

FLY

May 1977



aviation

magazine

Cover photo

The so maniest Mirage version; the G8-01. Unfortunately it wasn't taken in production and the only prototype is now at Le Bourget waiting for a place in the museum.
(J.P.v.Kempen) ■



Back-page photo

Seen at China Lake on 30 October 1976; this QF-86 O-22094 (ex N.Y.ANG) which belongs to the US Navy (A Wilderdijk) ■

The F-86K Sabre



Three times does the trick; also for the F-86K. The last part deals with the Sabre in service with the West German Air Force. The editorial staff wishes to thank G.Hilterman for his article and we hope more people will follow his example.

Show reports



This issue three show-reports: Cameri, Eindhoven and Nancy. Although the editorial staff attends many open days we cannot go to all of them. Therefore we hope that all of you who attend open days will send their reports to the P.O.Box 855 in Eindhoven.

WANTED: Information on all non-RAF Hunters and photos of Hunters for an article in FLASH. Negs and slides are offered in exchange.
FLASH, P.O.Box 855, Eindhoven, Holland

WANTED: Correspondent in Germany or England with many negs of USAF a/c. Please write to: Peter Elzinga, Fioringras 65, Leeuwarden Holland.

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FLASH

AVIATION
MAGAZINE

P.O. BOX 855

EINDHOVEN

HOLLAND



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Overseas.....on request

PAYMENTS:

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Adr.v.Ostadepad 9. Best.

Others...only by I.M.O. to
P.v/d.Krommensacker, P.O.
Box 855.Eindhoven and for
British and Italian sub-
scribers to their agencies
or on bank account No.44.46.
20.370 Amro Bank, Holland

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NUMBER 80

MAY 1977

VOLUME 7

Dear reader,

On occasion of the changing in outlook of FLASH, we got quite some reactions. Amongst them were really astonishing ones, mostly uttered by less experienced aviation enthusiasts: many wondered it is legalised to publish the information that appears in FLASH (and other magazines) every month. We have even been asked to start using a smaller size of paper to make it easier to hide the magazine for military police!!!

We understand that those kind of remarks arise and we think something has to be done about this. Once and for all: publishing FLASH is a 100% legalised matter as long as we keep to the agreement between the editorial staff and the authorities.

It is obvious that if we'd publish anything the authorities don't like, they would take steps to stop our magazine at once.

Therefore we have some agreements on what is allowed to be published and what not. We even can say that without the good relationship with quite some air forces we simply would not have been what we are today.

This does not mean that we and you can do as we like; still the military air bases are surrounded by fences and that's certainly not in order to improve the decorative results.

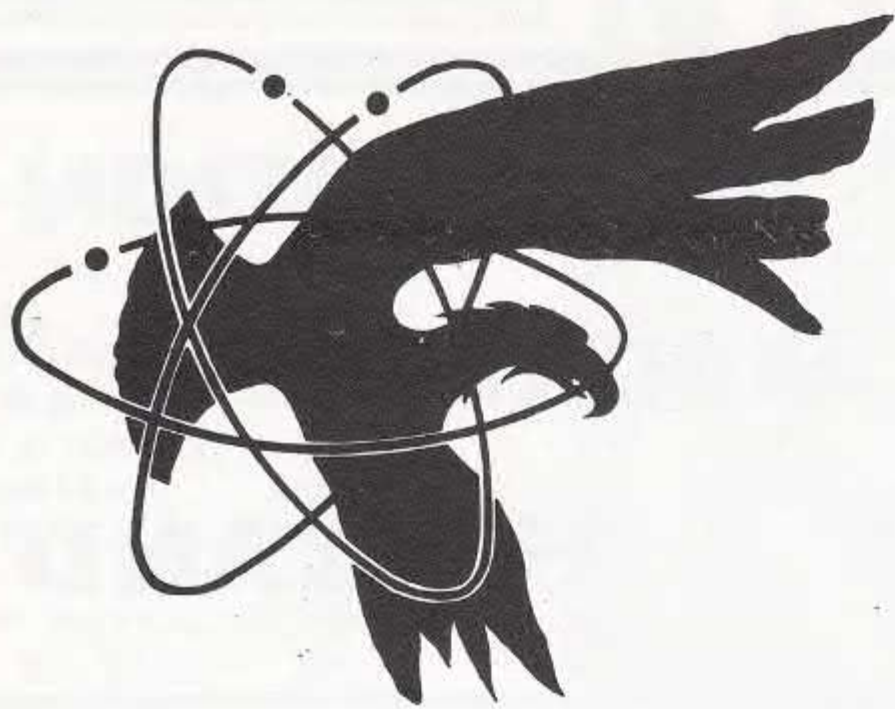
On foreign trips one has to watch his steps because only a few countries have more or less officially accepted plane-spotting; recent events in Belgium and Greece prove this.

Though we don't like this at all, we cannot do anything about it. We can only warn you and give you the advice to be careful with trips to less known airfields. If in doubt about the situation in the countries or at the bases you want to visit, don't hesitate to ask for our advices, it might save your holidays!!

P.v/d.Krommensacker

The editorial staff wishes to thank all those who, in one way or another, co-operated in this issue:

A.Booy	D.O'Mahony	A.Wilderdijk
R.H.Breuer	Mattiuozzo	N.Wiltens
F.Elzinga	H.de Ree	Sp.Gr.Soeester- berg
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C.Kitchen	G.Weinmann	
R.Loonstra	J.A.White	



MILITARY NEWS

Holland

- Movements at Eindhoven included:
 - Apr. 5: 32-38, 32-98, 33-15, 31-69 G-91R
WGAF LEKG-43
A-226 Alouette III GpLV
 - 13: 26-77, 26-81 F-104G WGNavy MFG-2
 - 27: K-3018 NF-5A 316Sqn
 - 28: Between 15.00-18.00 the arrival of all aircraft for the family-day on friday (see page 14)
 - Furthermore: A-227 Alouette III
K-4003, 4012 NF-5B 313Sqn
MT-32 (R.D.) CM-170R BAF (returning with the pilot of MT-34)
 - May 2: 4633 CF-104D RNoAF 334Skv
MT-36, MT-12(RD) CM-170R BAF (bringing the pilots of MT-34)



Note the serial presentation of this CF-104D. (F.Swinkels)

- Movements at Valkenburg included:
 - Mar. 1: 59-09 DO-28D WGNavy (59-12 on 3-3)
 - 8: 10737 Argus CL.28 CAF 415Sqn
 - 16: 64-IM/161 Noratlas FAF ET.64
 - 18: XP117/CU-521, XS873/CU-525 Wessex
HAR.1 Royal Navy 771Sqn
 - 21: 158566/LN-42 P-3C Orion USNavy VP-45
 - 22: 158571/LN-46 P-3C Orion USNavy VP-45
 - 25: XW905, XX370, XX372, XX375, XX378, XX379 Gazelle AH.1 AAC 2Flt.
WF118/CU569, WWP308/CU-572, WF320 / CU-573, WF133/CU-577 Sea Prince T.1 Royal Navy 750Sqn
 - 28: 141020 C-131F USNavy NAFMildenhall
 - 29: XW206/CC, XW211/CH, XW213/CK, XW216/ CN Puma HC.1 RAF 33Sqn
 - Apr. 12: 158569/LN-44 P-3C Orion USNavy VP-45
 - 18: 158573/LN-48 P-3C Orion USNavy VP-45
CF-02 Merlin IIIA BAF 21Sqn
 - 19: 158572/LN-47 P-3C Orion USNavy VP-45
 - 20: CM-01 Mystere XX BAF 21Sqn
- Movements at Leeuwarden included:
 - Jan. 11: XV161 Buccaneer S.2B RAF 208Sqn
 - 18: XW537/G Buccaneer S.2B RAFG 15Sqn
22-15, 25-02, 26-83 F-104G WGNavy MFG-1
 - 19: 4632 CF-104D, 900 CF-104G RNoAF 334Skv
 - 26: WV701 Pembroke C.1 RAFG 60Sqn
XX956/BH Jaguar Gr.1 RAFG 17Sqn
CR74-047 F-4E USAFE 32TFS
 - 27: 31-84, 32-86 G-91R WGAF LEKG-43
K-3001 NF-5A Testcentrum
 - Feb. 3: FX-41, FX-65 F-104G BAF 10Wing
 - 4: K-3017 (316), 4035 (315) NF-5As

- Feb. 9: CR74-047, 74-049 F-4E USAFE 32TFS
XV755 Harrier Gr.3 RAF 1Sqn
XZ147 Harrier T.4 RAFG 4Sqn
37-77 F-4F WGAF JABOG-36
70-57, 71-04 (HTG-64) UH-1D WGAF
K-4002 NF-5B 313Sqn
- 11: D-8091, 6699, 8318, 8048 F-104G 311/312
D-8129, 8119 RF-104G 306Sqn
XX887 Buccaneer S.2B RAFG 15Sqn
- 14: BD-05 Mirage 5BD BAF 80TU
- 17: K-3054, 3016(316), 3057(315), 3001 all NF-5As
D-5806, 5807 TF-104G CAV
A-002, A-012 Drakens RDanAF Esk.725
CR74-659 F-4E USAFE 32TFS
- 18: FC-04 TF-104G BAF 1Wing
K-3024 NF-5A 313Sqn
- 21: CR74-657, 74-049, 74-052 F-4E 32TFS
- 24: 20-67 F-104G WGAF JABOG-33
51-11 C-160D LTG-61 (51-06 on 26-2)
- 25: 70-65 UH-1D WGAF HTG-64
- 28: 24-99 F-104G WGAF JABOG-33
D-5812 returned without its canopy

Planned rotations are with RAF Lightnings (11Sqn) and WGAF F-4Fs (JG-74).

From late July till mid September Leeuwarden will be closed due to runway-works. The Starfighters will operate from Soesterberg during this time.

- Movements at Twenthe included:
 - Jan. 3: 28-34, 27-03 TF-104G WGAF WS-10
CR74-049 F-4E USAFE 32TFS
 - 4: SP66-575, 66-662 F-4D USAFE 52TFW
 - 6: 27-18, 28-01 TF-104G WGAF WS-10
 - 7: 27-17 TF-104G WGAF WS-10
 - 12: 83785 OV-10A USAFE 20TASS/601TCW
20-15, 26-44 F-104G WGAF JABOG-34
 - 13: 28-16, 27-98, 27-20 TF-104G WGAF WS-10
 - 14: 27-14, 27-95 TF-104G WGAF WS-10
 - 19: 28-02, 28-32, 27-95, 28-27 TF-104G WS-10
 - 20: XW528 Buccaneer S.2B RAFG 16Sqn
 - 27: D-5804, 5803, 5810 TF-104G CAV
D-6652, 8308 F-104G 322/323Sqn
B-75 Bo.105C GpLV
 - Feb. 1: 21-37, 27-96 T/F-104G WGAF WS-10
 - 3: 30-55, 33-19 G-91R WGAF LEKG-43
 - 4: 28-34, 28-33, 27-14 TF-104G WGAF WS-10
27-34 TF-104G WGAF JABOG-33
 - 7: 27-07 TF-104G WGAF WS-10
A-339, 253, 542, 452, 407, 488, 471 all Alouette III GpLV
 - 8: 22-66, 20-53, 24-04 F-104G WGAF JB-31
27-08, 27-05 TF-104G WGAF WS-10
 - 9: BD-06 Mirage 5BD BAF 80TU
 - 10: 35-51 RF-4E WGAF AKG-51
 - 18: 053 Mystere XX RNoAF
WR66-519 F-4D USAFE 81TFW
 - 21: XV498/J Phantom FGR.2 RAFG 92Sqn
 - 22: 27-86 TF-104G WGNavy MFG-2
 - 23: 26-43, 20-70, 20-69, 21-90, 24-07, all F-104Gs WGAF JABOG-33
 - 24: 104839, 104835 CF-104G CAF 421Sqn
 - 25: 38-48 F-4F WGAF JABOG-36
 - 28: R-703, R-758 F-104G RDanAF
 - Mar. 1: D-5801 (CAV), 5816 (TCA) TF-104
 - 3: FT-17 T-33A BAF
K-4024, 3043 NF-5A/B 316Sqn
 - 4: XX844/DZ Jaguar T.2 RAFG 31Sqn
 - 8: 21-95, 20-72 F-104G WGAF JABOG-33
37-93 F-4F WGAF JABOG-36
MT-33 CM-170R BAF Red Devils
 - 11: RS68-401, 68-438 F-4E USAFE 86TFW

Mar. 14: D-6697, 8245, 8256, 8273 F-104G 311/312
 18: RS68-490, 74-652 F-4E USAF 86TFW
 21: GT-916 (TF-100F), G-781 (F-100D) both
 RDNAP Esk.730
 28: K-3021, 3054 NF-5A 316Sqn
 29: D-8104, 6652, 8319, 8083, 8049, 8120, 8286
 8308, 5702, 5813 all F-104s diverted
 from Leeuwarden
 31: GT-961 (TF-100F), G-768 (F-100D) both
 RDNAP
 Apr. 1: 38-33, 38-41, 37-93, 38-73, 37-57,
 38-49, 37-89, 37-37 all F-4Es of JA-
 BOG-36 and operated from Twente till
 7 April
 5: FX-26, FX-02 F-104G BAF 10Wing
 27-20 TF-104G WGAF WS-10

- On the evening of March 8th, D-8098, an F-104G of 322/323Sqn landed at Leeuwarden with its wheelbrakes blocked. As a result it ended up alongside the runway. Damage has been estimated to be 1½ million guilders and its not yet for sure whether it will be repaired or not. On 20 March, two Starfighters of 306Sqn crashed not far from Foggia. The a/c took off from Grazzanise (north of Naples) for a mission in the area of Foggia (150km east of Grazzanise). Afterwards they wanted to return to Villafranca where they had taken off in the morning for their reconnaissance mission. Around twelve o'clock both a/c flew against the mountain Crispiniano. Both pilots were killed and a/c involved were D-8057 & 8131. The third accident involving a Dutch F-104 occurred on May 4th. D-8294 crashed seventy kilometres north of the Isle Terschelling. The pilot ejected safely.



One of the two F-104Gs that crashed here seen on finals at Soellingen on 30-7-75. (F.Swinkels)

- Movements at Soesterberg included:
 Feb. 14: ZR68-606 RF-4C USAF 26TRW
 10876 C-9A USAF 329TAW/55AMAS
 15: CF-04 Merlin IIIA BAF 21Sqn
 17: WR66-519, 66-578 F-4D USAF 81TFW
 RS74-645 F-4E USAF 86TFW
 21: 38-67 F-4F WGAF JG-71
 24: 37839, 37791, 31588 C-130E/H 314TAW
 SP66-710(b), 66-790(wh), 66-727(bl),
 66-797(b) F-4D USAF 52TFW
 25: O1274 C-130E USAF 317TAW
 BT68-321(y) F-4E USAF (although coded
 BT it belongs to 50TFW)
 Mar. 1: WR65-658, 66-824 F-4D USAF 81TFW

Taxying off Gilze's runway is F-4C Phantom SP63-638 after its second mission that day; 19 April. (F.Swinkels)



Mar. 7: 71-20753 CH-47C USArmy 205Av.Comp
 8: 30-35, 30-76 G-91R WGAF WS-50
 32-67, 32-99 G-91R WGAF LEKG-43
 60173 C-12A USAF
 15: 30-35, 30-80, 32-03, 32-16 G-91R WS-50
 16: 26-20, 20-05 F-104G WGAF JABOG-34
 15905 U-12A USArmy
 17: 67-18509 CH-47C USArmy 205Av.Comp
 D-5817 TF-104G TCA
 18: AR67-469, 68-555, 65-935, 66-430 all
 RF-4Cs USAF 10TRW
 14639, 14674 OV-10A USAF 601TCW
 BD-07 Mirage 5BD BAF 80TU
 23: O1269 C-130E USAF 317TAW
 31594 C-130H USAF 314TAW
 24: 35-18, 35-20 RF-4E WGAF AKG-52
 38-39, 38-71 F-4F WGAF JG-71
 25: RS74-640, 68-447 F-4E USAF 86TFW
 AR66-478 RF-4C USAF 10TRW
 14626 OV-10A USAF 20TASS/601TCW
 29: 23-03, 26-81 F-104G WGNavy MFG-2



Within one month this a-c could be seen at Eindhoven, Volkel and S'berg resp. (J.Schets/SGS)

30: D-8109, 6654, 8089 F-104G 322/323Sqn while taxiing towards the runway for the take-off, D-8109's left main landing-gear collapsed. On 19-4 it was still in a hangar.
 Apr. 12: BD-06 Mirage 5BD BAF 80TU
 13: XV484/G Phantom FGR.2 RAFG 19Sqn
 On April 26th, an exchange had to start with RAF Phantoms. But due to an exercise the exchange was postponed till mid-July. Late May the F-4Es of the 32TFS left Soesterberg for an exercise at Zaragoza (Spain).
 - On 12 April the 52TFW from Spangdahlem started a squadron-exchange with 316Sqn from Gilze-Rijen. The six USAF F-4Cs at Gilze-Rijen were SP63-467, 63-487, 63-515, 63-638, 64-741 and 64-749. Except for SP64-741 (left 19-4) all F-4Cs left on 21 April. Returning from Spangdahlem on 21-4 were the following NF-58: K-3017, 3021, 3050, 3073, 4011, 4020. Transport on 21-4 was C-130E 21827 of 314TAW. On of the ten USAF deployments of this year will bring a squadron of A-7s of the ANG (probably Colorado) to Gilze-Rijen. This deployment will take place from 6 till 26 September.



This photo of F-104G FX-06 was made at Bierset, June 22nd, 1969. (J.v.Tuyn)²

- Temporarily based at De Kooy was an SH-2F Sea Sprite of the US Navy. Noted there on March 21st: 149032/HV-50 of HSL-32.
- On Friday May 13th the first two Lynx AH-14As 260 and 261 were delivered to the Marine Luchtvaartdienst. Three days later they were officially handed over at De Kooy.

Belgium

- The F-104G of the 10th Wing that crashed near Vlieland on 6 April was FX-06. Reported to have crashed on 13 January was F-104G FX-25. On April 27th, two Belgian T-33As collided. One aircraft was reported as a write-off while the other managed to land safely.

France

- Noted at Toul on 7 May: 11-EJ/A62, -EA/E29, -EF/A58, -EV/A74, -ES/A65, 11-ET/A72, -ED/A77, -MM/A66, AB4, AB5, A64, A59, E18, E27 all Jaguar A/Es. Furthermore seven F-100s were noted. 11-ML/42157 was parked near the gate which might indicate this one is to become a gate-guardian. The other six were lined up and included: 11-YD, 11-YK and 11-MJ
- In Flash Nr.74 all a/c in open-storage at Le Bourget were published. Meanwhile some changes took place. Constellation F-ZVMV moved to the other side of the field and is now beside the "Musée de l'Air" as is Super Mystere B.2 12-ZW/11. Added to the ones reported in November: FA/92449 C-47 No.1 Mirage IIIA MK/126979 A-1D Skyraider Also in open-storage are six DC-6Bs: 64-PJ/44697, 64-PK/45472, 64-PL/45473, 82-PY/45108 82-PZ/45107, 82-PU/43818

- During the Open Day at Nancy (see page 15) the first Jaguars of EC.3/3 "Ardennes" were to be seen. The Jaguars are actually based at Toul where the conversion takes place. The conversion will be completed in July. The only Mirage 5F of EC.3/3 present on the Open Day was 3-XM. All others have been distributed amongst EC.2/13 and EC.3/13 at Colmar. The Mirage IIIE of EC.2/13 will go to EC.10 at Creil.

- Movements at Lann-Bihoué included:

- Apr. 5: AX/244 Cessna 310K CEV
 315-QD/398 CM-170R GE.3/315
 7: 314-YI/21004 T-33A GE.6/314
 8: CB/38471 C-135F FAS
 No.88 MS760 Parie SRL
 12: AB/248 Cessna 411 CEV 232 PA31 SRL
 13: 313-TP/547 CM-170R GE.3/315
 No.1 N-2504 CEPA
 14: P-RAF/238 Mystere XX GLAM
 BP/43 Mirage IVA PAS
 15: No.24, 30, 33 BR.1050 Alize ERC
 (for storage at Lann-Bihoué)
 338-HE/16609 T-33A CEVSV-338
 315-PA/240, 315-PA/340 CM-170R GE.2/
 315 and 315-XE/425 of GE.4/315
 18: AD/6 Cessna 411 CEV (new a/c with
 CEV, ex 82-QC of GAM-82)
 19: 314-VN/16761 T-33A GE.3/314
 20: JAP/1717 Alouette II Gendarmerie
 No.69 Rallye 1008 SVS
 67-JA/2091 Alouette III EH.67
 803-9, 803-11, 803-14 Alouette III
 of Esc.803 of the Spanish AF
 221-20, 221-21 P-3A Orion of Esc.221
 of the Spanish AF
 The deployment of the 2 P-3As and the
 3 Al.III lasted till 22-4
 25: 82-FV/43819 DC-6B GAM-82
 726/76726 C-47D 56S
 27: 64-BC/98 N-2501 ET.3/64
 28: No.53 Br.1050 ex 6P and on delivery
 to 4P
 29: 701/77101 C-47D 56S

This flying testbed belonged to the ENSA (CEV). F-ZVMV has been replaced by Caravelle F-ZACP. The Constellation will be exposed in the museum at Le Bourget. (JP.v.Kempen)²



- Two days aboard the french aircraft-carrier "Clemenceau".
Mar.17: No.994 HHS.1 33F
BAM SA.330 GALAT Valence
No.6029/F-ZKBF SA.330(in Lybian c/s)
No.9506/F-ZKCH SA.330 (with Portuguese AF roundels)
No.2244 Alouette III 23S
Mar.26: No.1014 Alouette III 23S
MAG/1565 SA.341F Gazelle ALAT
BST/1015 SA.330F Puma Alat

- The French government lent ten C-160Fs and one DC-8 to Morocco to ferry Moroccan troops and material to Zaire to fight Angolan-backed Katangese exiles who invaded southern Zaire (former Katanga) during March. The operation has tacit US approval. The aircraft arrived in Morocco on 9 April and started operations on 11 April.

Italy

- Movements at Istrana included:
Apr. 6: 477/51-17477 T-33A (no badge ex 9-33)
46-81/52-6016 C-119G 98Gruppo
19: FX-18, FX-40 F-104G BAF 1Wing

20-1/MM54226, 20-4/54230, 20-21/54256,
all TF-104Gs of 20Gruppo
SA-108/MM54408 G-91T SVBAA

Based R/T-33As of 651a Squadriglia Collegamenti:
51-76/35322 (RT-33A); 51-80/35594 (RT-33A);
51-83/MM35669 (RT-33A); 51-86/MM51-8937 (T-33A).

- The last prototype of the Tornado MRCA (P.09) made its first flight at Torino-Caselle on 5 February. Its MM is 587, better X-587. The fourth Tornado of pre-series (P.14) has almost been completed at the Aeritalia factory; the first flight is expected in July/August.
- The RF-104G (28Gruppo/3Aerobr.) that crashed on 10 September 1975 was the 3-22/MM6644.

- Noted at Vicenza on 22 April:
RM-115/MM80332 AB-204B (silver)
14-55/MM62016 PD-808M 8th Gruppo/14th Stormo
22253, 22256 C-12A USArmy (both based)

Switzerland

- This year there will be many small open days at various Swiss AF bases. Proved by the postponement of the first Open Day at Dubendorf for a week, the below given dates might be subject to many changes.
Dubendorf: 22/23 April, 24/25 June, 26/27 Aug. 7/8 Oct. (every friday only in the afternoon and every saturday only in the morning).
Emmen: 13 April (afternoon), 12 Oct. (morning)
Payerne: 22 April, 24 June, 12 Aug, and 30 Sept. (only in the afternoon).

- Noted at Emmen on April 25th:
Vampire T.55: U-1212, 1213, 1215, 1216, 1217, 1226, 1233
Vampire FB.6: J-1101, 1156, 1167, 1178
Venom FB.50: J-1521, 1596, 1609, 1616, 1635
Venom Mk.54: J-1712 and 1770
Hunter F.58: J-4022, 4027, 4048, 4064
Mirage IIIIRS: R-2111 AL.III:V274, 276, 281
Mirage IIIS: J-2201 (painted in yellow with dayglow)

- Noted at Dubendorf on April 25th:
Hunter F.58: J-4020, 4026, 4029, 4030, 4033, 4040, 4047, 4050, 4057, 4090, 4107, 4109, 4113, 4117, 4122, 4132, 4135, 4144
Hunter T.68: J-4202
Mirage IIIIRS: R-2101, 2102, 2105, 2109, 2110, 2111, 2113
Venom FB.50: J-1585, 1606, 1639
Venom Mk.54: J-1734, 1735
Vampire T.55: U-1205, 1231
DC-27: V-604, 607 PC-6A: V-613, 618
C-3605: C-551 Alouette III: V-223, 278
Pil. P.2-05: U-108 Pil. P.2-06: U-138, 153
Pilatus P.3-05: A-820, 830, 865



Left: A nice picture of F-8E(FN) No.33 of 12F aboard of a/c carrier Clemenceau. Note in front the local rugby-team! (R.Peech/2TASW)

Below: As a result of the future independence of Djibouti all French military matters have been brought back to France. Some of the F-100s of EC.4/11 "Jura" have been transferred to Sculthrope. Present on 19 April were 11-YF, 11-YI and 11-YJ. (A.Wilderdijk)





Seen at Barajas on 16 April this L.188A FAP-400 (c/n 1092) of the FA, Panama. (J. Struben)

Spain

- During March Canadair CL.215 UD.13-8 (coded 404-08) of the SpAF crashed near Reus while scooping water. The aircraft may be repaired. In the late evening of 20 April Spanish Army UH-1H Z.10B-71 (coded ET-241) crashed near its base, Colmenar (near Madrid). All seven occupants, including the French air attaché in Madrid were killed.
- Movements at Barajas Apt (Madrid) included
 - Mar. 25: 5-8106 B.747-131CF IIAF c/n 20082 (also on 14-4 and 29-4)
 - Apr. 16: 5-8110 B.747-124CF IIAF c/n 19734 86972 VC-137B USAF 89MAW 10879 C-9A USAF 329TAW (also on 23-4) FAP-400 L.1 8A Electra Panama AF
 - 23: Z.19-1/1230 Puma SpAF (EC-STH) Z.19-4/1334 Puma SpAF (EC-STQ) 5-8311 B.707-3J9C IIAF
 - 29: 5-B102 B.747-131CF IIAF o/n 20080
 - May 1: TK.10-5/301-05 KC-130H SpAF Esc.301 5-8108 B.747-131CF IIAF c/n 20083

United Kingdom

- Movements at Manston included:
 - Feb. 2: CJ/312738 C-135F FAF
 - 3: 59-08 DO-28D WGNavy (59-07 on 25-2)
 - 4: XV239 Nimrod RAF
 - 7: 34-15, 34-24 G-91T WGAF WS-50
 - 8: OTA-LI/B-09 BN.2A Islander Belg. Army XV298 Hercules C.1 RAF LTW
 - 11: XV698/592, XV666/598 Sea King 706Sqn
 - 16: CF/38475 C-135F FAF
 - 26: 109159 CC.109 CAF
 - 28: WL679 Varsity T.1 RRE Bedford
 - Mar. 1: WD948/R Canberra 100Sqn/2310CU (for Manston fire-dump)
 - 2: 99-34 Canberra B.2 WGAF
- On 30 April an RAF flying instructor was seriously injured when his J.Provost crashed during aerobatic practices at RAF Linton-on-Ouse. The a/c had just completed a climb when it dived several hundred feet and hit the ground only 100 yards from a hangar full of other Jet Provosts. Just before landing at its home-base Wyton, a Canberra PR.7/9 crashed on a row of houses. Both crew-members were killed as well as three children in the 6 houses that were destroyed. Eight children and 2 adults were injured. The accident took place on 3 May.
- Continuing the AWACS story, the UK Defence Secretary Fred Mulley announced that the British government placed an "immediate" order for eleven AEW Nimrods for the RAF. As a reason was given that the ancient Shackletons were urgently to be replaced. Expectedly 11 existing Nimrods will be converted to AEW.3a. The prototype of the Nimrod AEW, XW626, a modified Comet 4, is expected to commence flight tests in June.

- The biggest Helicopter-manufacturer in England is Westland. The plant is situated at Yeovil and noted there on 18 March were:
 - Production areas:
 - Gazelle AH.1: XZ318-XZ323 (Army No.127-132) plus Army No.133-140
 - Lynx HAS.2: XZ234 (Navy No.8) plus Navy No.9-17 (to become XZ235-XZ243)
 - Lynx AH.14A: 262 (RNN No.3) plus RNN No.4-6 (to become 263-265)
 - Lynx AH.1: XZ170-XZ172 (Army No.1-3) plus Army No.4-8 (to become XZ173-XZ177) XZ260 (French Navy No.1) plus Fr. Navy No.2-6
 - Lynx Mk.21: Brazil No.1-4
 - Lynx Mk.28: Qatar No.1-3
 - Lynx Mk.23: Argentina No.1
 - Sea King HAS.2: XZ579-XZ582 (Navy No.10-13)
 - Sea King HAR.3: XZ585-XZ593 (RAF No.1-9)
 - Flight Test and Development area:
 - Sea King Mk.45: 4510, 4512/G-17-8, 4514/P-ZWRM, 4515/G-17-9; all of Pakistan Navy in for modifications
 - Gazelle AH.1: XZ299, XW849 and HT.2 XW853
 - Scout AH.1: XP189 (Lynx trials a/c), XT632
 - Sea King: XV370 Wessex HU.5: XT768
 - Lynx: XW837, XZ166

United States of America

- On March 24 the 552nd Airborne Early Warning and Control Wing at Tinker AFB took delivery of USAF's 1st operational Boeing E-3A AWACS. So far the US Congress has only approved of the purchase of 19 of the 34 planned a/c. All will go to 522AEW&CW with deployments at other USAF bases and overseas (Mildenhall??)
- Since early April five EB-57Es of 17DSES are deployed at Bentwaters. 54278, 54280, 54287, 54290, 54292 were to stay in England for six weeks in order to participate in several exercises. Four other interesting aircraft presently in England are B-52Hs at Marham. Arriving on 14 April were 00015, 00025, 00030, 00054 for the bomber competition "Giant Voice" which will be held at Marham like last year.

A nice line-up of four EB-57Es at Bentwaters on 19 May 1977. They all belong to the 17th DSES as usually. (B.Hickman)



- On 28 April an F-4E from Ramstein crashed near Eppingen (30 km northeast of Stuttgart). Both pilots were killed.

- Movements at Mildenhall included:

- Mar. 1: 27-16, 27-97 TF-104G WGAF WS-10
 2: 80043 KC-135A New Hampshire ANG (inscribed "The Finland Queen II" on it's nose)
 3: 63642(92BW), 38879(320BW), 71426 (Ark.ANG) all KC-135As
 4: 149803/BH KC-130F USMC VMGR-252 158571/LN-46 P-3C Orion USNavy VP-45
 5: 14666 OV-10A Borncoc 20TASS/601TCW Present KC-135A/Qs: 71418/42BW, 71493/7BW, 80098/5BW, 23571/384BW, 38879/320BW, 80088/100ARW, 91468.
 8: 158573/LN-48 P-3C Orion USNavy VP-45 10318 KC-135A 410BW
 9: 71432(92BW), 71451(2BW), 71505(Maine ANG), 71507(Ohio ANG) all KC-135As
 11: 80751 C-130B AFRES 433TAW
 14: 136225, 226, 227, 228, 232, 237 all CH-136 Kiowas CAF 444Sqn
 156518/LQ-10 P-3C Orion USNavy VP-56 00457 C-5A 60MAW
 15: 40555 C-130E-II 7SOS
 17: 21847 C-130E AFRES
 19: 156518/LQ-10, 158569/LN-44, 157315/LR-6 all P-3C Orion USNavy
 20: Present KC-135A/Qs: 80003/449BW 80042/380BW, 53141/154ARS, 63643/133ARS, 71488/2BW, 38021/305ARW
 24: 71504/305BW, 23548/384BW KC-135As No.94 Nord 262 PAF
 25: 148898/BH KC-130F USMC VMGR-252 157312/LR-4 P-3C Orion USNavy VP-24
 26: 4X-BYA/006 Boeing 707 ID/PAF 141001 C-131F USNavy NAF/Kenitra
 29: 00461 C-5A 60MAW

The 317TAW commenced TDY on 5 March (again); new C-130E: 37885, 40499, 40525, 40550, 10945, 01259, 01262, 01266, 01275 and 01276

Aircraft retained from the previous 317TAW (5-1 and 5-3): 40537, 10934, 96566, 01261, 01269 and 01274

- The decision to go ahead with full production of the Rockwell B-1 was postponed till June and may be delayed even longer. The decision depends mostly on what happens in the SALT negotiations. If the USA agree to limit their long-range cruise missiles, the B-1 would probably be ordered into full production to maintain a deep penetration capability, but if there is no limit on cruise

missiles, the B-1 may not be necessary and the program would be scrapped. One opponent of the R-1 in the Senate has proposed to start a new cheaper bomber program. In the meantime the B-52s that need to be replaced would remain in service with new engines. This plan will probably not find much support.

- At the moment Hahn AFB houses three F-4E squadrons: 10TFS, 313TFS and 496TFS; all part of the 50TFW.

The wing has the following HR-coded Phantoms on strength:

80321, 80370, 80372, 80375, 80377, 80381, 80384
 80386, 80388, 80392, 80394, 80404, 80405, 80406
 80408, 80411, 80440, 80443, 80444, 80445, 80459
 80460, 80464, 80465, 80467, 80476, 80480, 80481
 80495, 80496, 80503, 80506, 80507, 80508, 80513
 80514, 80515, 80516, 80517, 80528, 80529, 80530
 80531, 80532, 80533, 80534, 80535, 80536, 80538
 90244, 90249, 90260, 90264, 90268, 90270, 90285
 90277, 90278, 01056, 01057, 01058, 01059, 01060
 01061, 01620, 01622, 01623, 01626, 01628, 01629
 01630, 01632, 01633, 01634, 01635, 01636

Note: 90247, 90250 and 90257 till 1/76 with HR but not since then.

- The entire operation involving the conversion of 36TFW at Bitburg to the F-15 Eagle is named: "Ready Eagle".

Since January pilots and ground crews are at Langley AFB, Virg. to get some practice on the Eagles. At Langley they operate their own BT-coded a/c.

But on 27 April the time had come and 525Sqn was to receive 23 T/F-15As. In formations of six they crossed the Atlantic needing three in-flight refuellings. In the late afternoon they arrived at Bitburg, Germany.

A/c involved: BT75-0051*, 0058*, 0057*, 0062* 75-0063*, 0064*, 0065*, 0066*, 0069*, 0070* 75-0071*, 0072*, 0073*, 0076*, 0077* 76-0008, 0011, 0013, 0014 All F-15As

BT75-0087*, 0088, 76-0124 All TF-15As

A/c marked with an asterisk carried the 36TFW-badge on their air-intakes.

Both 22TFS and 53TFS are to get their Eagles in the same way and in the autumn of this year the 36TFW will be fully operational again. Although not always known, all ex 36TFW F-4Es have a new home now:

to GA: 70260, 70266, 90259

to HR: 80321, 80372, 80375, 80377, 80381, 80386 80388, 80392, 80394, 80405, 80406, 80408, 80411 80443, 80444, 80445, 80459, 80460, 80464, 80465 80467, 80476, 80480, 80481, 80496, 80506, 80517



On 27 April 23 T/F-15A Eagles arrived at Bitburg to equip the first overseas USAF unit the 525TFS/36TFW. Two of the a/c were reserve a/c as two a/c originally planned for 525TFS suffered from some technical failures. (left: G.v.d.Veen; below: A.Booy)



80538, 90249, 90268, 90277, 90278, 90270, 80391
90285
to RS: 80378, 80382, 80393, 80412, 80413, 80509
80512
to MY: 90240, 90258, 90284, 97228, 97260
to ZF: 90286, 80461
to USA: 97303
Unknown: 70233, 70259, 80379, 80442, 80526, 90236
90237, 90239, 90241, 90242, 90245, 90248, 90255
90256, 90261, 90263, 90269, 90271, 90274, 90281
97212, 97213, 97223, 97259, 97302, 97550, 97558

- Movements at Ramstein included:
Mar. 15: 60135(437MAW), 60196(437MAW) and
60206(62MAW) all C-141As
TJ63-479, 63-569, 64-908 F-4C 401TFW
WR66-623 F-4D 81TFW
ZR68-556, 68-561, 68-565 RF-4C 26TRW
HK74-057 F-4E 50TFW
UH68-084 F-111E 20TFW
13559, 14626, 83805 OV-10A 20TASS
XS791 Andover RAF 46-29 C-119 IAF
34-47 G-91T WGAF LEKG-41
K-4023 NF-5B RRAF 38-62 F-4F WGAF
D-6695, 8279 F-104G RNethAF
3-39, 3-51 RF-104G ItAF 3Aerobrigata
15880, 15883, 15884 RU-21E USArmy
Apr. 13: 00455, 00456, 00460 C-5A USAF 436MAW
50267(437MAW), 70165(438MAW) C-141As
SP66-714, 66-758, 66-813 F-4D 52TFW
23841 U-8F USArmy (for transportation
to the USA)

- Although rumours said that the deployment
at Ingolstadt was to be with A-7 Corsairs
of the 23TFW/EL, it actually turned out to be
ANG. Arriving on May 13th were the follow-
ing 18 A-7D Corsair IIs:
Penn. ANG 112TFG/121TFW: 70-929, 70-017
70-049, 71-296, 71-334, 71-377, 73-1002
74-1745
Ohio ANG 166TFG/121TFW: 71-347, 71-368
72-180, 72-186, 72-211, 72-244, 72-247
73-999, 73-1000 (commander a/c), 73-1008
Four days later another deployment started
at Jever this time with F-4E Phantoms of
the 347TFW from Moody AFB.
MY69-(0)279/black, 69-(7)206/red, 69-(7)208/
black, 69-(7)216/blue, 69-(7)219/red,
69-(7)220/red, 69-(7)232/blue, 69-(7)262/blue
69-(7)268/red, 69-(7)571/blue, 69-(7)574/blue
69-(7)588/blue, 69-236/black, 69-241/black,
69-250/black, 69-256/blue, 69-257/red,
69-298/red. 69-245
If known the complete registration is given
but some can be 0 or 7.
- On April 14th RAF Whettersfield became opera-
tional again. It was taken over by Nos. 23 and
56 Sqdns from Wattisham with their Phantoms
for a stay of eight months.
It is rumoured that during their stay there
will be an open day.

- A very strange visitor at Hanua-Langendiebach
AAF on 21 April was 7062/67-062 Twin Otter
of the RNoAF (7198sqn).

- Movements at Rhein-Main included:
Apr. 2: 159119/JU- C-9B USNavy VR-56
3: (73-)22260 C-12A USArmy Aviano
5: 95820 HC-130N 67ARRS
7: 159363/JM CT-39G USNavy VR-24
8: 141009 C-131F USNavy NAF/Mildenhall
17: 58-40 DO-28D WGAF AKG-51
19: CP-06 Merlin IIIA BAF 21Sqn
50-54 C-160D WGAF LTG-63
22: 50-17 C-160D WGAF LTG-63
23: 59-02 DO-28D WGAF FLBerSt (white c/s)
16-01 HansaJet WGAF FLBerSt.
10320/P-SEBF P.27 Friendship PAF
46-07/MM61993 C-130H ItAF 46AB
83799 OV-10A Bronco 20TASS/601TCW
25: C-4 F-27W RNethAF 334Sqn
XP976 Devon C.2 RAF
29: VP977 Devon C.2 RAF

Also noted during this month:
C-5A 436MAW: 70170/173/174, 80215/224,
90003/006/015/027, 00454/464
C-5A 60MAW: 70167, 80211/221, 90001/013/
023/025, 00449/451/453/458/459/461/464
C-141A 60MAW: 50240, 60151
C-141A 62MAW: 59410, 50232, 60197, 67949, 70018
C-141A 63MAW: 40617, 50219, 60176/189/198
C-141A 437MAW: 40610/612/615, 50218/266/269
59408, 60126/136/174/204, 70014
C-141A 438MAW: 38076/080/090, 40616/620/627/
638/647, 50275, 59409/411/412, 60132/155/
166/173/183, 67947/953/954, 70002/003/013/
020/021/165, 12778
KC-97L: 30296/304/307/310/327/355/361 all
Texas ANG plus 30282 and 30298 with "Mis-
souri" on tail and "Texas" on fuselage.
The last KC-97L departed on 29-4-77 (all
KC-97Ls went to MASDC).
C-130E 314TAW: 21827, 37821, 37858, 37765,
(64-)17680
C-130H 314TAW: (68)-10950, 96579 (no badge)
96580, 21294, 31582, 31583, 31584, 31588,
31594
Based C-9As: 10876, 10879, 10880, 10882 of
329TAW/55AMAS and T-39A 24453 of 1868PCS

West Germany

- On April 19th, two Alouette IIIs from Hildes-
heim crashed near their home-base following
a collision. All 4 crew-members were killed.
The same day a F-104G crashed into the North
Sea after a bird-strike.
- Not many squadrons get a present like the
PBS for their 20th anniversary. It was 17-01
c/n G-14, the first VFW-614 of the Luftwaffe.
Late April on the occasion of the anniversary
it was officially handed over.

At the first opportunity to photograph LN coded F-111Fs this photo was made of Laken
heaths first F-111F LN70-373. By the way there are still three F-111s at Lakenheath
at the moment. (A. Wilderdijk)



German Broncos are being used for 2 purposes: target-towing and communication-duties. Right is an OV-10 for target-towing (glassy rear fuselage) and below an OV-10 for communications.



With the new registration presentation is this OV-10B 99-31/ex D-9560. (G.vd.Veen)

- Noted at Monchen-Gladbach on 3 March:
OV-10s: 99-17(338-2), 99-27(338-12), 99-31(338-16). All on overhaul
Pembrokes: 5401 (c/n 54-91), 5404(96), 5408(105), 5409(106), 5410(c/n 54-1000), 5411(1001), 5412(1003), 5415(1006), 5428(1020) and a fuselage with c/n 54-94 (ex 5403)
All are scrapped.
- The F-104G that crashed into the Waddensee (Holland) on February 24th was 20-63 (of JB-33). The other F-104G that crashed in Holland on March 3rd was 22-66 (of JB-31).

NORWAY. The RNOAF will receive three additional Orions, reportedly P-3Bs but probably P-3Cs (the P-3B is no longer in production, but Norway's five present Orions are P-3Bs).
OMAN. One Jaguar S and one Jaguar B were the first two of twelve Jaguar Internationals officially handed over to the Sultan of Oman Air Force on 4 March at BAC Warton. The other 10 a/c will be delivered over the next nine months.
SUDAN. The Sudan Air Force ordered six C-130Hs recently and wants to buy F-5Es. The Hercules order was approved of by the US Government but has not indicated a willingness to allow the sale of F-5Es.

WORLD WIDE-WORLD WIDE

EGYPT: An order for up to 200 Northrop F-5Es and F-5Fs for the Egypt AF may soon be placed. Negotiations between the US and Egyptian governments have been completed as far as technical questions are concerned, but there may still be political problems blocking the order. According to Northrop, delivery will not be soon.

Meanwhile all C-130Hs have been delivered. The six Hercules are new built; c/n 4707, 4709, 4714, 4719, 4721 and 4728 (USAF s/n 76-1598 upto 1603). One known registration is SU-BBA.

GREECE: The US department of Defence announced on 19 April that the Hellenic Air Force would buy 18 more F-4F Phantoms with total costs of US \$ 161 million.

INTERNATIONAL. On 25 March, NATO defence ministers met in Brussels to try and lift the uncertainty about a purchase of 27 Boeing E-3 AWACS aircraft by NATO for European operations. Financial problems have blocked so far a firm order, and were not solved on 25 March. Although US Defence Secretary Harold Brown increased US participation from 28% to 33%, France however refused to pay about US \$245 million unless SNECMA/GE CFM-56 engines were used and West Germany claimed that there was no room in their budgets till 1982 for their share of US \$630 million. It is now unlikely that NATO will buy E-3As, but the type will be seen in Europe when the USAF deploys E-3As on a rotational basis.

JAPAN. The initial production Mitsubishi F-1 close-support fighter is the first post-war Japanese military aircraft to be camouflaged. The green and brown painted aircraft is due to fly in late May, and should be delivered to the JASDF in September. So far, 26 F-1s have been ordered, with procurement of another 18 expected in FY1977. The first squadron should be formed in late March/early April 1978. JASDF C-1 transports and RF-4E Phantoms are also expected to receive the new low-level camouflage finish.

OPEN DAYS -- OPEN DAYS

Events in June and early July:

- June 1-12: "Paris Air Show" at Le Bourget
- June 4: "Open Day" at Coningsby (U.K.)
- June 5: "Portes Ouvertes" at Reims (France)
- June 5: "Portes Ouvertes" at Chateaudun (Fr.)
- June 5: "Portes Ouvertes" at Solenzara (Fr.)
- June 5: "Portes Ouvertes" at Cazaux (France)
- June *5: "Tag der Offene Tur" at Fritzlar
- June 11: "Tag der Offene Tur" at Hopsten (BRD)
- June 11: "Open Day" at Abingdon (U.K.)
- June *12: "Tag der Offene Tur" at Nordholz
- June 12: "Portes Ouvertes" at Metz (France)
- June 12: "Portes Ouvertes" at Limoges (Fr.)
- June 12: "Portes Ouvertes" at Tours (France)
- June 18: "Air Day" at Prestwick (U.K.)
- June 18: "Tag der Offene Tur" at Jever (BRD)
- June 18: "Open Dag" at Gilze-Rijen (Holland)
- June 18-19: "Air Display" at Duxford (U.K.)
- June 19: "Portes Ouvertes" at Istres (France)
- June 19: "Air Display" at Church Fenton (UK)
- June 25: "Vliegmeeting" at Brustem (Belgium)
- June 25-26: "Air Tattoo 77" at Greenham Common (UK). New items known to participate are a B-52 and a CL-215 of the SPAF
- June 26: "Portes Ouvertes" at Apt (France)
- July *3: "Open Day" at Aviano (Italy)
- July *3: "Open Day" at Mainz-Finthen (BRD)
- July 3: "Portes Ouvertes" at Luxeuil (Fr.)
- July 14: "Open Day" at St. Mawgan (U.K.)

Note 1: Two additional dates to the previously published list: Aug. *14: Kiel (BRD)
Sept. *11: Landsberg (BRD)

Note 2: Rumours say Jever open day has been cancelled (again?). But this hasn't been confirmed yet.

Note 3: All events marked with an asterisk are not officially confirmed.

Note 4: In order to avoid great disappointments PLEASE CHECK BEFORE GOING as open days are always subject to postponements or cancellations.

THE BELGIAN AIR FORCE

Part 10



The Elementaire Vliegopleiding

The Elementary Flying School is based at the airfield of Goetsenhoven near the city of Tienen. Here pupil-pilots of the Belgian armed forces (army, navy and air force) are familiarized with the principles of flying on the Marchetti SP-260M. For the young air force pilots Goetsenhoven is the second phase of their training, which starts at Bevingen with a basic military training course of twelve weeks. The third phase comprises 31 weeks Voortgezette Vliegopleiding at Brustem on the Magister, followed by 17 weeks Transitie Vliegopleiding (T-bird and also at Brustem). When the TVO is completed successfully the pilots receive their "Elementaire Vliegbrevet". Then they proceed to the OCC at Bierseet for a five-months-training on the Mirage 5. In this article we will deal with the EVO, the Elementaire Vliegopleiding.

In 1968 the aged Stampe SV-4bis (a few examples of which are still flying at Goetsenhoven by the way) showed the first signs of weariness; an evaluation committee started searching for a worthy successor and after a global selection five aircraft entered the competition: the Beagle Pup, the Stampe et Renard -7; the Seab Safir, the Siai Marchetti SP-260M and the Siat/MBB Flamingo. British, Belgian, Swedish, Italian and German products respectively. The aircraft were thoroughly tested and in 1969 it was announced that the Siai Marchetti had won the race. That same year the air force ordered 36 aircraft, the last one of which was taken in use in the summer of 1971.



Once the inevitable growing pains were conquered (the tail-plane appeared to be too light) the Marchetti became a well-liked machine with good characteristics. For the details-freaks: the aircraft has a 260 HP Lycoming engine, can carry 234 liters of fuel (expenditure is one liter per minute), can store three persons in the utility version, has a cruising speed of 170 kts and a maximum speed of 235 kts. The machines are serialized ST-01 to 36 and the construction numbers are 1001 to 1036. Of the 36 Marchettis 29 are operational at the moment as three crashed and four are permanent undergoing the IRAN (1200 hours) inspection.

Per year the BAF starts two EVO courses, one in January and one in July; each course lasts 33 weeks. Especially in the overlapping periods Goetsenhoven is a very busy airfield; usually a promotion comprises some 25 students but then 50!

The course provides both flying and theoretical instruction in a 3 to 1 proportion. In all 155 flying hours are made, including 30 hours in the linktrainer. The program is as follows: 56 hours general flying (22 of them solo), 30 hours navigation (15 solo), 25 instrument hours 10 hours formation flying (3 solo) and 4 hours night-flying (1 of which is flown solo).



The ground course comprises 523 hours, including such subjects as aerodynamics, procedures and ... French or Dutch, depending on the Walloon or Flemish origin of the student. Besides training pupil-pilots the EVS also gives courses for flying-instructors (No.9 squadron). Our guide at Goetsenhoven, Commandant van Tielen, used to be a fighter pilot of 350 Squadron before becoming an instructor.



AIRCRAFT OF THE BELGIAN AIR FORCE

The Avro CF-100 Chanuck Mk. V

Canucks equipped two squadrons of the first Wing at Beauvechain from 1957 till 1963. This type was the first all-weather fighter of the BAF, replacing the Meteor NF.11 of Nos.349 and 350 nightfighter squadrons and the Hunter Mk.4 of Nos.10 and 11 dayfighter squadrons. In all 53 Canucks were delivered, construction numbers being 18685 to 18737. With 349 and 350 squadron they were serialled AX-1 to AX-53; no codes were allocated. After being replaced by the Starfighter all Canucks were stored at Koksijde and scrapped soon after.

Write-offs included: AX-6 w/o 5.10.61 (350Sqn)
 AX-13 w/o 26.7.62
 AX-15 w/o 14.4.61
 AX-30 w/o 9.8.60 (349Sqn)
 AX-32 w/o 27.9.60 (349Sqn)
 AX-34 w/o 30.7.59 (349Sqn)
 AX-41 w/o 13.3.63

Note: In Heusden (Province of Limburg) someone built a house in which he used canopies of Canucks for windows!

The Republic F-84F Thunderstreak

In August 1955 the first of 197 F-84Fs arrive with the 2nd Fighter Bomber Wing at Florennes, to replace the Thunderjets in service with No. 3 Squadron. Merely two weeks later, on the 30th of August, Major Branders and Commandant Laloux become the first Belgians to fly over the national territory with supersonic speed. In May 1958 the last Thunderstreak is delivered and then six squadrons are equipped with these aircraft: Nos.1,2 and 3 of the 2nd Wing and No 23, 27 and 31 of the 10th Wing. The latter kept its Streaks for only six years, as in 1964 the Starfighter took over. All remaining aircraft were gathered at Florennes; the best were selected to stay in service with Nos.1 & 2 Sqn and the remaining aircraft were stored at Koksijde.

At Florennes Thunderstreaks were kept in operational service till 1971, when they were replaced by the Mirage 5.

Printed below is a summary of the careers of the Belgian F-84F Thunderstreaks.

- FU-01 ex 52-7116; d/d 03-01-56; sqn-code:3-RL w/o on 23-05-56
- FU-02 ex 72-7117; d/d 29-03-56; sqn-code:YL-C w/o on 17.7.63

- FU-03 ex 52-7118; d/d 09-05-57; sqn-code:YL-I w/o 08-07-64
- FU-04 ex 52-7123; d/d 19-09-55; sqn-code:YL-B and YL-M; written-off on 07-07-70
- FU-05 ex 52-7124; d/d 23-08-55; sqn-code:3R-B and 3R-E; struck off charge on 14-07-71



- FU-06 ex 52-7133; d/d 17-08-55; sqn-code:YL-A struck off charge on 17-12-70; to South-end-on-Sea (U.K.)
- FU-07 ex 52-7125; d/d 29-09-55; sqn-code:YL-F w/o 15-06-68
- FU-08 ex 52-7141; d/d 25-01-56; sqn-code:3R-V 3R-P and YL-Y; w/o 09-07-63
- FU-09 ex 52-7148; d/d 17-08-55; sqn-code:YL-G w/o 08-12-55
- FU-10 ex 52-7115; d/d 08-12-55; sqn-code:3R-J and 3R-C; wfu on 14-04-71
- FU-11 ex 52-7127; d/d 24-12-57; sqn-code:3R-I wfu on 05-11-71
- FU-12 ex 52-7137; d/d 30-09-55; sqn-code:3R-D and YL-V; w/o on 21-08-67
- FU-13 ex 52-7139; d/d 20-09-55; sqn-code:YL-P w/o on 28-11-55
- FU-14 ex 52-7144; d/d 30-09-55; sqn-code:3R-S w/o on 28-07-55
- FU-15 ex 52-7154; d/d 06-11-55; sqn-code:YL-M YL-B and YL-F; w/o on 30-03-56
- FU-16 ex 52-7135; d/d 08-05-56; sqn-code:YL-D and UR-S; w/o on 29-01-71
- FU-17 ex 52-7136; d/d 19-10-55; sqn-code: ? wfu on 09-08-71
- FU-18 ex 52-7138; d/d 03-11-55; sqn-code:YL-Q w/o on 23-04-56
- FU-19 ex 52-7143; d/d 15-10-56; sqn-code:UR-I and YL-L; w/o on 12-10-61
- FU-20 ex 52-7151; d/d 20-10-55; sqn-code:3R-C and 3R-V; used for instructional purposes since 01-07-65; now stored at Ev-ere.
- FU-21 ex 52-7151; d/d 03-05-56; sqn-code:YL-C wfu on 28-05-70; now as decoy aircraft at Beauvechain
- FU-22 ex 52-7171; d/d 10-11-55; sqn-code: ? wfu on 24-01-72
- FU-23 ex 52-7152; d/d 03-01-56; sqn-code:3R-F 3R-E, YL-R and Z6-H; w/o on 24-08-59
- FU-24 ex 52-7156; d/d 23-09-57; sqn-code:YL-J w/o on 17-10-58
- FU-25 ex 52-7161; d/d 29-11-55; sqn-code:3R-W w/o on 25-10-56
- FU-26 ex 52-7162; d/d 24-04-56; sqn-code:3R-T wfu on 25-02-71
- FU-27 ex 52-7163; d/d 04-01-56; sqn-code:3R-B w/o on 19-02-62
- FU-28 ex 52-7166; d/d 24-04-56; sqn-code:YL-K wfu on 21-10-70; now as decoy aircraft at Brustem
- FU-29 ex 52-7175; d/d 25-11-55; sqn-code:UR-D wfu on 10-05-71



FU-30 ex 52-7169; d/d 05-03-56; sqn-code:3R-K wfu on 30-11-71; now in the Air Force Museum in Brussels.

FU-31 ex 52-7178; d/d 21-08-56; sqn-code:3R-C wfu on 08-01-71

FU-32 ex 52-7183; d/d 26-07-56; sqn-code:UR-K and YL-K; w/o on 13-05-65

FU-33 ex 52-7192 d/d 03-01-56; sqn-code:3R-B wfu on 18-01-71

FU-34 ex 52-7195; d/d 16-05-56; sqn-code: ? w/o on 05-06-64

FU-35 ex 52-7204; d/d 05-06-56; sqn-code:3R-K written off on 11-07-56

FU-36 ex 52-7157; d/d 01-03-56; sqn-code:YL-R wfu on 04-11-70

FU-37 ex 52-7180; d/d 05-03-56; sqn-code: ? wfu 29-12-71

FU-38 ex 52-7182; d/d 28-03-56; sqn-code:YL-B w/o on 10-10-57

FU-39 ex 52-7194; d/d 15-05-57; sqn-code:YL-A w/o on 29-01-71

FU-40 ex 52-7187; d/d 07-06-57; sqn-code:YL-I and YL-U; w/o on 16-10-59

FU-41 ex 52-7193; d/d 09-08-56; sqn-code:3R-Y w/o on 04-08-66

FU-42 ex 52-7196; d/d 27-06-56; sqn-code:YL-W and UR-S; w/o on 09-07-63

FU-43 ex 52-7202; d/d 07-06-56; sqn-code:3R-P w/o on 23-07-58

FU-44 ex 52-7207; d/d 09-03-56; sqn-code:3R-M and 3R-B; wfu on 29-12-71

FU-45 ex 52-7210; d/d 13-06-56; sqn-code: ? wfu 08-12-70; now decoy at Florennes

FU-46: ex 52-7220; d/d 06-06-56; sqn-code:3R-L w/o on 19-06-57

FU-47 ex 52-7222; d/d 09-05-56; sqn-code:3R-E w/o on 18-06-58

FU-48 ex 52-7223; d/d 26-04-57; sqn-code:UR-T and UR-L; w/o on 17-01-62



FU-52 ex 52-7216; d/d 12-04-56; sqn-code:3R-V 3R-W and YL-F; wfu on 10-05-72

FU-53 ex 52-7225; d/d 11-06-56; sqn-code:YL-X w/o on 04-06-58

FU-54 ex 52-7226; d/d 06-09-56; sqn-code:YL-B UR-B; w/o on 22-03-61

FU-55 ex 52-10521; d/d 04-04-56; sqn-code:YL-E wfu on 05-11-71

FU-56 ex 52-10526; d/d 20-06-56; sqn-code:3R-S w/o on 28-03-58

FU-57 ex 52-10532; d/d 21-03-56; sqn-code:YL-H w/o on 24-04-58

FU-58 ex 52-10537; d/d 04-10-56; sqn-code:3R-Z and UR-N; w/o on 13-02-68

FU-59 ex 53-6543; d/d 12-09-56; sqn-code:RA-R wfu on 10-05-72

FU-60 ex 53-6549; d/d 12-09-56; sqn-code:Z6-S w/o on 26-01-68

FU-61 ex 52-7129; d/d 23-08-56; sqn-code:UR-H w/o on 03-06-64

FU-62 ex 52-7129; d/d 06-09-56; sqn-code:3R-Y w/o on 21-05-58

FU-63 ex 52-10519; d/d 22-08-56; sqn-code:YL-D and UR-W; wfu on 11-02-65; now as decoy aircraft at Kleine-Brogel

FU-64 ex 52-10531; d/d 08-11-56; sqn-code:3R-I w/o on 30-01-64

FU-65 ex 53-6560; d/d 27-11-56; sqn-code:RA-S w/o on 18-03-57

FU-66 ex 53-6677; d/d 12-09-56; sqn-code:Z6-D wfu on 24-11-70; now as decoy aircraft at Brustem

FU-67 ex 53-6681; d/d 26-09-56; sqn-code:RA-H wfu on 19-01-65; now as decoy aircraft at Kleine-Brogel

FU-68 ex 53-6683; d/d 25-10-56; sqn-code:Z6-V w/o on 14-12-56

FU-69 ex 53-6685; d/d 13-12-56; sqn-code:Z6-X w/o on 06-03-57

FU-70 ex 53-6698; d/d 25-10-56; sqn-code: ? w/o on 02-07-57

FU-71 ex 53-6703; d/d 03-10-56; sqn-code:RA-O w/o on 02-07-57

FU-72 ex 53-6770; d/d 29-08-56; sqn-code:RA-F w/o on 12-03-59

FU-73 ex 53-6773; d/d 06-09-56; sqn-code: ? wfu on 09-08-71

FU-74 ex 53-6777; d/d 30-08-56; sqn-code: ? wfu 26-03-71

FU-75 ex 53-6687; d/d 28-03-56; sqn-code:UR-Y w/o on 13-02-58

FU-76 ex 53-6536; d/d 28-03-56; sqn-code:UR-L and Z6-Q; wfu on 28-01-71; now as decoy aircraft at Florennes

FU-77 ex 53-6538; d/d 29-03-56; sqn-code:Z6-M w/o on 18-10-58

FU-78 ex 53-6541; d/d 28-03-56; sqn-code:UR-K and 8S-L; w/o on 09-07-62

FU-79 ex 53-6576; d/d 28-03-56; sqn-code:UR-Y w/o on 01-10-56

FU-80 ex 53-6573; d/d 28-03-56; sqn-code: ? w/o on 10-10-65

FU-81 ex 53-6577; d/d 29-03-56; sqn-code:UR-E UR-I and Z6-F; w/o on 30-05-60

FU-82 ex 53-6587; d/d 28-03-56; sqn-code: ? wfu on 03-12-70; now as decoy aircraft at Brustem

FU-83 ex 53-6555; d/d 29-03-56; sqn-code:RA-K w/o on 18-03-57

FU-49 ex 52-7008; d/d 17-04-56; sqn-code:3R-D wfu on 23-02-65; now as decoy aircraft at Kleine-Brogel

FU-50 ex 52-7011; d/d 08-08-56; sqn-code:3R-T wfu on 28-05-70; now as decoy aircraft at Florennes

FU-51 ex 52-7215; d/d 20-04-56; sqn-code:3R-G wfu 28-01-71; now as decoy aircraft at Beauvechain

The remaining Thunderstreaks will be published in the next issue, together with the inevitable notes.

-- SHOW REPORTS --

53rd STORMO MEETING at Cameri (Italy) 2 april 1977

The Air Shows in Italy are not frequent and so it was an unexpected luck to have the opportunity to be present at this show.

It was organized on occasion of the first 53rd Stormo Meeting at Cameri on 2 April.

Probably the 53rd Stormo is the most well known AMI's unit with the non-Italian readers, due to the fact that its 21st Gruppo is a member of the "Tigers Club". The 53rd Stormo was formed at Torino-Mirafiori on 15 May 1936, equipped with the Fiat Cr.32. During the first period of WW2 the 53rd was employed over the French front and North Africa. On 25 February 1941 the Stormo was disbanded but on 3 January 1942 it was re-formed at Torino-Caselle and equipped with Macchi Mc.200; after a few months it was operating again in North Africa. On 8 November 1943 the 53rd returned to Italy and was disbanded again. The Stormo was re-formed at Cameri on 1st April 1967 and equipped with the F-104G, successively replaced by the F-104S.

For the Meeting, the base of Cameri (40km west of Milano) opened its gates and many people had the opportunity to visit the static display and to admire the show. Unfortunately, like during all Italian open-days, it was prohibited to take pictures and so we cannot show any photos of the Static Display which was very interesting; only photos regarding the air show (very interesting too), taken with the risk to get arrested!!!

STATIC

16 a/c and 1 chopper; very interesting were the F-104S with two Sparrows and two Sidewinders, the F-104G with a SUU/21A bomb container and the Atlantic.

6-16	MM6578	F-104G	154Gr./6 Stormo
36-15	MM6732	F-104S	12 Gr./36Stormo
51-32	MM6841	F-104S	155Gr./51Stormo
53-04	MM6815	F-104S	21 Gr./53Stormo
8-20	MM6463/NC2025	G-91Y	101Gr./8 Stormo
2-40	MM6411/NC245	G-91R-1B	14 Gr./2 Stormo
8A-44	MM6344/NC74	G-91T-1	SVBAA
93	MM54276	MB.326	SBVIA
53-27	MM51-9249	T-33A	653SG./53Stormo
53-28	MM51-9030	T-33A	653SG./53Stormo
30-74	MM40112 (c/n 74)	Br.1150	86 Gr./30Stormo
RM-96	MM80162	AB.47J	300Gr./3 RVR
12-YS	c/n 72	S.Mystere	FAP
104815		CF-104G	CAF
32-24	c/n 0493	G-91R	WGAF LEKG-43
35-17	s/n 69-7464	RF-4E	WGAF AKG-52

SHOW

During the Cameri Show the first public exhibition of an AMI HH-3F could be witnessed. Also the superb exhibition of the Agusta A-109 Hirundo (Esercito with M.M.!!!) piloted by Commander Ghisleni must be cited..

The exhibitions of two AMI partols with G-91s and F-104Ss, G-222, AB-204B and Frece Tricolori completed the show.

RM-116	MM80325	AB.204B	para-launch
15-01	MM80974	HH-3F	15th Stormo
---	MM ??	A-109	Esercito
15-29	MM80469	AB.204B	15th Stormo
1-ARGI		SP.260W	Marchetti
RS-06	MM582/NC4001	G.222	311 Gruppo
2-07, -10, -15, -16		G-91R	14th Gruppo
53-03/MM6705, 53-06/MM6735			
53-12/MM6881, 53-20/MM6808		F-104S	21 Gruppo
1,2,3,6,10,12,15		all G-91PANS and 5,8,11 all G-91Rs of Frece Tricolori.	

VISITORS

36-69	MM54-1803	T-33A	636th S.C./36Stormo
68		MB.326	SVBIA
SA-108	MM54408/NC135	G-91T	SVBAA
31-12	MM62012	DC-9-32	31st Stormo
31-5	MM61965	C-118	31st Stormo
31-78	G-91R	WGAF LEKG-43	
12-YV	Super Mystere	B.2	FAP

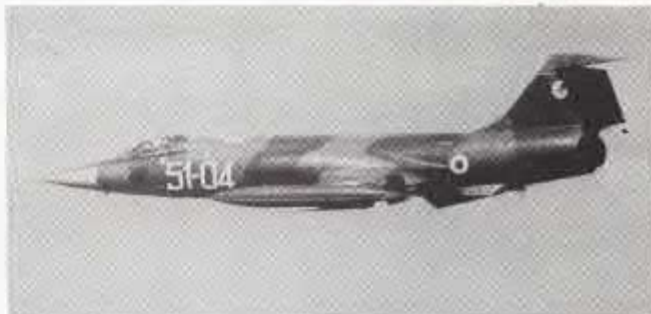
SCRAP-YARD

51-53/38316 F-86K and 19668 F-86E Sabre



Two photos made during the open day at Cameri Air Base. HH-3F 15-01 the first to replace the Albatross in their SAR role.

51-04 coming from Istrana AB also participated in the air show. (Mr. Mattuizzo)



FAMILIE - DAG at Eindhoven (Holland) 29 april 1977



WHO WON THE WAR, 314

Inscription painted on all aircraft

To celebrate it's 25 years of existance, 314Sqn organized a family-day on 29 April. All details were kept secret in order to suprise everyone. So on the day all participating aircraft arrived amazement among the few Eindhoven spotters was total. For once Eindhoven was again an airbase to be proud on and for once complaints about noise were ignored.

STATIC

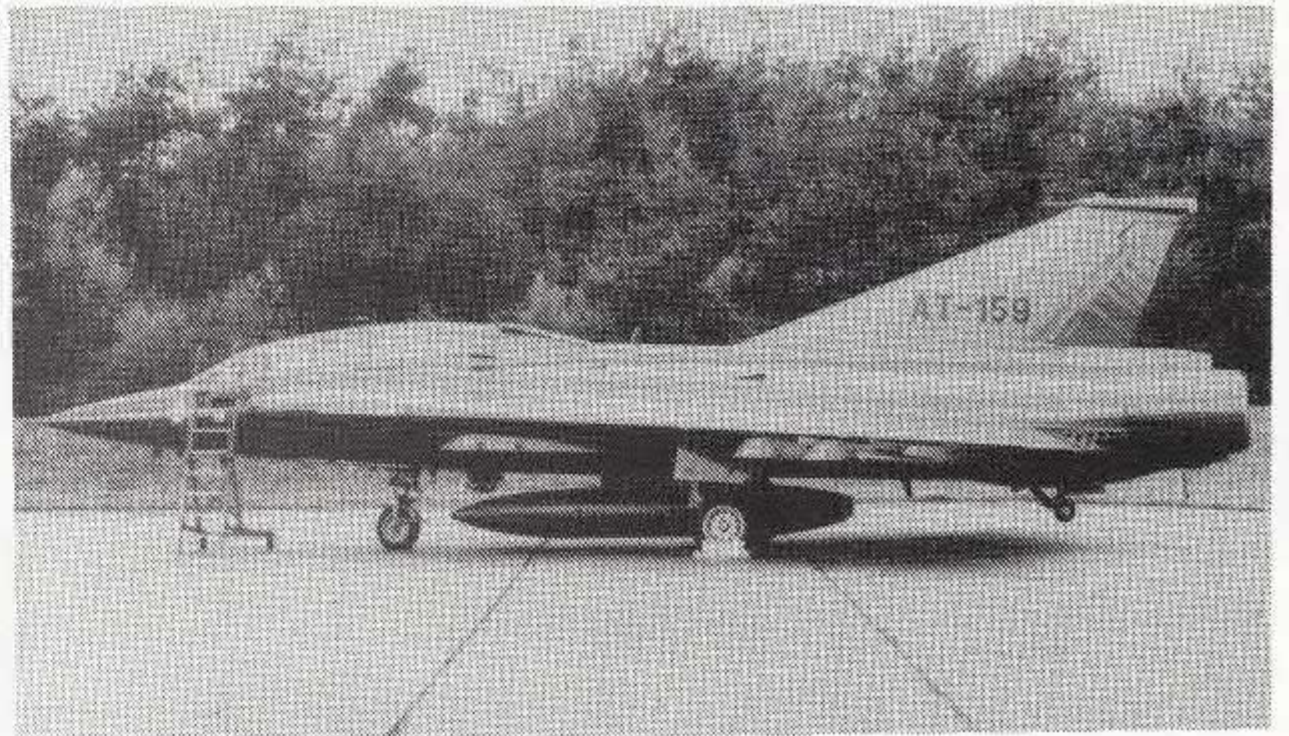
D-6670, F-104G RNoAF 312Sq K-3015 NF-5 314Sq
 4833 CF-104G RNoAF 334Skv K-4017 NF-5 314Sq
 4637 CF-104D RNoAF 334Skv A-319 Al.III GpLV
 35-19 RF-4E WGAF AKG-51 MT-34/291 CM-170R
 30-MP/47 Mirage F.1 FAF B-45 Bo.105C GpLV
 BA-60 Mirage 5BA BAF 2Sqn 133542 CT-33A CAF
 XX741 Jaguar Gr.1 RAF 54Sqn C-2 F-27M 334Sqn
 31-61 G-91R WGAF LEKG-41
 P-231 F-84F 314Sqn (decoy aircraft)
 AT-159 TF-35 Draken RDanAF Esk.725
 XV783/R Harrier Gr.3 RAFG 4Sqn (still with
 No.20Sqn markings)

SHOW

K-3072 NF-5A 316Sqn D-8112 F-104G 306Sqn
 XX836/AZ Jaguar T.2 RAFG 14Sqn

FLIGHT-LINE

K-3043(316), 3055(314), 3047(314), 3075(314),
 4028(-), all NF-5A/Bs



314Sqn's anniversary was something special indeed. Amongst the visitors were Jaguar XX741, the brandnew Danish TF-35 AT-159 and CF-104G 833-page 15. (J.v.Tuyn)



PORTES OUVERTES at Nancy-Ochey (France) 9 may 1977

STATIC

30-FI/31 Mir.F.1C ECTT.2/30 3-KC/30 CM-170R
 RS68-447 F-4E USAF 512TFS 67-FA/1968 Al.III
 RT-667 CF-104D RDAF Esk.723 338-HY/29867 T-33
 2-ZE/260 Mir.3BE EC.2/2 3-XO/E15 Jaguar E
 3-JD/515 Mir.3E EC.2/3 3-XN/A67 Jaguar A
 33-CF/347 Mir.3R ER.1/33 3-IS/502 Mir.3E
 8-MK/300 Mystere IVA EC.1/8
 339-WM/463 Mystere XX CPIR-339
 338-HJ/14419 T-33A CEVSV-338 (ex 30-QC)

HANGARS

3-JO/508, 3-JO/528, 3-XM/25, 3-JJ/549 all
 Mirage IIIIE/5F
 3-KA/41579, 3-KB/16524, 30-QB/14192, 2-HC/14044,
 WV/54434 (ex 30-QA), 4-WH/14153 (ex 314-WD)
 338-HR/35147, 338-HC/16834; all T-33As
 3-KE/165 CM-170R SLVSV

WI/54439, 338-HS/17497, 338-HT/70683, 338-HM/
 35282, 338-HB/18752 all T-33As
 3-JH/545, -JA/518, -JB/547, -JM/521, -JS/529,
 -JG/555, -JN/541, -JK/497, -JC/506, -JT/520,
 all Mirage IIIIEs
 3-XM/A66, -XP/E10, -XW/?, -XA/? all Jaguar A &
 Es of EC.3/3
 11-MG/A75, -MC/A83 Jaguar As of EC.2/11
 11-OB/08, 41-AJ/? Broussard MH-1521M
 VW/3 Cap-20 62-KB/101 N-2501 ET..62
 67-FG/2085 Alouette III EH.2/67

OTHER A/C ON THE FIELD

7-JA/41576, 338-HA/17412, 338-HP/14385 T-33As
 3-IR/531 Mirage IIIIE JAY/1817 Al.II Gendarm.

SCRAP-YARD

2-HD/265 Flamant 52-9033 F-84F (ex reg.1-NG)

EC.3/3's first Jaguars could be admired at the "Portes Ouvertes" at Nancy. Shown here is Jaguar A 3-XN/A67. (F.Swinkels)



F-86K

Sabre Jet

Part 3 in Luftwaffe service

This article has been compiled and written by G.A.Hiltermann.



In order to build up a 'new' Luftwaffe, West Germany decided to order 226 aircraft of the type Fiat F-86K Sabre, but this number was very soon reduced to a total of 88 aircraft; delivery of which began on 10 September 1959 to 3.WS-10 (the third squadron of Waffenschule 10, the unit which is called Waffenschule der Luftwaffe (WsdL), nowadays).

The procedure with a new type of aircraft was to send people and materials to a Waffenschule to form a unit. After this training period the unit was sent to its home-base as a new Luftwaffe "Geschwader".

So 3.WS10 made the F-86K operational-ready for the air force and on 1 October 1960 the new unit was transferred to "Jagdgeschwader 75", based at Leipheim.

Both the unit's squadrons, 751 and 752 Staffel, got only 50 of the 88 delivered F-86Ks; the other 38 remained in storage at Erding airbase in their bare-metal finish with USAF markings.

The 50 operational aircraft were divided among the two staffel as follows:

751 Staffel received 28 a/c, coded JE-101 up to JE-128

752 Staffel received 21 a/c, coded JE-231 up to JE-251

These registrations were already used when the unit was still at Oldenburg. The training period there ended in July/August 1960, and the oldest aircraft went to Dornier for maintenance. The first six of them, JE-101 up to JE-106, were there during that period and some of them never returned to operational service. For the JE-106 a new example was found in March 1961. There was still an aircraft flying with the Technische Schule No.1 (based at Kaufbeuren) with the rare registration BB-701 (used for publicity shots?) which became the new JE-106.

On 1 May 1961 the unit was renumbered as Jagdgeschwader 74 (with two squadrons: 741 and 742 Staffel), and moved to the Neuburg/Donau airbase. The registrations JE-106/JE-128 and JE-231/JE-251 were changed in JD- codes having the same digits. However JD-124/JD-128 changed to JD-104, 105, 101, 102 and 103 resp. Soon after a new JD-124 and JD-125 were received. These were the former JE-103 and JE-102 resp. coming back from maintenance. So the strength of 741 Staffel was 25 a/c, coded JD-101 up to JD-125. In addition to this, the strength of 742 Staffel was also brought to 25 a/c, taking four a/c from the Erding storage, which received the codes JD-252 up to JD-255.

The storage at Erding contained a number of aircraft which were little by little broken up in order to get spare parts for their operational brothers. For example: JD-123 (56-4127) was damaged and the fuselage was replaced by the fuselage of the stored 55-4923. The new product flew the rest of its life with the former code JD-123, but with the new serial 55-4923.

A serious accident took place above Neuburg airbase on 2 May 1962, when two aircraft, JD-103 and JD-109 collided, killing both pilots. Two new aircraft were taken from storage to fill up this gap in the strength of 741 Staffel and received the registrations of the crashed aircraft.

On 31 May 1964 all remaining and airworthy F-86Ks were gathered. The used codes were reserved for the unit's new aircraft, the F-104G Starfighter of which the first one was received on 1 July 1964 (coded JD-101). Totally 49 Sabres remained in service, receiving the codes JD-302/JD-325 and JD-331/JD-355 as the former JD-101 was already withdrawn from use.

An F-86K (s-n 56-4158) fully operational at its home-base Neuburg am Donau (WGAF)



On 31 December 1965 the F-86K was phased out officially and at that moment 47 aircraft were still in service, as two more accidents had happened. On 24 November 1964 the JD-316 crashed near Schwabisch Gmund; the pilot ejected. On 13 July 1965 the JD-310 was severely damaged after an accident.

The remaining 47 aircraft went to Dornier at Oberpfaffenhofen for maintenance, after which the roundels of the air force of Venezuela were added (in 1966). These aircraft were packed in crates and shipped to South America. Four of them were present in the harbour of Curacao for some time because they had Honduras as destination. Further details are lacking. The F-86K equipped in Venezuela two units: No. 34 and 35 Squadrons. A further history of these a/c remains unknown, but in 1969 four aircraft were officially handed over to Honduras. When the Southern American country El Salvador lost a football-match in its neighbour country Honduras with 1-0 on 14 July 1969, there was reason enough for a war. El Salvador, which has five times the size of Honduras and is in military aspect much stronger, bombed several towns and villages in Honduras, killing over 1000 people.

As a supplement to its air force, which did not have 'first line' aircraft, Honduras received four ex WGAF F-86Ks from Venezuela, although these were never used in the war, as peace was concluded in the same week as the war broke out.

It is possible that these four aircraft were the same as those in Curacao, but this is not more than a suggestion. It seems that nowadays still two F-86Ks are operational in Honduras, flying from San Pedro Sula airbase.

Some of the F-86Ks is storage at Erding survived and were placed as monuments in Germany. The JE-104 went to the Hohere Technische Schule at Neubiberg, JE-106 went to Technische Schule No.1 at Kaufbeuren. Another F-86K used in a school was 56-4145. All three aircraft were scrapped later on.

One aircraft was used as a static show aircraft in the ground show "Unsere Luftwaffe" in the sixties. The aircraft was in bare-metal, without any markings. In 1968 this aircraft was mounted on a pole near the barracks of "Luftwaffe Ausbildungsregiment 5" in Goslar, where it got the spurious registration GS-338 (GS is the "Kraftfahrzeugkennzeichen" and 338 the "post leitzahl" of Goslar).

Another one was mounted on a pole near the gate of the "Wilhelm Frankl" barracks near the Neuburg base, bearing the code "JG-74". A third one stands at Furstenfeldbruck in Luftwaffe colours for many years, but without any registration. The aircraft arrived some years ago in USAF colours and is one of the storage Sabres which have never flown with the Luftwaffe.

Another aircraft in USAF colours went to the barracks of "Luftwaffenunterstützungsgruppe-süd" in Karlsruhe. The F-86K arrived in January 1962 bearing the s/n 54-4881. Nowadays the aircraft is still present, mounted on a pole, bearing no registration or serial number and in bare-metal.

An F-86K ready for a new flight. JD-320 somewhere at an air base (M.A.P.)



Unidentified F-86K at Furstenfeldbruck.

The "Luttich" Kaserne in Mannheim received F-86K 55-4921, but when these barracks were handed over to the army the aircraft was removed and brought to the Erding scrapyard on 26 June 1973.

As a conclusion to this story we can say that only four F-86Ks are preserved at this moment (in Goslar, Karlsruhe, Neuburg and Furstenfeldbruck), while it seems very strange to us that the Luftwaffe-Museum in Uetersen is missing only one aircraft: an F-86K!

Serialist F-86K in Luftwaffe service

c/n	US. s/n	codes and details
85	55-4845	---
106	55-4866	---
118	55-4878	---
121	55-4881	monument in Karlsruhe since 1-62
122	55-4882	---
128	55-4888	---
135	55-4895	JD-253, JD-353; to Venezuela AF
136	55-4896	JD-254, JD-354; to Venezuela AF
137	55-4897	JE-104; wfu 7-'60, to Neubiberg HTS, but scrapped later on
138	55-4898	JD-255, JD-355; to Venezuela AF
139	55-4899	---
141	55-4901	---
144	55-4904	---
147	55-4907	JD-103, JD-303; to Venezuela AF
148	55-4908	---
149	55-4909	---
150	55-4910	---
151	55-4911	JD-109, JD-309; to Venezuela AF
152	55-4912	JE-103, JD-124, JD-324; to Venezuela AF
153	55-4913	---
154	55-4914	---
155	55-4915	---
156	55-4916	---
157	55-4917	---
158	55-4918	---
159	55-4919	---
160	55-4920	JE-101; wfu 8-'60, used for spare parts

The F-86K monument in Karlsruhe. This a/c bears no code or s-n but its identity is 55-4881. (Ch. Emrich)



Right: A line-up of German F-86Ks during an exercise. The foremost a/c is JD-251 c/n 56-4160 which went to the Venezuelan AF in 1966 (F.Humblot)



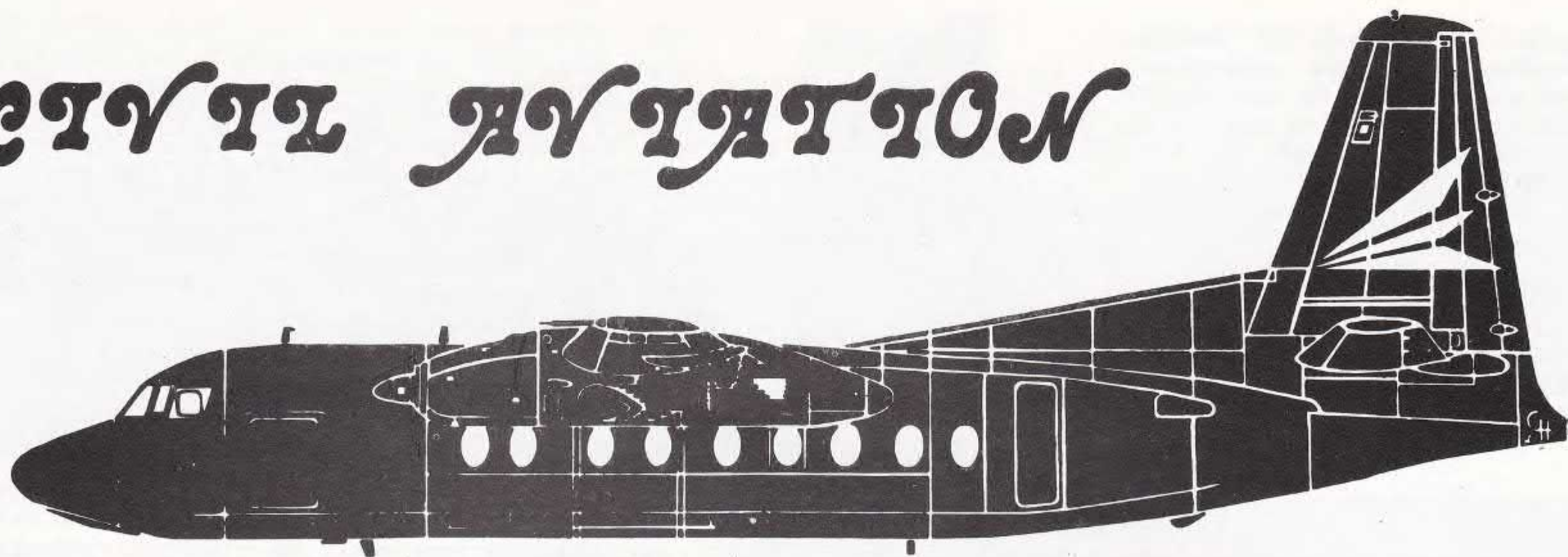
Below; In early sixties colours; still not camouflaged with the JE- code of JG-75. This a/c is JE-105 s/n 55-4935 (M.A.P.)



161	55-4921	monument in Mannheim till 3-'73; scrapped at Erding	193	56-4132	JE-127, JD-127, JD-102, JD-302 ; to Venezuela AF
162	55-4922	---	194	56-4133	JE-128, JD-128, JD-103; w/o 2-5-'62 at Neuburg after collision with JD-109.
163	55-4923	JD-123, JD-323; a/c built up together with parts of the damaged 56-4127; to Venezuela AF	195	56-4134	JE-231, JD-231, JD-331; to Venezuela AF
164	55-4924	---	196	56-4135	JE-232, JD-232, JD-332; to Venezuela AF
165	55-4925	JD-252, JD-352; to Venezuela AF	197	56-4136	JE-233, JD-233, JD-333; to Venezuela AF
166	55-4926	---	198	56-4137	JE-234, JD-234, JD-334; to Venezuela AF
167	55-4927	---	199	56-4138	JE-235, JD-235, JD-335; to Venezuela AF
168	55-4928	used as a monument somewhere	200	56-4139	JE-236, JD-236, JD-336; to Venezuela AF
169	55-4929	---	201	56-4140	BB-701, JE-106, JD-106, JD-306 ; to Venezuela AF
170	55-4930	JE-102, JD-125, JD-325; to Venezuela AF	202	56-4141	JE-239, JD-239, JD-339; to Venezuela AF
171	55-4931	---	203	56-4142	JE-240, JD-240, JD-340; to Venezuela AF
172	55-4932	---	204	56-4143	JE-241, JD-241, JD-341; to Venezuela AF
173	55-4933	---	205	56-4144	JE-242, JD-242, JD-342; to Venezuela AF
174	55-4934	---	206	56-4145	used at a school, a/c scrapped later on
175	55-4935	JE-105; wfu 7-'60, became exposition a/c	207	56-4146	JE-243, JD-243, JD-343; to Venezuela AF
176	55-4936	JE-106; wfu 8-'60, to TS.1, scrapped later on	208	56-4147	JE-244, JD-244, JD-344; to Venezuela AF
177	56-4116	JE-237, JD-237, JD-337; to Venezuela AF	209	56-4148	JE-112, JD-112, JD-312; to Venezuela AF
178	56-4117	JE-107, JD-107, JD-307; to Venezuela AF	210	56-4149	JE-245, JD-245, JD-345; to Venezuela AF
179	56-4118	JE-108, JD-108, JD-308; to Venezuela AF	211	56-4150	JE-246, JD-246, JD-346; to Venezuela AF
180	56-4119	JE-109, JD-109; w/e 2-5-'62 after collision with JD-103	212	56-4151	JE-247, JD-247, JD-347; to Venezuela AF
181	56-4120	JE-110, JD-110, JD-310; written off 13-7-'65	213	56-4152	JE-248, JD-248, JD-348; to Venezuela AF
182	56-4121	JE-118, JD-118, JD-318; to Venezuela AF	214	56-4153	JE-113, JD-113, JD-313; to Venezuela AF
183	56-4122	JE-119, JD-119, JD-319; to Venezuela AF	215	56-4154	JE-114, JD-114, JD-314; to Venezuela AF
184	56-4123	JE-111, JD-111, JD-311; to Venezuela AF	216	56-4155	JE-115, JD-115, JD-315; to Venezuela AF
185	56-4124	JE-120, JD-120, JD-320; to Venezuela AF	217	56-4156	JE-117, JD-117, JD-317; to Venezuela AF
186	56-4125	JE-121, JD-121, JD-321; to Venezuela AF	218	56-4157	JE-116, JD-116, JD-316; written off 24-11-'64 near Schwabisch Gmund
187	56-4126	JE-122, JD-122, JD-322; to Venezuela AF	219	56-4158	JE-249, JD-249, JD-349; to Venezuela AF
188	56-4127	JE-123, JD-123; damaged, after which parts were used together with parts of 55-4923 for a new JD-123.	220	56-4159	JE-250, JD-250, JD-350; to Venezuela AF
189	56-4128	JE-124, JD-124, JD-104, JD-304 ; to Venezuela AF	221	56-4160	JE-251, JD-251, JD-351; to Venezuela AF
190	56-4129	JE-125, JD-125, JD-105, JD-305 ; to Venezuela AF			
191	56-4130	JE-126, JD-126, JD-101; wfu before 31-3-'64			
192	56-4131	JE-238, JD-238, JD-338; to Venezuela AF			

Writing about this kind of subjects it is never possible to get a complete article without any faults. Therefore the author is very interested to receive comments on this article, positive or negative, with corrections and additions, which will be published in the future. His address: G.A.Hiltermann
Alsemhof 25
Oosterhout (N.Br.)
Holland.

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Edited by Coen & Heuvel, in co-production with ITASW & J.Struben

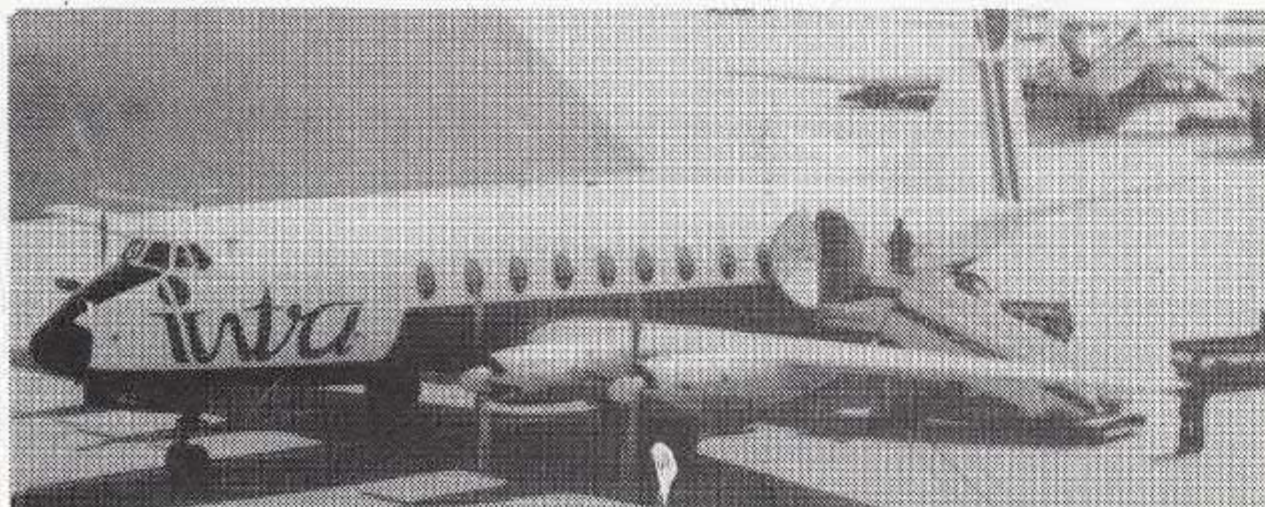
MOVEMENTS

SCHIPHOL

APRIL MOVEMENTS (thanks to Schiphol spotters)

- 1: 9K-ACK B.707-369C Kuwait Airw. new service
G-AZTG B.707 Air Malta c/s (lsd Dan-Air)
YV133C DC-10-30 Viasa (ex PH-DTF/46555)
- 2: G-BDSJ B.707-338C (19630) Brit.Caledonian
G-AWFD PA.28-R180 F-BUYK PA.23-250
G-BAVW PA.23-E250 D-ECME Be.35-C33A
CN-RMP B.727-2B6 RAM G-ATCY PA.E23-250C
G-AVJB V.815 Viscount (375) Intra Airways
OY-SAD SE.210-12B (272) Sterling Airways
CS-TBA B.707-382B (18961) T.A.P.
- 3: N319PA B.727-21 (18997) PanAm
G-AYIG PA.28-140C (28-26878)
- 4: G-AYTP PA.23-250E G-AVVT PA.E23-250C
D-BAKA F.27-100 (10198) W.D.L. (also on 5-4)
G-BGKN HS.125-600B (also on 14-4 & 28-4)
- 5: G-BAPG V.814 (344) BMA (British Aws c/s)
N10ST L.382E (4383) TIA full c/s
OY-APM HS.125-400B (25253) Maersk Air
N8641 DC-8-63CF (46106) Seaboard World Aw
N791FT DC-8-63CF Flying Tigers (also on
HB-VCA Mystere 20F VR-BFR Learjet 36
CS-TBJ B.707-373C TAP D-ICOD Cessna 340
- 6: G-AXYD BAC 1/11-509EW (210) Dan-Air
I-GIAZ Mystere 20 (252) Zanussi (also 20-4)
G-ATMJ HS.748-225 (1593) Civil Aviation A.
F-BVSZ Ce.F.177RG D-ECCU MS.893A
I-DKET Mystere 20 OY-TOW PA.28-180
7: JY-AFD Learjet 35A OY-TOC PA.28-180
CS-TBB B.707 TAP D-CITA Learjet 35A
SE-GNP PA.28 HB-VBL Mystere 20C
D-CBMB Falcon 10 (61) D-EHUS Ce.FR.172F
OO-ADI Cessna T.210L (61148) also on 27-4
- 8: N15ST L.382E (4391) TIA also on 19-4
CN-RMO B.727-2B6 Royal Air Maroc
SE-GRZ PA.32R D-EAAE Mooney
G-BDLR AA-5B (0128) OO-TPN P.68B Victor
LX-AVB Cessna F.172H G-BAHR PA.28-140D
D-ECFZ Cessna F.172K G-BDPA PA.28-151
D-EERF Wassmer WA-54 G-BEOU PA.31-350
- 9: G-BDEA B.707-338C (19296) Brit.Caledonian
N99862 DC-8-52 (45303) Cyprus Airways
G-BEFB & G-BDLZ & G-BAZF & G-BDNX AA-5s
G-AVSD & G-AVSE PA.18-180s (28-4195/4196)
D-EIKN Mooney M.20F I-KISS Learjet 25B
D-EGSI Cessna T.210L SE-GIZ PA.28-180
G-BDRC V.724 Intra Aw. SE-GMA Cess.F.172M
OY-AFP Cessna F.172D SE-GAO PA.34-200

- 10: OY-DMH Beech 35-C33 G-BABW Beech E.90
D-ECJJ Cessna 182N D-EPPD PA.28-R200
OY-TOF PA.28-140 (28-7425324) Cimber Air
- 11: 5X-UCF L.382-30 (4610) Uganda Airline
CCCP-85177 Tu.154B Aeroflot (new a/c)
CS-TBU B.707-3F5C TAP (ex Port.AF)
G-BEOU & G-BEOJ PA.31-350s of Air Anglia
G-AYTG Cessna F.177RG D-GHFC PA.34-200
G-AZRD Cessna 401B SE-FXU Cessna182N
- 12: 5X-UAL B.707 Uganda Al. G-BBGH AA-5(0430)
G-AZAO Boe-209-150FF G-BBRO HS125-600B
D-ILTY Be.65-B90 (LJ-456) German Gov't
- 13: G-BBCT PA.31-350 PH-AST PA.31-350
- 14: OO-DIL Cessna 210L G-BBVM Beech A.100
HB-VEZ Mystere 20 G-AZZK Cessna 414
D-ILNO Cessna 310Q D-ELLO CessnaF172
G-BDFE Herald (167) BAF (Fleetwood Mac)
- 15: ET-ACD B.707-360C (19736) Air Algerie c/s
N4865T DC-8-63CF (46073) TIA
G-BCCL HS.125-600B G-AZVY Cess.E310Q
G-AVXL HS.125-3B G-ARWR Cessna172C
N720G G.159-I ITT HB-LGA PA.31P
N80MD B.100 King Air G-BBXG PA34-200-2
- 16: PH-MAS DC-8-55F (45824) KLM!
CCCP-85180 Tu.154B Aeroflot new a/c
6V-AEF B.727-2M1 (21091) Senegal Gov't
4X-BYM/137 B.707-329 ELAL (ex Sabena)
CS-TBA B.707-382B (18961) TAP
I-EKET Mystere 20 G-ASJL Be.H.35
OH-PAT PA.32R G-BAGO Cessna421B
D-EDJO Cessna F.172M D-EHGP Cessna210L
D-ECXK Cessna F.172M D-EBYI Cess.F172N
D-EDXF Cessna FR.172G G-AZVY Cessna310Q
- 17: N900CS Sabreliner G-AZLO Cess.F337F
F-BTTP Corvette (30) G-AXFA PA.23-250D
D-EBBQ Cessna 182F HB-VEZ Mystere 20
N8632 DC-8-63CF in Saudia c/s (also 25-4)
- 18: CCCP-65051 Tu.134A Aeroflot (new a/c)
D-IAWF PA.34-200T D-CCVW Sabre-75A
OO-DLH PA.22-150 OO-VRE Cess.F172M
19: N121WT Mystere 20 HB-VAV Falcon 20
G-AZNY PA.23-250E I-CITY Cessna 500
G-BEIZ Cessna 500 G-AZKZ Ces.F172L
F-BJTG SE.210-3 (115) Air Charter Int.
- 20: G-BDEA B.707-338C (19296) Brit.Caledonian
D-ABNI B.727-230 (20676) Condor
OY-SBW SE.210-6R (93) Sterling Airways
D-IMLN Cessna 500 D-INCI Cessna 500
F-BSTR Mystere 20F D-IJET PA.31T
D-EILF PA.28-180 G-AXFE Beech B.90
OY-ANM Cessna 421 SE-GNC PA.32R
G-BAVY PA.E23-250 D-ICHS Learjet24D
- 21: OY-ASP Learjet 25B D-IEGO Learj.24D-A
D-IGAD AC.681 D-ILTY Be.65-B90
N227G G.1159 (76) G-AVJJ PA.30-160B
- 22: G-BBXG PA.34-200-2 HB-LGH Cessna310Q
G-AVCX PA.30-160B I-EDIS Mystere 20
D-EHWI Beech A-33 D-CAFO Learjet 36
D-ILOD Cessna 414 G-BBVR PA.31-350
N8636 DC-8-63CF (46051) Saudia Cargo, full
c/s; lsd from Seaboard (also 24-4)



FOKKER - VFW

22: G-ARJN DH-106 (6459) Dan-Air
 23: D-BABE VFW-614 (G-05) Air Alsace
 D-BABJ VFW-614 (G-10) VFW/Fokker demonstr
 OY-SAF SE.210-12B (275) Sterling Airways
 YI-AGJ B.737-270 (21183) Iraqi Airways
 N8766 DC-8-61 (46015) Capitol, lds from
 Eastern G-AWWK Beech B.90
 D-IGSO Learjet 24-DA G-AWET PA.28-180D
 D-IDMS Cessna 310Q F-GAKT Rallye
 24: HA-LCE Tu.154 Malev G-AXKD PA.23-250
 F-BRNN PA.31 OO-JPW PA.28
 G-AWIT PA.28-180D OO-VDB Cessna 210F
 DM-SCX Tu.134A Interflug
 G-ATTP BAC.1/11-207AJ (039) Dan-Air
 25: CCCP-65050 Tu.134 Aeroflot (new a/c)
 SE-DDN Cessna 500 G-BBKN Beech C-90
 G-AWVK HP.137-1 OY-BUD Cessna 210
 26: G-ANXB & G-AXFH DH-114s of Peters Av.
 N904CL DC-8-33 (45376) Capitol
 N8763 DC-8-61 (46037) (lds from Eastern)
 G-BAMZ PA.34-200-2 D-ECKW Cessna 182N
 SE-GBK PA.32-260 G-BBBI AA-5 (0392)
 27: F-BJTO SE.210-3 (148) Air Charter Int.
 LN-PAC & LN-PAD both PA.31-310s
 D-ECSE Cessna FR.172H F-BXLD PA.31
 G-AVVT PA.E23-250C D-ABIP B.727 Condor
 28: OH-CGV Cessna 402B D-ICAQ PA.23-250
 D-ILTY Beech 65-B-90 G-BBXL Cessna E310Q
 G-BENR RC.114 G-AWBC PA.28R-180
 OO-HTC FH.227B (559) Delta Air Transport
 G-ARNA Mooney M.20B (1806)
 29: JA8056 DC-8-62AF (46162) JAL
 N11ST L.382E (4384) TIA full c/s
 D-GINI P.68B Victor HB-VBS Mystere 20
 30: G-BEHH PA.32 G-AXSZ PA.28-140B
 D-CAVW Sabreliner 75A N80MD Beech B.100
 D-INIX PA.34 D-IDUS Cessna 421B
 D-GAFC PA.34 G-AXXB PA.31 Turbo

SHANNON

Deliveries in February (most Pipers & Cessnas coming from Gander).

5: N3953G C.340A (0242) & N98783 C.421C (0089)
 St.Johns-SNN 8/2-Brussels, Floair
 G-BEIK Be.36 (E-897) Johns-SNN 7/2-Luton
 8: N62998 PA.31 Navajo, 9/2 to Oxford
 N1665H PA.32R-300, 9/2 to Hannover/Kassel
 9: N81547 AC.690B (11367) Reykj.-SNN-Geneva
 11: N7466 PA.31 (533) R'dam-SNN, 12/2-Reykj
 12: N3544G C.310 (0867) & N3925G C.340 (0235)
 15/2 to Brussels, Floair
 13: N7548F PA.28 (7790192) 14/2 to Malta/Luqa
 N68950 PA.31 (7405212) 14/2 to Norwich
 16: SE-GZC C.404 Titan (0039) 17/2 to Malmo
 17: N81556 AC.690B Gander-SNN, 18/2 to Hurn
 18: N4468F Falcon 20, Bordeaux-SNN 18/2-Reykj
 N302EH DHC-6 (455) Reykj.SNN 18/2-Nepal
 20: OY-BTC PA.32-300 (7780153) 21/2-Sonderberg
 LN-NAQ PA.28 Archer II (7790302) 21/2-Oslo
 23: EP-DED PA.31 (7652137) St.Johns-SNN-Teheran
 24: N3679G C.310 Reykjavik-SNN 25/2-Brussels
 25: N63722 PA.31 & N1693H PA.34, to Brussels
 N168FJ Falcon 10 Istres-SNN-Reykjavik
 27: CS-AIO Do.28 (3050) Jersey-SNN-Porto Rico

Deliveries in March:

1: N1670H PA.28, same day to Geneva
 N1662H PA.28, same day to Brussels
 2: N1905H PA.28, same day to Gatwick
 SE-GZH C.404 (0046) 3/3 to Malmo (Swedair)
 N173FJ Falcon 10 (95) Istres-SNN-Reykjavik
 D-ENSI Be.33 St.Johns-SNN 3/3 to Munich
 3: F-GALN Be.200 (BB-186) Gander-SNN 4/2 to
 Paris (with tiptanks!)
 4: N4714G C.414 (0924) Reykj-SNN 7/3-Brussels
 N174FJ Falcon 10 (96) Istres-SNN-Reykj-USA
 6: SE-GPT PA.28R-201 (7737014) to Nyge
 N5432G C.404 (0050) 7/3 to Brussels, Floair
 7: N41BA PA.30 (30-544) ex G-ATEN, to USA
 N8922F PA.34 on 8/3 to Malta
 9: N1137Q PA.32R-300 (7780225) 10/3-Brussels
 N1764H PA.32R-210 (7737012) 10/3-Geneva
 N175FJ Falcon 10 (97) Istres-SNN 10/3-Reyk
 10: N176FJ Falcon 10 (99) Istres-SNN 10/3-Reyk
 SE-GZN Cessna 185 to Bromma
 13: N586MA M.20 Gander-SNN 14/3 to Luton
 N1469J AC.112 Gander-SNN 14/3 to Antwerp
 N5434G C.404 14/3 to Brussels
 18: HB-NCI AC.114 Gander-SNN-Neuchatel

F.27

10324 200 (I-ATIL) 24-01-77 to OO-PSF of C.E.R
 10409 600 PK-GFE/Garuda, 05-03-77 stored Ypenb
 10413 600 PK-GFG/Garuda, 06-03-77 del.to Schip-
 hol. 07-03-77 stored Ypenburg
 10421 600 PK-GFI/Garuda, 3-3-77 stored Ypenb.
 10423 600 PK-GFK/Garuda, 3-3-77 stored Ypenb.
 10424 600 PK-GFL/Garuda, 5-3-77 stored Ypenb.
 Note: one was delivered on 16-2-77
 10425 500 OY-APA/Maersk, 13-2-77 to F-BYAF of Air
 Rouergue
 10429 600 PK-GFM/Garuda, 6-3-77 del. to Schip-
 hol, 09-3-77 stored Ypenburg
 10431 500 OY-APC/Maersk, 23-12-76 to F-BYAC of
 Air Rouergue
 10493 400 NAF906/NAF lsd as 5N-ANS/Nigeria Aw
 10547 400M PH-EXG in Air Algerie c/s, repair -
 ted at Ypenburg, to 7T-WAS of Alg.AF
 10548 400MPA AE-560 Peruvian Navy
 10549 400MPA AE-561 Peruvian Navy
 10550 500CRF N743A of Aramco
 10551 500F PH-EXA, 30-3 to ZK-NFA of NZNAC
 10552 500F PH-EXB, 22-4 to ZK-NFB of NZNAC
 10553 400M PH-EXO f/f 11-3-77 for 7T-WAT AAF
 10554 600 PH-EXK, for Iran Copper Mines
 10555 400M for Algerian AF (7T-WAU)
 10556 400M for Algerian AF (7T-WAV)
 10557 600 for Somali Airlines (60-SAY)
 10558 500F for Ansett (VH-FCE)
 10559 600 for Somali Airlines (60-SAZ)
 10560 500F for Ansett (VH-FCE)
 10561 400M Alg.AF 10562 ?
 10563 400MPA Alg.Gov't 10564 400M Senegal AF
 10565 400M Senegal AF 10566 ?
 10567 400M Iran Army 10568 400M Iran Army
 10570 500F Air Rouergue 10571 600 Iran Army
 10572 400MPA Spanish Navy 10573 600 Iran Navy
 10574 600 Iran Army 10575 400MPA Sp.Army

F.28

11003 1000 lease to Parsair ntu, interim lease
 to Saf Marine
 11027 1000 07-03-77 leased to Parsair as EP-
 PAS, after lease (11/77) prob. to
 Saf Marine
 11048 1000 01-12-76 till 31-03-77 leased as LV-
 LZN to A.A., stayed there and will
 probably be bought by the President
 11115 4000 PH-EXM 17-12-76 to SE-DGF/Linjeflyg
 11116 4000 PH-EXV 21-2-77 to SE-DGG/Linjeflyg
 11117 3000 PH-EXW all white Schiphol 9-2-77
 11118 4000 planned for Ivory Coast? (11/77)
 11119 3000 PH-EXX all white at Schiphol (3/77)
 11120 4000 PH-EXY 25-2-77 to SE-DGH/Linjeflyg
 11121 4000 for Tanzanian Al or Parsair (11/77)
 11122 4000 PH-EXP 22-4-77 to SE-DGI/Linjeflyg
 11123 4000 for Linjeflyg (SE-DGK)
 11124 4000VIP for Ivory Coast (1/78)
 11125 3000 for Ghana AF
 11126 4000 for Linjeflyg (SE-DGL)
 11128 4000 for Linjeflyg (SE-DGM)
 11130 4000 for Linjeflyg (SE-DGN)

Seen at Shannon on 5 February this Turkish AF
 Cessna 421C N98783 (c/n 0089). His real reg
 10006 is taped over. (D.O'Mahony)



NEWS

ACCIDENTS

ADDITIONS: The DC-9-31 that crashed on 4 April was N1335U(47393) of Southern Aws Inc. PH-MAW (18-1607) was the PA.18-150 which crashed on 5 April at Lelystad Apt.

INDONESIA. Twin Otter PK-NUP (486) of Merpati Nusantara crashed on 29 March somewhere in Central Sulawesi, the 23 passenger had only small injuries, as had the two pilots.

SOUTH AFRICA. DHC.2 ZS-CMI (1418) crashed on 30 March near Springbok, Cape Province, killing the pilot and the two passengers.

SWEDEN. A.B.206B SE-HGT crashed near Bastun-aesfjejell on 21 April, killing the three occupants.

USA. Be.200 N256TM crashed on 18 April while landing at New Orleans Apt., the aircraft fell into Lake Pontchartrain killing the pilot and it's four passengers.

- Dakotas are still flying but they are still crashing too. On 27 March N148Z crashed at Richmond Landoverly, St. Ann, killing the pilot

MISCELLANEOUS

CANADA. De Havilland's DHC.6 C-GDHA (527) made on 16 February a demonstration tour to Shoreham and Dublin.

FRANCE. Air France has announced that they want to buy at least ten and possibly up to 24 B.737s to replace their obsolete Caravelle 3s, although the Gov't and workers union are insisting on French-built aircraft. Air France is still thinking about the DC-9 and E.28 but for them the 737 is a logic choice: they already are flying the B.707, 727 & 747.

INTERNATIONAL. Aeroflot inaugurated a once weekly Moscow-Munich service on 3 April.

U.K. RAF's Belfasts are slowly coming in the UK register, owner is Euro Latin Commercial. G-BEPE (ex XR362), G-BEPL (ex XR369), G-BEPS (ex XR368).

- The HS.125-700 received after 400hrs it's C.of A., the first production aircraft flew on 15 April.

- On 6 April the first flight of a turboprop- (two 600 shp Lycoming LTP101) powered Islanders was made from Bembridge.

USA. Budget director Bert Lance said on five April that the government has not asked for and will not support a NASA program for development of a second generation SST. Funds for such a program were allocated by the House Science Committee on their initiative

ACQUISITIONS

ARGENTINA. Aerolineas Argentinas' first B.747 (-287B) is LV-LZD c/n 21189. The ex Delta B.747-132 N9896 (19896) originally intended for Aerolineas will probably not be delivered to them.

BELGIUM. The first FH.227 is OO-HTC, ex N4233 c/n 559, delivered 23-3-77 and now rereg'd OO-DTC. The second one -OO-DTB- was on 27 April at Schiphol.

BURMA. Burma Airways have ordered a 44-seat F.27-600, delivery is expected next year

CANADA. Wardair Canada ordered two B.747s for delivery in March/April, they too ordered two DC-10-30s for delivery in '78, which will replace the two B.707s.

COLOMBIA. ARCA bought Alitalia's DC-8-43 I-DIWP (45636) now reg'd HK-1854(X).

EGYPT. Intra Jersey's C-47 G-AMHJ is now flying as SU-AZI. SU-AZM also a C-47 is ex K-10/OT-CWE (25851) of the Belgium AF.

FRANCE. Air Alpes is trying to get a third F.27, F-BYAA & F-BYAB are now leased to Air France and are wearing the "Concorde" c/s.

GABON. Air Gabon ordered a B.747-200B and a B.737-200C. Delivery expected April '78.

GREECE. Olympic Aws latest B.737-284s, SX-BCB (21255) & SX-BCD (21302) have the names "Hermes" and "Ajax" resp.

INDONESIA. Garuda seems to have ordered 7 F.28 - 3000R (R stands for a F-28-1000 with a greater wingspan).

INDIA. Indian airlines ordered three more B.737-200s.

JAPAN. TDA (JDA) needs three F.28-6000s; at the moment one Mk.6000 is in Japan. Possibly an interim lease (of A-92 or A-93) will begin in September.

MALTA. Air Malta is leasing a B.707-321 from Dan-Air since 29 March (till October); G-AZTG c/n 17600.

NETHERLANDS. Since 14-3-77 BAS is leasing HB-VDG, a Mystere 20C (58) of Aeroleasing SA. - Latest arrival of Schreiner Aws aircraft on 19 March: F-WTNI (5305) and F-WTNN (5321) both SA.316Bs and a DHC-6 (5N-AKV c/n 529) arrived. The Al.IIIs went to Nigeria on 23 March, the DHC-6 on 25 March.

NIGERIA. Nigeria Aws have ordered a DC-10-30, meanwhile EI-BCC (B.737-219 c/n 21131) returned to Luton on 1 April and D-ABMI (B.737-230) went back to Condor on 15 March.

NORWAY. Braathens Safe has ordered a B.737-200

PERU. FAP Peru will probably order two F.28-3000Cs (A-137 & A-139).

SAUDI ARABIA. Saudia ordered two B.707-320Cs and three B.737-200s.

- Saudia Air Cargo leases 2 DC-8-63CFs from Seaboard World; N8632 (45966) and N8626 c/n 46051. Both are flying in full Saudia c/s.

SINGAPORE. Singapore Airlines ordered three B.727-200s, delivery during August & October

SOUTH KOREA. Korean Airlines has taken over HS-VGE, a DC-10-30 c/n 47887, from Air Siam.

SPAIN. Spantax took delivery in April of their third DC-8 (-61). EC-CZE c/n 45913 ex N869F of ONA.

SWAZILAND. Swazi Air have ordered a F.28-3000

TANZANIA. The Tanzanian Gov't is thinking of a F.28-3000VIP (A-138?).

UK. Bristow Helicopters ordered the following aircraft for delivery this year; 4 S.61Ns, 4 Bell Twin 212s, 4 Bell 205As and two SA-330J Pumas: G-BERG (1472) & G-BERH (1475).

- On 14 April B.737-200 G-BECG (21335) was delivered to Britannia Airways.

URUGUAY. Pluna is interested in buying the three F.28-1000s of Germanair which are now on lease to Itavia.

USA. World Airways ordered three DC-10-30CFs - Altair Airlines bought Cimber Air's N.262A OY-BDD (21), now reg'd N7885A.

- Eastern Airlines will lease four A-300Bs, they might buy them afterwards.

WEST GERMANY. Bavaria Germanair will lease two A-300B4s from Airbus Industry. Both aircraft will be subleased to Egyptair in full c/s but with German registration.

DUTCH REGISTER

ADDITIONS

PH-... G.164 AgCat (287) ex D-FADA, N8285, G-AT-VY, 6Y-JDD, N725Y, yo A.M.Prince

PH-AFD Rallye 100ST (2787) to Inst. Blankestijn

PH-BLY PA.28-140 Cruiser (28-7725149) 21/3 del. to Schreiner Aws, destign. for Qatar

PH-DIK C.182P (64420) ex G-BDVE, N1733M, ASH BV

PH-DMN PA.34-200-2, del 14-2-77 (see No.78)

PH-JAR PA.28-140 Cruiser (28-7725150) 21/3 del to Schreiner Aws, destign. for Qatar

PH-NKJ PA.18-150 (18-7710273) to Skylight BV

PH-NZI S-61N del. end March (seen 1/4) to KLMNZH

PH-TOK PA.18-135 (18-7393 in aircraft - ex OO-LVP, I-EIYW IAAF) & (18-3804 ex R-114) owner T.R.v.d.Meulen-van Tienen

PH-TVM RES. B.737-219 (21131) ex EI-BCC, ZK-NAQ

PH-TVP RES. B.737-2K2C (21397) del. end '77

CANCELLED

PH-ABC Dr.1051 (591) b/u at Beek

PH-BUF B.747-206B (20400) crashed 27-3-77

PH-EEG Cessna U-206C (1040) rereg'd OO-SPV

PH-HFA HFB-320 (1032) 5-3-77 to USA as N130MW

PH-HFB HFB-320 (1033) 5-3-77 to USA as N130MW

PH-MAW PA-150 (18-1607) crashed 5-4-77 (No.79)

PH-TAA PA.31 (31-533) 11-2-77 as N7466 to USA

PH-VFH Augsburg K-1260/3-RI (9250)

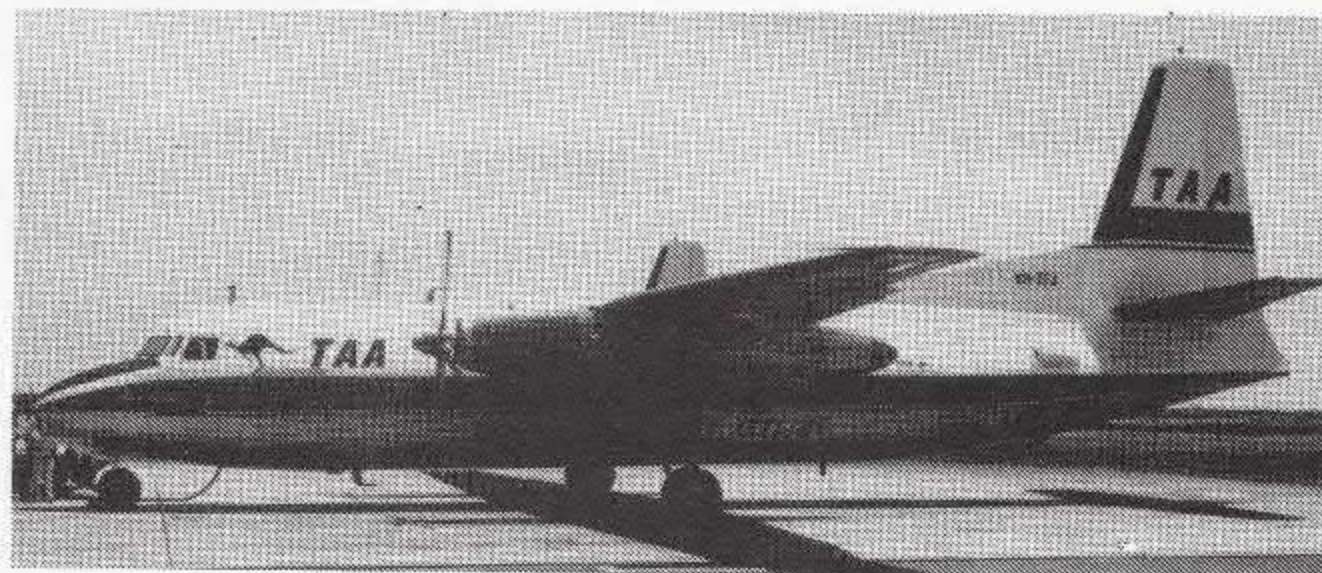
Fokker

F.27

FRIENDSHIP

PART 3

Special thanks to: F.Schaefers, 1TASW, Aero Review, Fokker-VFW, Ben Ullings/API and W.Zwakhals/Airnieuws R'dam (photos).



c/n	srs	remarks
10119	100	PH-FAO, f/f 20-04-59, 12-05-59 to EI-AKG of Aer Lingus "Fiachra", 01-66 for P.A.L.ntu, to Fokker, regd PH-FSB (19-01-66/28-02/66, 04-01-66 to ZK-NAB of NZNAC "Koreke", current.
10120	100	PH-FAP, f/f 21-05-59, 06-06-59 to VH-TFE of T.A.A. "Angus McMillan", renamed "Robert Burke", since 05-11-65 leased to D.C.A. Australia, 05-71 bought, current.
10121	100	PH-FAR, f/f 08-06-59, 25-06-59 to VH-TFF of T.A.A. "Allen Cunningham", 03-02-75 wfu at Melbourne, 18-03-75 leased to E.W.A., 15-06-75 back and 30-11-75 wfu at Melbourne, curr.
10122	100	PH-FAS, f/f 22-06-59, 13-07-59 to VH-TFG of T.A.A. "Charles Todd", renamed "Dirk Hartog" current.
10123	100	PH-FAT, f/f 16-08-60, 27-10-60 to TC-TEZ of T.H.Y., 17-02-70 crashed (while landing)
10124	100	PH-FAU, f/f 16-09-60, 27-10-60 to TC-TON of T.H.Y., 17-05-74 to Fokker as PH-FAU, stored Ypenburg, 03-04-75 bought as N47SB by International Air, stored at Ostepde, 18-05-76 to '5001' of the Government of Burma, current.
10125	100	PH-FAV, f/f 05-10-60, 27-10-60 to TC-TOY of T.H.Y., 11-74 to Fokker as PH-FAV, stored Ypenburg, 03-04-75 bought as N48SB by International Air, 10-75 to OTAL-C.T.A., current.
10126	100	PH-FAW, f/f 28-08-59, 12-09-59 to EP-MRP of the Iran Government (converted as Srs.200VIP before delivery), 10-12-62 crashed North West Teheran.
10127	100	PH-FAX, f/f 16-07-59, intended as VH-TFH of T.A.A.ntu, 29-07-59 to VH-EWA of E.W.A. "City of Tamworth", current.
10128	-	not built
10129	-	not built
10130	-	not built
10131	100	PH-FAY, f/f 22-08-59, 19-09-50 to VH-CAV of D.C.A. Australia, current.
10132	100	PH-FAZ, f/f 11-09-59, 28-09-59 to VH-CAT of D.C.A. Australia, current.
10133	200	PH-FBA, f/f 20-09-59, 05-10-50 to VH-FNA of Ansett ANA, 01-69 till 11-03-69 leased by M.M.A., 27-04-69 till 28-09-69 again leased by M.M.A., back to Ansett Al, 13-07-70 to Ansett Al of Papua New Guinea, begin 1971 to Ansett Al to South Australia, 10-73 leased to Air Niugini, 06-76 bought and 07-76 regd P2-ANJ, current.
10134	200	PH-FBB, f/f 24-09-59, 05-10-59 to VH-TFI of T.A.A. "Frank Hann", renamed "Port Moresby", 01-74 (?) bought by Air Niugini as P2-TFI, 12-75 rereg P2-ANB, current.
10135	200	PH-FBC, f/f 07-10-59, 21-10-59 to VH-TFJ of T.A.A. "Fred Brockman", renamed "Rabaul", leased to Air Niugini, 01-74 bought as P2-TFJ, 12-75 rereg P2-ANC, current.
10136	200	PH-FBD, f/f 15-10-59, 30-10-59 to VH-FNB of Ansett ANA, to Ansett Al of New South Wales, during 1970 to Ansett Al, 26-02-71 to Ansett of South Asutralia, 05-07-76 wfu at Melbourne, current.
10137	200	PH-FBE, f/f 19-12-59, 30-12-59 to D-BATU of Horten GmbH, 02-66 to PH-FSD (19-04-66/22-11-68), 25-04-66 leased to A.T.I., 01-06-66 sub-leased to K.L.A., 02-05-67 back Fokker, 22-11-68 to F-BRHL of Euralair, 07-72 to Europe Air Charter, 12-73 to Air Littoral, 07-03-75 to TN-ACR of Lina Congo.
10138	200	PH-FBF, f/f 04-11-59, 30-11-59 to VH-TFK of T.A.A. "Charles Throsby", leased to Ansett Al of Asutralia/Associated Al "Silver Friendship", '75 renamed "Kieta", back T.A.A., leased to Air Niugini, 01-74 (?) bought as P2-TFK, 11-75 rereg P2-AND.
10139	200	PH-FBG, f/f 16-11-59, 07-12-59 to VH-MMS of M.M.A. "Swan", 06-69 to Ansett Al, current
10140	100	PH-IOK, f/f 12-12-59, 11-01-60 to Iranian Oil "Pazanun", 07-72 rereg EP-IOK, 10-73 to Iran National Airlines, current.

