1-11-423s, G-BEJM c/n 118 ex VC92-2111 and G-BEJW c/n 154 ex VC92-2110, both were from the FA Brasileira.

ST. LUCIA: St. Lucia Airways will shortly receive Heron SRs.2 CR-SAH c/n 14084 of T.A.A. De Sao Tome. It will be regd VQ-LBA.

SWEDEN: Scandinavian Beeline Charter bought CV.340 LN-FOF c/n 99 from Fred Olsen Airtransport and is registered as SE-GTE.

TUNESIA: Tunisavia leased Stellar's FH.227B LN-KAA c/n 537. It will be used for the route Tunis-Malta.

UNITED KINGDOM: Dan-Air bought HS.748 Srs.1s from Yacimientos Petroliferos Fiscales being: G-BEJD c/n 1543 ex LV-PUF, LV-HHE

G-BEJE c/n 1556 ex LV-PXD, LV-IDV G-BEKC c/n 1541 ex LV-PRJ, LV-HHC

G-BEKD c/n 1544 ex LV-PUM, LV-HHF G-BEKE c/n 1545 ex LV-PUP, LV-HHG

G-BEKF c/n 1542 ex LV-PUC, LV-HHD, G-BEKG c/n 1557 ex LV-PXH, LV-IEE

- Loganair Ltd. received Twin Otter G-BELS c/n 530.

- Air Bridge Carriers (ABC) took delivery of its first Merchantman V.953C G-APES c/n 721 ex British Airways.

WEST GERMANY: Volkswagenwerk AG received two Sabreliner 75As: D-CCVW c/n 380-45 and D-CAVW c/n 380-38

YEMEN: Yemen Airways received their ordered B.737-2N7 on 19 December 1976 being 4W-ABZ.

DUTCH REGISTER

NEW REGISTRATIONS

PH-HEY Pa.36-235 Pawnee Brave c/n 36-7660100, 12-76 to J.Mastenbroek

PH-SRO Cessna F.172N Skyhawk c/n F.1528, to ASH BV

PH-WDR Pa.18-135 c/n 18-3852 ex 54-2452, R-162 to West Brabantse AC

PH-ZBO F.28-2000 c/n 11110 ex PH-EXC, 5N-ANK, to Fokker-VFW

NEW OWNERS

The owner of PH-PAW, VBC, VBD and VBT got a new name: K.A. van Beek's Luchtvaartbedrijf BV

PH-HVS Cessna F.172M c/n 0992 from VC Lelystad to St.Vliegmat.Lelystad

CANCELLED

PH-BUE B.747-206B c/n 20399 of KLM to Air Siam leased as HS-VGG from Jan.22

PH-FRU F.27-400M c/n 10543 to 7T-WAQ of Algerian Government

PH-HMN Cessna 182N c/n 182-60557 crashed 1-12-76 in Turkey

PH-LEA Fuji FA.200-160 c/n FA200-220 of ASH, cancelled:

PH-MAS DC-8-55F c/n 45824 Martinair to N5824A

PH-OTW PC.6.H2 c/n 685 to N4926 del. Jan.'77

PH-RLK S.91D Safir c/n 91376 RLS cancelled

PH-SCD A.III c/n 1889 of Schreiner Airways, to Nigeria

PHILIPS VLIEGDIENTST

Only one kilometre from the "headquarters" of FLASH, Eindhoven air base (also known as Welschap) is situated. On this base, one of the biggest bussiness air-fleet of the world is established, unofficially called Philair.

It all began in the thirties, when F.J.Philips was strongly attracted by aviation. As a result, an Koolhoven FK.46 (PH-LPS/1) was purchased. After WW.II F.J.Philips bought an Auster 5, which was sold in '53 but in '73 it returned to him. Philips (the company) would quickly grew into a big concern with many settlements outside Holland. Fast transport was needed and on 1 October 1955 Philair was formed with great help from Capt.Spienburg, a formerly Constellation pilot.

Since then Philair has flown a great variety of aircraft like Barons Mystere, a Jet Ranger, a Gulfstream II and also a Friendship. The Gulfstream II only flew for one year with Philair, the aircraft was too expensive and it took a long time before spare-parts could be delivered. The Friendship has been used for no less than thirteen years, but after an agreement with the NLM, which started a regular service between Hamburg and Eindhoven, the aircraft was sold during August 1975.

Philair's aircraft are flying everyday and everywhere, sometimes they even stay in far countries for months. They mostly fly for the company although the footballteam of Philips (PSV) also sometimes uses Philair aircraft.

No serious accidents have taken place since 1955 although both Barons made some very rough landings: PH-ILE at Hilversum 24 June 1969 and PH-ILB at the DAF airstrip in Eindhoven on 3 June.

Although Philair doesn't fly the HS.125 many ones visit Eindhoven very regular. The most notorious one is I-BOGI which is there often four out of five workingdays.

Aircraft-fleet

- PH-FJP G.1159 c/n 7a ex N7585 to CF-IOT (Imperial Oil Ltd.)
- PH-FST DH.104-5 c/n 04510 ex G-5-12, del.11-9-70 ; 4-5-72 to Moormanair and 13-9-73 to G-BBYA
- PH-FSV AB.206A c/n 8056 del. 9-2-69 to Philips/DAF current
- PH-ILA DH.114-2E c/n 14104 ex G-AORJ, del.16-1-59, 22-8-68 to G-AORJ
- PH-ILB B.95-A55 c/n TC-501 ex PH-ILP and D-ILDY, regd 13-12-67 current
- PH-ILE B.95-A55 c/n TC-220 ex HB-GOV, del.25-10-65, 24-11-71 to ASM NV
- PH-ILF Mystere 20E c/n 147, del.26-6-68 current
- PH-ILI DH.104-6 c/n 04493, del.29-7-57, 1-9-67 to OO-WIP
- PH-ILK B.65-90 c/n LJ-4 ex HB-GCI and N790L, del.10-6-68 to Philips/DAF in 1973 to F-BUFI
- PH-ILO DH.114-2C c/n 14094 ex G-AOGC, del.11-11-60, 2-2-67 to G-AOGC, later to N17600
- PH-ILP B.95-A55 c/n TC-501 ex D-ILDY, del.10-10-63, rwregd.13-12-67 PH-JLB
- PH-ILS B.65-90 c/n LC-48 ex D-ILSA, del.13-3-64, 11-9-70 to Vliegcyndicaat Twenthe, 26-5-72 to OO-JPN
- PH-ILX Mystere 20E, c/n 266, del.15-9-75 current
- PH-ILY Mystere 20E c/n 326, ex F-WRQQ, del.23-9-76 current
- PH-IND B.65-90 c/n LJ-285 ex N6789, del.30-6-70 current
- PH-IPS Cessna 182B c/n 52027, del.6-7-59, 29-11-63 to LX-PHD
- PH-LIP F.27-200 c/n 10198, del.9-5-62, 8-75 to D-BAKA (WDL)
- PH-LPS(1) Koolhoven FK.46 c/n 4606 of F.J.Philips, in '35 to PH-APM
- PH-LPS(2) Auster 5 J/1 c/n 1845 ex PH-NAA, 25-4-46 to F.J.Philips till 14-11-53, later back as PH-NFH
- PH-LPS(3) Cessna 170B c/n 25993, del.14-11-53, 6-4-55 to PH-NFU
- PH-LPS(4) Beech E.188 c/n BA.6 ex N3600B, del.20-6-55, 22-11-65 to Trans-air, 3-67 to CN-MAQ
- PH-LPS(5) Mystere 20E c/n 53 ex F-WMKI, del.17-1-67 current
- PH-NFH Auster 5 J/1 c/n 1845 ex PH-LPS(2), del.13-4-73, to Aviadome at Schiphol 6-1-77

FOKKER-VFW

Unfortunately we couldn't publish much first flight dates of the F.28 Fellowship in it's article, but with the help of ITASW we have now an almost complete list upto c/n 11090 and some dates of younger Fellowships. Here they are:

c/n	type	date						
11001	1000	09-05-67	11034	1000	08-06-71	11069	1000	19-03-73
	2000	28-04-71	11035	1000	01-07-71	11070	1000	22-06-73
	6000	27-09-73	11036	1000	31-08-71	11071	1000	20-07-73
11002	1000	03-08-67	11037	1000	17-08-71	11072	1000VIP	17-08-73
11003	1000	20-10-67	11038	1000	12-10-71	11073	1000VIP	10-10-73
11004	1000	21-05-68	11039	1000	28-10-71	11074	1000	19-12-73
11005	1000	never flown	11040	1000	07-09-71	11075	1000	25-10-73
11006	1000	19-03-69	11041	1000	28-09-71	11076	1000	26-11-73
11007	1000	never flown	11042	1000	27-11-71	11077	2000	08-11-73
11008	1000	05-08-69	11043	1000	20-12-71	11078	1000	17-01-74
11009	1000	16-01-69	11044	1000	29-12-71	11079	1000	
11010	1000	06-03-69	11045	1000	12-01-72	11080	2000	14-06-74
11011	1000	14-04-69	11046	1000	03-02-72	11081	2000	01-07-74
11012	1000	19-05-69	11047	1000	22-02-72	11082	1000	07-08-74
11013	1000	30-06-69	11048	1000	08-03-72	11083	1000	26-08-74
11014	1000	07-10-69	11049	1000	22-03-72	11084	1000	11-09-74
11015	1000	05-11-69	11050	1000	11-04-72	11085	1000	18-10-74
11016	1000	19-08-69	11051	1000	25-04-72	11086	1000	13-11-74
11017	1000	12-01-70	11052	1000	15-03-72	11087	1000	08-11-74
11018	1000	16-12-69	11053	2000	02-06-72	11088	1000VIP	25-02-75
11019	1000	13-02-70	11054	1000	22-06-72	11089	1000VIP	21-03-75
11020	1000	17-03-70	11055	1000	19-07-72	11090	2000	10-02-75
11021	1000	29-04-70	11056	1000	14-08-72	11102	1000C	25-02-76
11022	1000	10-06-70	11057	1000	05-09-72	11103	1000	20-04-76
11023	1000	28-07-70	11058	1000	27-09-72	11104	1000VIP	01-04-76
11024	1000	13-08-70	11059	1000	08-12-72	11105	1000	26-05-76
11025	1000	30-09-70	11060	1000	06-11-72	11106	1000	21-06-76
11026	1000	26-10-70	11061	1000	17-10-72	11108	2000	07-07-76
11027	1000	08-02-71	11062	2000	19-12-72	11111	4000	20-10-76
11028	1000	08-12-70	11063	1000	19-01-73			
11029	1000	28-01-71	11064	1000	06-02-73			
11030	1000	23-02-71	11065	1000	18-05-73	11991	1000	08-04-70
11031	1000	11-03-71	11066	1000	06-06-73	11992	1000	29-06-70
11032	1000	05-05-71	11067	1000	12-04-73	11993	1000	09-07-70
11033	1000	04-06-71	11068	1000	02-03-73	11994	1000	05-11-70

- Indian Airlines ordered four F.28-4000 which will replace their F.27s and HS.748s. Maybe a repeat order will follow.
- The English CAA didn't gave permission to the KLM/NLM for a regular service Schiphol-Birmingham, this resulting in the cancellation of their two expected F.28-1000s from Germanair. These aircraft will remain with Itavia (leased).

PHOTO COMMENT

- PHOTO 16: A very rare aircraft is this B.707-023B N7530A c/n 18016 belonging to the Ruler of Dubai. Photo: API/Ben Ullings
- PHOTO 17: Seen on its delivery flight to the USA at Shannon 8-1-77 is this Turbo Porter N4926 ex PH-OTE of the KLM Aerocarto.
Photo: D.O'Mahony
- PHOTO 18: This Nord NC-856N F-BNRV c/n 24 was seen at St.Cyr on 25 June 1976. Photo: R.Choufeur
- PHOTO 19: PK-GNR "Negara" is one of the newest DC-9-32 of Garuda, c/n is 47744. Aircraft was seen at Schiphol 18-12-76
Photo: J.Dijkstra

16



17



18



19

