

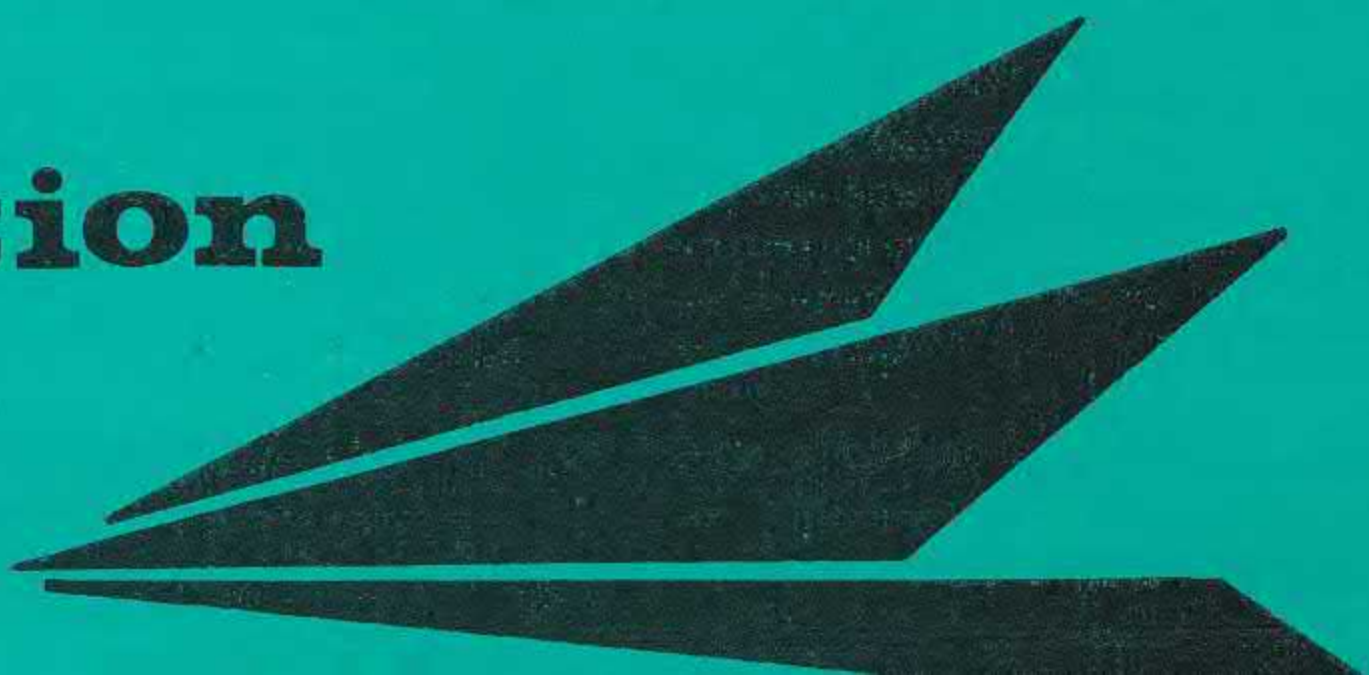
FLY

September 1977



aviation

magazine





LTV A-7D Corsair IIs at Gilze-Rijen

This year for the first time, a Dutch airbase had been selected to become the temporary home for USA-based units on deployment in Europe. The units involved were 120TFS of the Colorado ANG and 188TFS of the New Mexico ANG; the airbase involved was Gilze-Rijen.

On the airbase the A-7Ds of both units were parked in and around the new shelters that have been built to house the A-10s which are due to arrive in the not too distant future. With folded wings two Corsairs in each shelter.

The exercise in which the A-7s took part was called 'Cold Fire' and they surely have done so intensively (further details on page 11).

All photos on this page have been made by H.van Tuyn (arrival on 6.9) and F.Swinkels (on 20.9) and therefore they can be ordered with the FLASH Photo Service.



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VLIEGSPUL 77 is de naam van een luchtvaart tentoonstelling welke op 1 & 2 Oktober in Breda gehouden wordt. Naast de zweefvliegsport en de modelbouw zullen op het terrein (6000m²) rond Autocenter Vriens, Biesdonkweg 31, vele facetten van de Luchtvaart belicht worden. Vele luchtvaartbedrijven alsmede de Kon.Luchtmacht en MLD verlenen hun medewerking. Ook FLASH zal hier vertegenwoordigd zijn.

Laat door Uw aanwezigheid dit unieke evenement een geslaagde happening worden.

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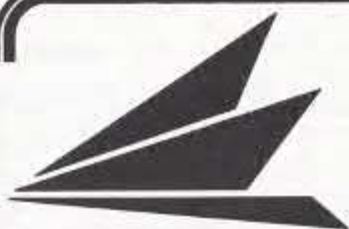
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FLASH

AVIATION MAGAZINE

P.O. BOX 855 EINDHOVEN HOLLAND



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Dear reader,

By the time you are reading this editorial I am far away. I always am of course, but I mean far away from the spot they make FLASH. I'm on holidays. And I picked it so that I cannot visit any open day, meeting or whatever they may call it. Wonderful!!

I remember the days I was a beginning plane spotter and we were on holidays in Switzerland. My father and with my tiny cheap camera I pictured Pilatus P.3s there. How proud I was when I came back in Holland and showed the (in fact lousy) photos to every fellow-spotter. I ranked high on the prestige ladder by cause. One year later when we were in Italy, me and my pa were caught near the Villafranca runway where I tried to catch overflying Thunderflashes and he was bored stiff. And on the way back my parents had to drop me near Lahr where I hid in the maize-field for a whole day. For three Starfighters!!!

It's quite a difference with today. Firstly, you just don't accompany your parents on holidays anymore, you go with a group or like-minded. You don't go sitting near a runway; no, you ask permission to visit that base; you picture the aircraft with an expensive camera, preferably on Kodachrome. The times they are a changing.

No good, those spotters of today; no sense of romanticism. No, I prefer a nice, sunny and lazy vacation. Far away from airbases and roaring aircraft. It's my wife, you see.....

Frank Klaassen

NOTE: We sure hope this isn't going to become a habit, but again we must apologize for the small photos in last month's bumper issue. In consultation with our printer the proces of printing FLASH will slightly change preventing another issue with those small photos. By the way three times does the trick.

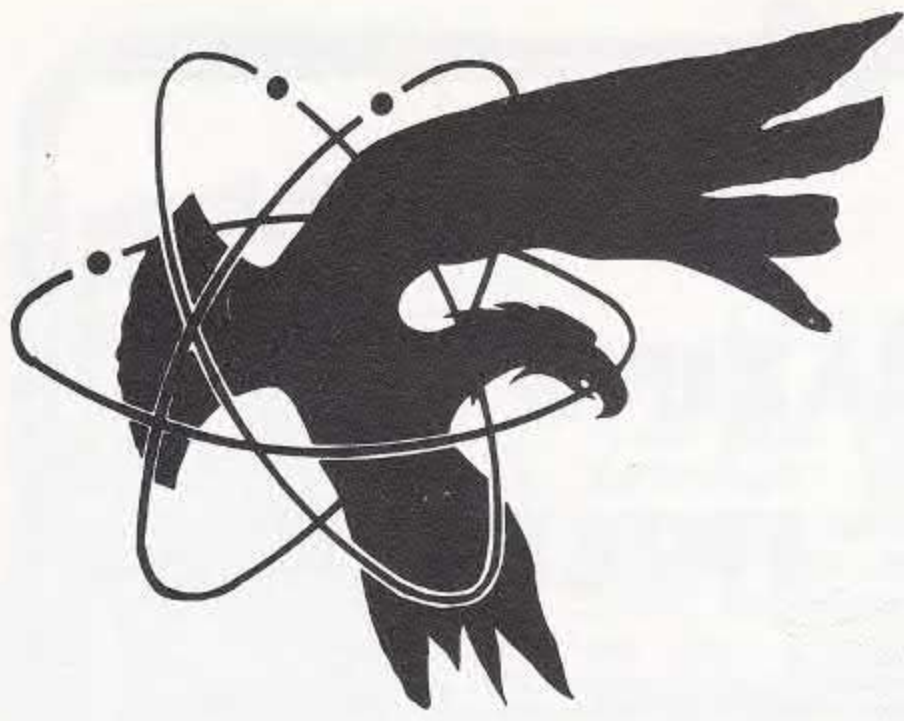
And again our plie for photos: Every month our column News can use a great deal of 'hot' photos. If a rare aircraft happens to pass your camera why not sent us a photo. For example of sizes see the photos in this (really) issue.

By the way, the editorial staff many times get the complement that FLASH looks almost alike a professional magazine but this don't mean we don't need your co-operation anymore. So you better drop us a line if you know something that might be of any interest.

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

H.Berger	R.G.Harris	L.Spiessens
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P.v.Gemert	H.Scharringa	2nd TASW
V.Greco	H.Sloot	

Credits: Vliegende Hollander, BAR, Aviation News
Airnieuws Rotterdam



MILITARY NEWS

Holland

- On 25 July, 23 T/F-104Gs of 322/323Sqn arrived at Soesterberg for a two month's stay due to runway repairs at Leeuwarden. During their stay whilst landing one of the F-104Gs hit a deer that crossed the runway on 5 August. The aircraft was only slightly damaged.

After participating in NATO exercise 'Cold Fire' they will return to Leeuwarden in late September. Later this year approx. 20 of 322/323's best Starfighters will be delivered to Volkel being the 'first' preparations to receive the F-16 in 1979. Late '79 Leeuwarden will have a conversion flight of 7 F-16As and 5 F-16Bs. According to the planned schedule 323Sqn will be able to become an operational F-16 squadron in late 1980 as 30 a/c must have been delivered by then then.

All units will eventually operate 16 F-16As and 2 F-16Bs, the latest aircraft being delivered in mid 1984. In 1985 the last Starfighters (of 306Sqn) will be withdrawn from use.

- On 1 July the Search and Rescue flight of the Koninklijke Luchtmacht moved from Soesterberg to Leeuwarden. At the same time the number of crew-members was reduced from 15 to 10 (four pilots and six mechanics).

Due to the changes two beloved tasks had to be given up: transportation of members of the Royal Family and a permanent detachment at the ranges at the isles of Terschelling and Vlieland.

As the detachments at Terschelling and Vlieland also provided urgent transport such as wounded persons from the Islands to the mainland the inhabitants of Terschelling and Vlieland already protested to the withdrawal of the detachments. At the moment the SAR flight operates four Alouette IIIs: H-20, 67, 75, 81 (H-08 crashed near Klaverbeek on 9.10.71).

- Movements at Volkel included:

Jul. 4: XX150/- Jaguar T.2 RAFG 20Sqn
K-4016 NF-5B 313Sqn
8: K-4014 NF-5B 313Sqn B-43, 73 Bo105C
12: AR65-939, 66-418, 66-430, 66-423 RF-4C
USAFE 10TRW
14: K-3031(316), 4010(313), 4023(316) NF-5B
15: 16347 OH-58A USArmy
19: HR74-634 F-4E USAFE 50TFW

26: CR74-049 F-4E USAFE K-4009 NF-5B 314Sq
27: AR66-554 RF-4C USAFE K-4020 NF-5B 316Sq
D-8104, 6655 F-104G 322/323Sqn

Aug. 1: CH-11 C-130H BAF D-5813 TF-104G TCA
2: CR74-656 F-4E USAFE
3: XX150/CY Jaguar T.2 RAFG 20Sqn
K-3062 NF-5B 316Sqn D-5812 TF-104G TCA
5: 60166 C-12A USAFE FT-17 T-33A BAF
8: K-3062(316), 4010(313) NF-5A/Bs both on
detachment till 12.8
K-4009 NF-5B 314Sqn D-5814 TF-104G TCA
10: XX843/T Jaguar T.2 RAFG 2Sqn
31-49/MM61949 PD.808TS ItAF 306Gr/31St.
11: 21-80, 26-24 F-104G WGAF JABOG-31
WV318 Hunter T.7 RAF Laarbruch St.Flt.
K-3070, 4009 NF-5A/Bs 314Sqn
D-5816, 5817 TF-104G TCA
23: Arrival of six RF-4Cs of 1TRS/10TRW from
Alconbury for a squadron-exchange with
306Sqn: AR65-935, 65-944, 66-421, 66-433
AR68-553 and 68-554
Starfighters of 306Sqn to Alconbury:
D-8013, 8103, 8127 and 8145

- As can be read in the USA news, this year's 'Reforger' exercise started on 31 August. This exercise involved three Dutch air base/airport: Schiphol was attended by some Starlifters (incl. 60146, 70004 of 438MAW on 3.9), Zestienhoven where a USArmy UH-1H (21682) was based to co-ordinate all USArmy activities in Holland and Ypenburg was attended by many 'choppers' and 'Herks'.

USArmy UH-1Hs: 16798 on 5.8; 21618, 17200, 17070 and five more on 29.8; 21619, 21682 on 30.8; 21682 on 2.9

USAF C-130E/Hs: 10949 on 31.8 (also on 2,3&5.9) 10951, 42061, 41687 on 1.9; 37816, 10951 (also on 6.9) on 2.9; 21291, 42072 (also on 6.9) on 5.9; 42134, 21295 on 6.9; 01271 on 7.9.

Other movements at Ypenburg included:

Jul. 19: D-5810 TF-104G (on delivery to the Klu)
20: D-6668 F-104G (arriving for overhaul)
21: D-8047 F-104G (on delivery to the Klu)
22: D-8129 RF-104G (arriving for overhaul)
25: K-3062 NF-5A making an emergency landing after a bird-strike

D-8065 F-104G (on delivery to the Klu)
Aug. 1: D-8066 F-104G (on delivery to the Klu)
3: 5-8807 F.27M-400 IIAF (arr. for overhaul)
5: 5-8806 F.27M-400 IIAF
9: 7T-WAI F.27M-400 Algerian AF
D-8273 F-104G (arriving for overhaul)

Sep. 2: 22549 C-12A USAr. HQ. USEUR
10685 T-39A USAFE 7086Op.Sqn
560/PH-EXD F.27MPA Peru Navy
RP-10328 F.27-100 Philippine Air Force
6: 7T-VRM F.27-400M Algerian AF
D-8107 RF-104G (delivered to the Klu)



On of the Dutch AF's SAR Alouette IIIs during some demonstration. (J.v.Tuyn)^x



Photographed while landing at Twenthe, F.27-400M of the Algerian Air Force. (R.Bijman)

Belgium

- August has been a very busy month for Kleine-Brogel. Since late July the runway and taxiing tracks at Beauvechain are being repaired. As a result one squadron of 1Wing moved to Solenzara (Sardinia) and one to Kleine-Brogel. From 22-31 August one of the based squadrons had a squadron-exchange with MPG-1 of the West German Navy. This meant even more F-104Gs.

- On August 2nd, the Belgian Air Force lost its 31st Starfighter. FX-98 from Kleine-Brogel crashed near Ospel/Nederweert. After getting in trouble the pilot must have tried to avoid the built-up area of Ospel. At the moment the pilot ejected the aircraft was already too low. The pilot was killed and the aircraft dug a hole with a depth of 30ft (!!!). The T-33 that crashed between Kerkom and Gingeom on 13 June was FT-33. So far the BAF lost four SF.260MBs: ST-01, 07, 10 and ST-13. No crash-dates are known.

- Following stored DO-27s were noted at Butzweilerhof (W.Germany) on 24 April: D-01, 2, 3, 5, 6, 8, 9, 10, 11, 12. DO-4 is part of the Air- and Space Museum in Brussel but the fate of D-07 is a mystery

- On 4 June a C-130H (CH-08) of the BAF transported Stampe & Vertongen SV-4Bis V-62 to Denmark. In exchange for this aircraft a Chipmunk was brought back; probably for the museum in Brussels.

Eire

- Following a visit to Casement AB (Baldonnel) on the 21st July, the following c/ns for the SIAI Marchetti 260Ws in service with the Irish Army Air Corps were noted:

223 290/24.02	227 294/24.06	230 297/24.09
224 291/24.03	228 295/24.07	231 298/24.10
225 292/24.04	229 296/24.08	226 293/24.05

Delivery-dates: 222/225 on 04.03.77 and 226/231 on 16.04.77



CM-170R 217 of Irish Army Air Corps. (D.O'Mahony)*

France

- Noted at Villacoublay on June 9:
67-IE/2053, 67-IB/2097, 67-IC Se.3160s of EH.67
67-SD/..22, 67-MC/..63, 67-SI/1007, 67-SO all
Se.3130s of EH.67

61-MZ/F.14, 61-ZE/F.87 Transall C-160F ET.61
ACG Se.3160, AEP SA.341F, ADH/1189 SA.330 ALAT
LF/27, LV/57 MS.760 ET.65 -/332 CM-170R FAF
701 and 87 C-47Ds Fr.Navy 62-WZ/136 N2501
CAR/151, -/192 N-2501 EDC.57 KE/? MH-1521 FAF
89, 91, 92, 118 Nord 262Ds of ET.65
31-12/MM62012 DC-9 ItAF 31Stormo
1157/F-RAFR SA.330 GLAM 13142 C-47 CNET

- Aircraft noted at Le Bourget during the last days of the Air Show but not participating:

Jun.10: BS/05 N-2501 CEV F-ZBBF DO-28 Prot.Civ
GC/001 N-260 CEV 7T-WCB B.65-90 Alg.AF
112 C-130H Lybian AF
5-4039 Myst.XX IIAA 5-9003 Myst.XX IIAF
11: 67-FE/2060, 67-IE/2053, 67-Z?/2054 All
Se.3160 Alouette III of EH.67
82-PV/43818 DC-6B FAF ET.82
113-DF/312 MH-1521M Broussard FAF
ADB, ADE, ADH SA.330 Puma ALAT GALDIV-8
13: 41687, 41668 C-130H & 10941 C-130E USAF
931, 903 and 925 PA-31 Navajo Fr.Navy
4X-BYA/006 Boeing 707 IDF/AF
BSC/1518 SA.341F Gazelle ALAT
5-MA/53092 T-33A SLVSV/EC.5
84001/71 C-130E R.Swedish AF
14: MB/7 N.260 Super Broussard CEV
24473 T-39A USAF 7086OperationsSquadron

Italy



32-12 G-91Y is an a/c of the 8th Stormo. The sharkmouth is only carried by those a/c of the 32nd which operate in the anti ship role. (F.Smith)*

- Movements at Pisa included:

Jun.10: 14-44/MM61826 C-47 8Gruppo/14Stormo
EI-305/MM80557, EI-278/MM80530, EI-291/
MM80543 AB.205 Esercito
EI-805/MM80827 CH-47C Esercito
RR-40 S.208/M 303Gruppo/2RVR
Jul. 9: 36-66/MM55-3033 T-33A 636a S.C./36Stormo
Aug. 9: SP-10/MM54425 SP.260/AM 207Gruppo/SVB AE
SP-35/MM61878 P.166/M 207Gruppo/SVB AE
SA-108/MM54408 G-91T.1 SBVAA
50243 C-141A USAF 10879 C-9A USAPE
11: MM61963, MM61962 PD.808ECM 71Gr/14Stormo
4-829/MM51-8829 T-33A 604a S.C./4Stormo
15-4/MM50-177, -5/MM50-179 HU-16A 84Gr.



F-104G 3-06/MM
6579 of 18Gruppo
3Aerobrigata at
Villafranca.
(R.&P.Farina)

- At Guidonia (near Rome) one of the three regional liaison units of the ItAF can be found: 2° Reparto Volo Regionale/303rd Gruppo.

The other two units are based at Bergamo-Oriol-Serio (1RVR/300Gruppo; code RM) & Bari-Palese (3RVR/304Gruppo; code RB).

Noted at Guidonia on 28 July were the following aircraft showing the variety of types the Regional Flying units operate:

Based a/c of 303Gruppo/2RVR:

RR-05/MM61764 C-47	RR-36/MM61907 P.166/M
RR-12/MM61755 C-45	RR-47/MM61969 S.208/M
RR-18/MM61714 C-45	RR-61/MM61946 S.208/M
RR-31/MM61902 P.166/M	RR-55/MM53825 T.6(H4M)
RR-32/MM61927 P.166/M	RR-64/MM54149 T.6(H.2)

Other based aircraft:

RB-2/MM54139 T.6(H.2)	RB-3/MM54143 T.6(H.2)
RB-4/MM54146 T.6(H.2)	RB-6/MM53801 T.6(H.4M)
RM-3/MM53856 T.6(H.4M)	

Visitors:

32/MM54204 MB.326, 65/MM54386 MB.326E 212Grup.
RM-76/MM61886 P.166/M 300Gruppo/1RVR
RM-50/MM61675, RB-15/MM61743 C-45 (both aircraft made their last flight this day)

Hangars:

RM-19/MM53802 T.6(H4M)	RM-21/MM54132 T.6(H.2)
RR-56/MM54109 T.6G	RR-70/MM53669 T.6G
RR-40/MM61943 S.208/M	RR-43/MM61975 S.208/M
RR-60/MM61939 S.208/M	VV-80/MM61984 S.208/M
VV-84/MM61983 S.208/M	RR-16/MM61693 C-45
RR-03/MM61765 C-47 (with extra long nose)	
SE-9/MM80479 AB.47G-2 208Gruppo/SVE	
VV-10/MM100044, VV-04/MM100015 gliders of SMVV	
EI-4/MM61-2981 O-1E Bird Dog Esercito	
RM-80/MM61888, RR-33/MM61921, RR-34/MM61916	
RB-61/MM61883, SP-32/MM61875 SP-53/MM61914	
SP-62/MM61926, RS-22/MM61884 all P.166/Ms	

Furthermore Guidonia houses an impressive amount of aircraft that have been withdrawn from use:

RR-07/MM61818,	RR-15/MM61644,	RR-22/MM61677
RR-23/MM61646,	RR-26/MM61777,	RR-27/MM61722
RR-28/MM61754,	(CR)-35/MM61710,	(CR)-36/MM61672
RM-51/MM61727	all C-45s	

CR-50/MM61894, CR-53/MM61897 both C-47s

RR-04/MM61766 C-53

RR-51/MM54102, RR-53/MM54103, RR-54/MM54105

RR-65/MM54107, RR-66/MM53665, RR-68/MM54108

RB-9 /MM53659 all T-6G Harvards

RM-5/MM54145, RM-10/MM54148, RR-58/MM54141 all

T-6(H.2)s RR-64/MM53863 T-6

RR-63/MM53811, RR-1/MM53839, RM-2/MM53794 all

T.6(H.4M)s RR-57/MM53043 T-6D

- Based at Pratica di Mare is the experimental unit of the Italian Air Force: Reparto Sperimentale Volo. Although the unit itself already exists since 1925, it was reorganized shortly after WWII at Guidonia. Soon the runway of this air base was no longer safe for the jet aircraft of RSV and found itself a new home at Pratica di Mare in 1957. In all those past years it evaluated nearly all new aircraft of the Air Force and on current types several experimental equipment as new avionics, new armory, etc were and still are tried out.

In the last stage of evaluation with RSV at the moment is the G.222 while soon a new type will be taken care of: the MRCA Tornado.

Noted at Pratica di Mare on 27 July:

RS-01/MM6701 F-104S	RS-18/MM54201 MB.326
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RS-03/MM6786 F-104S	RS-23/MM61971 S.208/M
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RS-04/MM6848 F-104S	RS-27/MM80466 AB.204B
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RS-07/MM583 G.222	RS-28/MM80223 AB.47J
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RS-08/MM6364 G-91T	RS-29/MM80139 AB.47J
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RS-10/MM579/NC.1 G-91Y	RS-30/MM80475 AB.47G.2
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RS-11/MM580/NC2002 G-91Y	RS-32/MM62014 G.222
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RS-15/MM54187 MB.326B	RS-35/MM54429 SF.260AM
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RS-38/MM62105 GL222	RS-36/MM57213 SM.1019
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Other a/c used by the RSV: 2-66/MM6285 (NC.51)

G-91R.1; 31-2/MM80973 SH.3D.TS and -/MM6461

(NC.2023) G-91Y (was G-91YS).

Visiting a/c on this day: 3-07/MM6529 and 3-12

MM6571 both F-104Gs of 18Gruppo/3AB

- No.13Sqn of the RAF from Luqa (Malta) had a squadron-exchange with 28Gruppo/3AB of the ItAF. Following Canberra PR.7s were noted at Villafranca: WT519, WT537, WH779, WH794, WJ817 and WJ825.



This photo was made just after the last official flight with the AMI. The a/c involved is C-45 RB-15 (F.Smith)

- Movements at Rimini included:

Jul. 3: RS-38/MM62105 G-222 311Gruppo/RSV
 5: '52'/MM61825 EC-47 71Gruppo/14Stormo
 RB-16/MM61708 C-45 304Gruppo/3RVR
 MM61958,MM61962 PD.808ECM 71Gr/14Stormo
 BR-15, BR-24 Mirage 5BR BAF 2Wing/42Sqn
 6: 46-35/MM53-8146 EC-119G
 8-36/MM6477 G-91Y 8Stormo
 7: BR-13, BR-23 Mirage 5BR BAF 2Wing/42Sqn
 8: WR66-751, WR66-702 F-4D USAFE 81TFW
 SA-60/MM6360 G-91T SBVAA
 02, 32, 44 MB.326s all of SVBIA
 9: RM-50/MM61675 C-45 300Gruppo/1RVR
 11: EI-232/MM80386 AB.204B Esercito
 RM-76/MM61886 P.166/M 300Gruppo/1RVR
 SA-37/MM6337 G-91T SBVAA
 31-13/MM62013 DC-g-32 31Stormo
 12: 6,15 G-91PAN 313Gruppo/Frecce Tricolori
 15: 3-141/MM51-9141 T-33A 603a S.C./3rd AB
 SA-16/MM6316 G-91T SBVAA
 20-15/MM54251 TF-104G 20Gruppo
 19: 31-57/MM61957 PD.808 31Stormo
 RR-36/MM61907 303Gruppo/2RVR
 22: SA-103/MM54403,-114/MM54414 G-91T SBVAA
 23: 2R68-560,556, 606, 564 RF-4C USAFE26TRW
 9-33/MM51-9033 T-33A 609a S.C./9Stormo
 25: 20-10/MM54235,-15/MM54251 TF-104G 20Gr.
 36-12/MM6802,-14/MM6804 F-104S 15Gruppo
 SP-35/MM61878 P.166/M 207Gruppo
 RM-75/MM61891 P.166/M 300Gruppo/1RVR
 RB-63/MM61903 P.166/M 304Gruppo/3RVR
 30-71/MM40109 Br.1150 Atlantic 86Gruppo
 26: 46-03/MM61986 C-130H 46AB
 27: 05, 87, 37/MM54154 MB.326 SBVIA
 RM-1/MM54142 T.6(H.2) 300Gruppo/1RVR
 BR-04, BR-26 Mirage 5BR BAF 2Wing/42Sqn
 28: 20-20/MM54254 TF-104G 20Gruppo
 15/MM54287 MB.326 SBVIA
 5-898/MM52-9898 T-33A 605a S.C./5Stormo
 29: K-3063, K-4024 NF-5A/B RNethAF 316Sqn
 Noted Starfighters during the last week of July:
 5-06/MM6795, -07/MM6833, -08/MM6844, -09/MM6886
 -14/MM6842, -16/MM6846 all F-104Ss 23Gruppo
 5-30/MM6827, -31/MM6902, -33/MM6810, -34/MM6822
 -35/MM6873, -36/MM6873, -40/MM6820 all F-104S
 of 102 Gruppo

Switzerland

- Every year the Swiss Air Force gathers its best pilots at Dubendorf for a competition. In this competition called 'Militärische Flugmeisterschaften', all units are represented, to show their utmost. This year the event took place on 26 and 27 August and on both days the base was open for the public. Next month we hope to be able to give more information on the competition: like how it is in god's name possible to compare a Mirage pilot to a Pilatus pilot.

Noted at Dubendorf on 26 and 27 August:

static:
 -2318 Mirage IIIS 16/17Sqn (J-2304 on 27.8)
 R-2112 Mirage IIIRS 10Sqn (R-2107 on 27.8)
 J-4030 Hunter F.58 J-1779 Venom FB.50 1Sqn
 V-70 Alouette II U-1231 Vampire T.55
 V-218 Alouette III C-547 C.3605
 V-601 DO-27H V-635 PC-6B U-128 P.2
 A-832 P.3

Flying:

J-4001,4019,4036,4056,4060,4062,4078,4091 all
 Hunter F.58s J-4207 Hunter T.68
 J-4102,4112,4115,4118,4119,4120,4123,4127,4137
 4145 all Hunter F.58As
 J-2304,2311,2312,2313,2317,2319,2320,2322,2324
 2335,2331,2336 all Mirage IIISs 16/17Sqn
 J-1507,1539,1632,1643,1725,1737,1748,1754,1755
 1756,1762,1765,1780,1797 all Venom FB.50s
 R-2101,2102,2106,2107,2108,2109,2110,2111,2113
 2115,2116 all Mirage IIIRSs 10Sqn
 A-807, 819, 820, 826,830,831,857,861 Pilat.P.3
 V-204,221,223,224,243,246,251,255,264,269, 270
 278 all Alouette IIIs V-614 PC-6A
 V-49,59,60,64 Al.IIs A-702,703 Ju.53/3M
 A-711, 713 Twin Bonanza E.50 U-146 P.2
 Elsewhere on the field
 J-4020,4021,4022,4027,4029,4032,4038,4055,4081
 all Hunter F.58s J-4206 Hunter T.68
 J-4104,4122,4184 Hunter F.58As
 J-1595,1600,1644,1734,1736,1771 Venom FB.50s
 U-109,110,116,141,143 Pilatus P.2
 V-617, 620 both PC-6A and V-634,635 both PC-6B
 U-1205,1211,1230 Vampire T.55
 J-1160,1183,1049 Vampire FB.6
 V-217, 261 both Alouette III
Hangars:
 J-4136,4146 both Hunter F.58A A-701 Ju.52/3M
 V-242 Al.III J.1648 Venom V-606,607 DO-27H

Spain

- The Spanish Navy placed a repeat order for five Harriers recently. The aircraft will be built by Hawker Siddeley and shipped to McDonnell Douglas, who will Americanize them (so that they will, in effect be (T)AV-8As) and pass them on to Spain. The same procedure was used with the initial batch of eight, one of which crashed on a training flight in the United States. The USMC provides pilot conversion training. The procedure was placed by UK government unwillingness to sell arms to an undemocratic regime. Spain's recent general elections have removed that objection but for standardization purposes the aircraft will go through the USA too. At present the Spanish Navy has one new squadron of Harriers, there called "Matador", the 008Esc at Rota and the carrier 'Dedalo' consisting of five AV-8As and two TAV-8As. It seems likely that the second batch will join the same squadron.

United Kingdom

- Movements at Wildenrath included:

Aug.31: XZ371/BP, XZ382/BE Jaguar GR.1 17Sqn
 Sep. 1: 36-02/MM6876, 36-04/MM6773,36-15/MM6732
 all F-104Ss of 36Stormo
 35-17 RF-4E AKG-52 7723 Al.II HEER
 WH665/J Can.T.17 360Sqn PS853 Spitfire
 2: 58-45 DO-28D JG-71 18040 U-21A USArmy
 On 29 August a squadron-exchange between 92Sqn and Escadre de Chasse No.2 from Dijon-Longvic started. Participating Mirage IIIs: 2-LA/402
 2-LQ/404, 2-LD/401, 2-IT/451, 2-LL/477

Just before touch-down at Dubendorf on 26 August. (P.v.Gemert)



- On 29 June another massive fly-past took place in England. This time it was up to the RAF to organize something in the Jubilee Year. Next year the RAF will exist sixty years and due to defence cuts the celebrations of both mentioned events were gathered in the Royal Air Force Review at Finningly. Looking back into history something really big could be expected and these expectations proved to be right.

Previous RAF reviews as the ones at Odiham in 1953 and at Abingdon in 1968 showed large numbers of aircraft. The latter was on occasion of the 50th anniversary of the RAF with 38 operational types of a/c on static display (plus many many oldies) and some 160 a/c in the flying display.

Despite the disbandment of many squadrons, following the severe defence cuts, the RAF to form a static of 77 aircraft at Finningly and a fly-past of some 125 aircraft. In the static display no less than 61 operational squadrons were represented as well as two missile sqns, three Flying Training School and even one Aircraft Experience Flight was represented. The event was divided over 29 and 30 June. On Friday the actual parade/fly-past took place and on Saturday the airfield was opened for the public.

The flypast was attended by many high officials; of course the Queen and also the Prime minister. The latter managed to get his picture in many news-papers as he fell asleep during the fly-past. The happening started with a parade of 850 men and women of the RAF. Afterwards the Queen was given an impression of RAF's daily work which was exhibited in a hangar.

Six Harrier Gr.1s of No.3Sqn (XV738/B, XZ138/H, XZ134/J, XW917/L, XV792/N and XV781/O) gave a noisy impression of their capability by means of a field exercise demonstration. Just as noisy was a scramble of four Vulcans (XL389, XL351, XM648, XM650).

Afterwards the Queen inspected the static display:

WF890/M Canberra T.17	360Sqn	XV188 C-130K	70Sqn
WJ825 Canberra PR.7	13Sqn	XV293 C-130K	30Sqn
XH174 Canberra PR.9	39Sqn	XV294 C-130K	47Sqn
WJ 680 Canberra TT.18	7Sqn	XV215 C-130K	24Sqn
WH964/W Canberra E.15	100Sqn	XP541 Gnat	4FTS
XW544/H Bucc. S.2B	15Sqn	XX164 Hawk T.1	CFS
XW526/Y Bucc. S.2B	16Sqn	WG407 DHC.1	9AEF
XV340 Bucc. S.2B	208Sqn	XW324/U JP.T.5B	6FTS
XW527 Bucc. S.2B	12Sqn	XV106 VC.10	10Sqn
XZ285 Nimrod MR.1A	42Sqn	XX713/S Bulldog T.1	
XV254 Nimrod Mr.1	120Sqn	XL591/82 Hunter	4FTS
XV249 Nimrod MR.1	203Sqn	XL191 Victor K2	55Sqn
XV259 Nimrod Mr.1	206Sqn	XL231 Victor K2	57Sqn
XL361 Vulcan B.2A	617Sqn	XV408/N Phantom	23Sqn
XM646 Vulcan B.2A	9Sqn	XV499/R Phantom	92Sqn
XM605 Vulcan B.2A	101Sqn	XV572/N Phantom	43Sqn
XM651 Vulcan B.2A	50Sqn	XT896/K Phantom	19Sqn
XH534 Vulcan Sr.2	27Sqn	XV406/M Phantom	11Sqn
XM609 Vulcan B.2A	44Sqn	XV400/I Phantom	29Sqn
XH559 Vulcan B.2A	35Sqn	XV494/B Phantom	56Sqn
XX494/71 Jetstream	3FTS	XZ386/AJ Jaguar	14Sqn
XS714 Dominie T.1	RAFC	XX738 Jaguar	6Sqn
VP981 Devon C.2	207Sqn	XZ359/M Jaguar	41Sqn
WV701 Pembroke C.1	60Sqn	XZ391/- Jaguar	2Sqn

XS794 Andover CC.2	32Sqn	XZ388/BK Jaguar	17Sqn
XR140 Argosy E.1	115Sqn	XZ387/DN Jaguar	31Sqn
XW219/DC Puma HC.1	230Sqn	XZ389/CN Jaguar	20Sqn
XW206/CCPuma HC.1	33Sqn	XX737 Jaguar	54Sqn
XW862/D Gazelle HT.3	CFS	XW768/O Harrier	4Sqn
XR509/BM Wessex HC2	18Sqn	XV751/M Harrier	3Sqn
XV723/AQ Wessex HC2	72Sqn	XW271/17 Harrier	1Sqn
WL795/95 Shackleton	AEW.2		8Sqn
XR754/A Lightning	F.6		11Sqn
XS901/A Lightning	F.6		5Sqn
XD163 Whirlwind	HAR.10 (A)	FTS	
XP403 Whirlwind	HAR.10	202Sqn/Rescue	
XS518 Wessex HC.2	22Sqn/Rescue		
XX748/20, XX752/06	Jaguar Gr.1	226OCU	
XZ550 Venture Central	Gliders School	(motorpalk)	

Other items on the static display were aircraft representing the Commonwealth Air Forces: 104808 CF-104G CAF 441Sqn; NZ7002 C-130H RNZAF 40Sqn; A8-143 F-111C R.Australian AF 6Sqn.

The a/c in which Prins Charles learnt to fly: XW322/RAFC Golden Eagle Flight

Three Jet Provost T.5Bs forming "Happy Snapped Aircraft"; XW352/R, XW307/S, XW309/V of 6FTS

From the above one can conclude that the RAF's goal was a static park with representations of all operational RAF squadrons. Except for two units (28Sqn at Tai Tak/HongKong and 51Sqn at Wyton) this goal became reality. For this occasion the Nimrods and Hercules carried their squadron markings.

The next item was a 40 minutes mass fly-past opened by a Whirlwind (XR453/A of A/2FTS) with a big RAF flag. This in formation with two Gazelles (XX406/P, XW898/G of CFS).

The registrations of all the other items in the fly-past are those of the fly-past on Saturday. On this day the airfield was open to the public. An estimated public of 200,000 attended this open day to see the same static and nearly the same flypast which was complemented with a flying display:

A6-143 F-111C	RAAF	6Sqn
AR65-935 RF-4C	USAFE	
XX750/22 Jag.Gr.1	226OCU	
XH168 Canberra	39Sqn	
XP741/N Lightning	F.3	11Sqn
XV571/A Phantom	FG.1	43Sqn
-/MM6253, -/MM6244, 2/MM6261, 15/MM6254, 5/MM6310, 6/MM6242, 3/MM6250, 4/MM6240, 14/MM6301, 8/MM6311 12/MM6248	allG-91R/PANs	ItAF "Frecce Tricolori"
XP514, XR540, 977, 981, 955, 987, 991, XS101, 107	all	Gnat T.1s RAF "Red Arrows"

Except for Frecce Tricolori, the C-130H and the F-111C no aircraft landed at Finningly. A very nice performance made the Australian F-111C. While making an overshoot it disposed excess fuel in its afterburner resulting in an enormous flame.

Fly-past on 30 July:

- 2) 22 Jet Provosts of 1FTS and RAFC forming a '25' formation
- 3) Battle of Britain Flight with PZ865/DT-A Hurricane 2C; PM631/AD-C Spitfire PR.19 and Lancaster PA474/KM-B
- 4) XX539/46, 514/44, 541/48, 518/43 Bulldog T.1 of CFS; XX538, 533 of East Midlands UAS; XX521/01, 537/02 of East Lowlands UAS WP987/14, WP984/-, WK517/84, WZ878/86 Chipmunk T.10s of 10AEF



C-130H NZ7002 of the Royal NewZealand AF seen at Finningly. (B.Hickman)



The RAF review's highlight: P-111C A6-143 of the RAAF. (B.Hickman)^x

- 5) XX500/77, XX495/72, XX499/76, XX493/70 Jet-stream T.1s of METS/3PTS
 - 6) XS710,726,736,735 Dominie T.1s of RAFC
XS729,XS730,XS732,XS713 Dominie T.1s of 6PTS
 - 6) XL621/81, XL597/87, XL566/86,XL601/88 Hunter T.7s of 4PTS
XP502/02, XP540/40, XR984/52, ...?? Gnat T.1s of 4ETS
 - 7) Solo demonstration of Hawk T.1 XX172 of 4PTS
 - 8) XV104 VC-10 10Sqn
XV185, XV192, XV207, XV290 Hercules C.1
 - 9) XR529/BN (18Sqn) & XV725/AC (728sqn) Wessex
XW208/CE (33Sqn) & XW226/DK (230Sqn) Puma
 - 10) XP361 Whirlwind HAR.10 202Sqn/Rescue
XV720 Wessex HC.2 22Sqn/Rescue
 - 11) W/L747 Shackleton AEW.2 8Sqn (this a/c was the only one also present in the Review at Odiham in 1953)
 - 12) XL512 (55Sqn) & XL162 (57Sqn) Victor K.2s
XR760/R (55Sqn) & XR724/K (11Sqn) Lightnings
XV425/R (29Sqn), XV422/C (23Sqn), XV460/E (56Sqn), & .../K (111Sqn) Phantom FGR.2s
 - 13) WE113 Canberra E.15 100Sqn; WH872 Canberra T.17 360Sqn; WK127 Canberra TT.18 7Sqn
XV253,XV235,XV256,XZ280,XZ282 Nimrod Mr.1/As
XV168, ...?? Buccaneer S.2B 12Sqn
XV573/L, XV583/G Phantom FG.1 43Sqn
 - 14) Scramble of four Vulcan B.2s: XL389(9Sqn),
XM607 (44Sqn), XM648 (101Sqn) & XM650 (50Sqn)
 - 15) XV342 Buccaneer S.2B 208Sqn
XL426 (617Sqn), XL446(35Sqn), XH558 (35Sqn) all Vulcan B.2s
XH169 (39Sqn), WH775 (13Sqn) Canberra PR.7/9
XZ147/Z Harrier T.4 233Sqn
.../Z Jaguar T.2 41Sqn and 2 Gr.1s of 6Sqn and 54Sqn
 - 16) Solo demonstration of MRCA Tornado XX948
 - 17) XV439/A (19Sqn), XV489/V (92Sqn) Phantoms
XW540/F (15Sqn), XW541/Q (16Sqn) Buccaneers
XZ369/AP, XZ383/BC, XZ384/CM, XX973/DG all XZ340/DM Jaguar Gr.1s
XZ132/F (3Sqn) and ... (4Sqn) Harrier Gr.3s
- Other a/c noted at Finningly during these days:
hangars:
XP186, XP344 Whirlwind HAR.10 202Sqn
XS731/J, XS728/E Dominie T1 6PTS
XR497 Wessex HC.2 22Sqn
XW902/H Gazelle HT.3 CFS
XJ723 Whirlwind HAR.10 (ex 202Sqn) hanging from the roof
XW293/2 J.Provost 6PTS
XX117 Jaguar Gr.1 60MU (dismantled)
- Other a/c on the field
XS789, XS790 Andover CC.2 Queens Flight
XJ763 Whirlwind & XX508 HS.125 CC.2 both 32Sqn
XV733 Wessex HCC.4 Queens Flight

- June 30th was the official retirement date of the Hastings from RAF service. The last four Hastings of No.2300CU at Scampton were withdrawn from use as training of Buccaneer and Phantom navigators has been taken over by the Radar Flight of 6PTS at Finningly. The Hastings made its first flight on May 7, 1946 followed by production-series of 100 C.Mk.1s, 42 C.Mk.2s, 4 C.Mk.3s (to RNZAF), 4 C.Mk.4s (VIP-version). Alongside the Blackburn Beverley it formed the main equipment of RAF's transport fleet for many years. The Hastings will always be known as the RAF transporter during the Berlin crisis in 1948. With acquisition of the Hercules phasing out of the Hastings commenced, reducing to the four T.Mk.5s (TG503,505,511,517) of No.2300CU. TG517 went to the Newark Air Museum at Winthroppe and the others went to Gatow (Berlin), Hereford (for army ground training) and RAF Cosford (for RAF museum).

United States of America

- Early September another batch of Eagles were delivered to the 36TFW and by the time you read this 36TFW/Bitburg will have completed its inventory and be fully operational on the F-15 Eagle.

Other known delivery-dates have been:
7 July: BT76-020, 023, 025, 028, 029 F-15As and BT76-125 TF-15A
20 July: BT76-017, 022, 036 F-15As
Other notes: F-15s of 36TFW of which no delivery dates are known: BT76-012, 019 and 024. Presently 49TFW/Holloman AFB is converting to the F-15 while the next unit in the States will be the 33TFW/Eglin AFB. In the meantime 32TFS/Soesterberg AB in Europe will start receiving F-15s in April next year. These F-15s will be added to the current F-4Es of 32TFS. This means that in the future Soesterberg will be the home of a wing with one squadron F-4Es and one sqn with F-15s. Another wing recently completing the delivery of new equipment, is 48TFW/Lakenheath. Presently 48TFW operates no less than 91 F-111Fs. Additional deliveries were (see FLASH 81-83):
11 July: 70-369,375,376,377,378,381,385,392,415
72-446,447, 73-712,716,717
13 July: 70-365,374, 71-888,893, 73-710,718
74-184
18 July: 72-444
29 July: 70-384, 72-448

Just like all other T.5s, TG511 has been converted from the Met.Mk.1 version. The T.Mk.5 is the bomber radar traiper conversion. (J.v.Tuyn)^x





Hill AFB based F-4Ds seen on deployment at Nordholz AB. (.Berger)

- Movements at Frankfurt/Rhein-Main included:

Jun. 19: 149677/20 P-3A Orion USNavy VQ-2
 21: 24126 VC-135B 89MAW
 24: 46-08/MM61994 C-130H ItAF 46AB
 28: 141023 C-131F USN 747 C-130H RHAF
 21852 C-130E 459TAW/AFRES
 29: 50-77 C-160D WGAF LTG-61
 30: 61-MQ/P45 C-160F FAF 50022 NC-130A ASn
 Jul. 6: 022 C-160D Turk.AF 80757 C-130B AFRES
 7: XR443 SeaHeron RNavy 781Sqn
 9: 159363/JM CT-39G USN; 10969 C-130B AFRES
 11: 46-05/MM61991 C-130H ItAF XV207 C-130K
 61-17 Atlantic WGNavy MFG-3
 12: 62-KA/150 N-2501 FAF K-683 C-47RDAF
 14: CF-04 Merlin IIIA BAF
 16: 46-12/MM61998 C-130H ItAF
 19: NATO-Meeting:
 XR810 VC.10 RAF 10Sqn C-2 F.27M RNeAF
 30/F-BPNS N.262A FAF 6701 DC-6A PorAF
 CS-01, 03 HS.748 BAF 5S-TA Skyvan AuAF
 4X-BYH/004 B.707-131 ID/FAF
 84003/75 C-130H RSwedentAF F.7
 60208 C-141A 63MAW
 21: 70-83 UH-1D WGAF Flugbereitschaft
 23: TC-67 C-130H Argentine AF
 26: 144852/18 EA-3B Skywarrior USNavy VQ-2
 27: 149677/20 P-3A Orion USNavy VQ-2

Noted C-5As of 60MAW: 70169, 70171, 90012, 90021
 00449, 00458 and 00462.

Also noted a new C-130E-II of 7thSOS: 40599 ex
 7ACCS/603ABW

- Movements at Mildenhall included:

Jun. 1: 10272 KC-135A 97BW 60178/62 C-141
 159384 TAV-8A USMCORPS (delivery)
 2: 91535 C-130B 433TAW/AFRES
 80072 KC-135A 380BW 130319 C-130E CAF
 4: 50242 C-141A 60MAW
 6: 63631 KC-135A 92BW
 71422 KC-135A 305ARW 31675 E-3A IACCS
 8: 10338 U-2R 9SRW (based till late June)
 40640/63, 67955/63, 60191/60 all C-141A
 71434 KC-135A Washington ANG
 14: 37-39, 37-58 F-4F WGAF JG-71
 16: 32-91, 33-01 G-91R WGAF LEKG-43
 17: 23546/42BW, 63593/ANG both KC-135As
 18: 37853 C-130E 913TAG/AFRES
 21: 60142/62MAW, 50250/60MAW both C-141As
 22: 157319/LR-7 P-3C Orion USN VP-24Sqn
 40555, 40559 C-130E-II 7th SOS
 23: 131598/RT (VR-53), 131607/JS (VR-54)
 both C-118B USNavy
 28: 20-69, 20-72 F-104G WGAF JABOG-33
 91527 C-130B AFRES 68TAS/433TAW

- Arriving at Sembach on 2 August were four
 A-10s of 355TFW, incl. DM75-281, 75-286 and
 75-289. The A-10As crossed the Atlantic via the
 Canada-Greenland-Iceland route. Two A-10s had to
 stay at Keflavik due to technical problems; they
 joined the others later on.
 On 25 August the first rounds of ammo were
 fired at the Grafenwohr range in West Germany.
 A tank wreck and several other targets were
 easily destroyed in the demonstration. All six
 a/c returned on 7 September.

- On 25 August, AR66-424, an RF-4C of 10TRW/Al-
 conbury, crashed near the gunnery range of
 Nordholz (W.Germany). Both pilots were killed.
 On 29 August, CR74-051, an F-4E of 32TFS/Soes-
 terberg crashed into the North Sea near Ter-
 schelling (Holland). According to fishermen
 who witnessed the accident, the aircraft caught
 fire in the air and exploded the moment it hit
 the water. Both pilots have never been found.
 A fourth (SP66-8781 crashed on 6 July) USAF
 Phantom crashed within two months time. Late
 August an F-4E from 86TFW/Ramstein crashed
 somewhere in W.Germany.

- Movements at Aviano included:

Jul. 6: 23-09, 21-18 F-104G WGNavy MFG-2
 TJ63-532 F-4C 401TFW
 7: 40555 C-130E (II) 7SOS 10879 C-9A
 42068 C-130H 463TAW
 11: 37-29, 38-45 F-4F WGAF JABOG-36
 42071 C-130H 463TAW 38079/437 C-141A
 15: TJ63-449 F-4C 401TFW
 21: HR69-249 F-4E 50TFW 10879 C-9A
 26: 23-09, 21-15 F-104G WGNavy MFG-2
 3-141/MM51-9141 T-33A ItAF 603aSC/3AB
 133345 CT-33AN CAF 1stCAG
 27: 60166 C-12A 7086OS 0-24453 T-39A AFCS
 29: TJ63-421 F-4C 401TFW
 30: HR74-059, RS68-475 both F-4Es
 Aug. 2: 67965/437MAW, 60173/438MAW both C-141As
 4: 104795, 104760 CF-104G CAF
 31-55/MM61995 PD.808 ItAF 306Gr/318Stormo
 8-62/MM6955 (NC2062) G-91Y 101Gr/8Stormo
 5: 3-10 F-104G and 3-26 RF-104G both 3rdAB
 8: 37841 C-130E, 21291 C-130H both 314TAW

From 5 July till 10 August the following F-4H
 of 50TFW/Hahn AB were based at Aviano:
 HR68-377, 68-388, 68-391, 68-465, 68-496, 68-507
 68-513, 68-531, 69-244, 69-249, 74-044, 74-057
 74-059, 74-060, 74-061, 74-620, 74-623, 74-626
 74-630, and 74-633

From 2 till 7 August the following aircraft
 were at Aviano for a five day's exercise:
 TJ63-711, 63-552, 63-569, 64-902, 64-888, 64-829
 64-890, 64-775, 64-918, 64-765, 64-655, 63-605
 64-922, 64-912 and 64-865 all F-4Cs of 401TFW
 AR68-555, 66-413, 68-553, 66-423, 66-433, 66-421
 65-939, 68-554, 65-927, 66-424 all RF-4C 10TRW

- Except for one (at Baumgarten with F-4Es later
 this year) all USAF deployments have taken place
 now. Together with the P-4Ds of Crested Cap we
 can give the registrations of six out of the
 seven.

As mentioned in last month's issue, F-105s from
 George AFB were expected. Indeed they turned up
 at Karup (Denmark). Regies next month.

Arriving at Nordholz on 9 August:
 HL66-(0)228, 65-(0)791, 65-(0)795, 65-(0)786
 65-(0)769, 65-(0)659, 65-(0)648, 65-(0)583
 65-(0)796, 65-(0)609, 65-(0)797, 65-(0)595
 65-(0)612, 65-(0)777, 65-(0)746, 65-(0)680

All F-4Ds of 388TFW from Hill AFB, Utah.
 Arriving at Norvenich on 14 August:
 TH60-458, 60-464, 60-465, 60-471, 60-490, 60-493
 60-500, 60-513, 60-533, 61-044, 61-075, 61-080

61-100, 61-044, 61-080 F-105D & 63-261 F-105F of 457TFS/301TFW/AFRES from Carswell AFB SH61-061, 61-115, 61-152 F-105Ds and SH63-365 F-105F of 465TFS/301TFW/AFRES from TinkerAFB On their way to Europe they made only one stop at Seymour Johnson. Just before arrival of the Thudsticks JABOG-31 sent out two Starfighters (20-56, 23-48) to welcome them and guide them into Norvenich. A very nice answer of one of the pilots to the question: 'How do you like Europe?'; Very nice, we would like to stay for a few months but next week I have to start working again as a broker!!'

On 22 August the first wave of 24 F-4Ds of 49TFW/Holloman AFB arrived at Ramstein:

HO66-(7)457, 66-(0)266, 66-(7)648, 66-(7)742
 66-(7)506, 66-(7)626, 66-(7)650, 66-(0)226
 66-(7)701, 66-(0)259, 65-(0)768, 66-(7)488

66-(7)596 all with blue fin tips
 HO66-(0)270, 66-(7)536, 65-(0)586, 65-(0)790
 66-(0)254 all with red fin tips

HO66-(0)276, 66-(7)470, 66-(7)772, 66-(7)617
 66-(7)706, 66-(7)577 all with yellow tips

Four reserve F-4Ds also crossed Atlantic and landed at Bentwaters but left already after a few days.

Arriving at Gilze-Rijen on 6 September:

70-970, 70-986, 71-341, 72-170, 72-196, 72-243
 72-248, 73-992, 73-996 all A-7Ds of 140TFG

of Colorado ANG

71-301, 71-302, 71-359, 72-202, 72-224, 72-228

72-237, 72-245, 72-263 all A-7Ds of 150TFG

of New Mexico ANG

Transport was provided by no less than five Starlifters: 60135 on 29.8, 70011 on 2.9, 67957 on 5.9; 70031, 59398 and 50256 on 6.9

Just like the Dutch Air Force, the Canadian Air Force acted for the first time of a host for an USAF deployment. On 5 September 18 F-4Es of 4TFS/335TFS from Seymour Johnson arrived at CFB Lahr:

SJ71-(1)079, 71-(1)092, 71-(0)247, 72-(0)139

72-(1)477, 72-(1)479, 71-(1)484, 72-(1)485

72-(1)490, 73-(1)165, 71-(1)167, 73-(1)173

73-(1)174, 73-(1)175, 73-(1)177, 73-(1)183

73-(1)192, 73-(1)196

On 9 September 16 RF-4Cs of 67TRW/12TRS from Bergstrom AFB landed at CFB Söllingen:

BA67-(0)436, 67-(0)440, 67-(0)442, 67-(0)444

67-(0)450, 67-(0)452, 68-(0)587, 68-(0)591

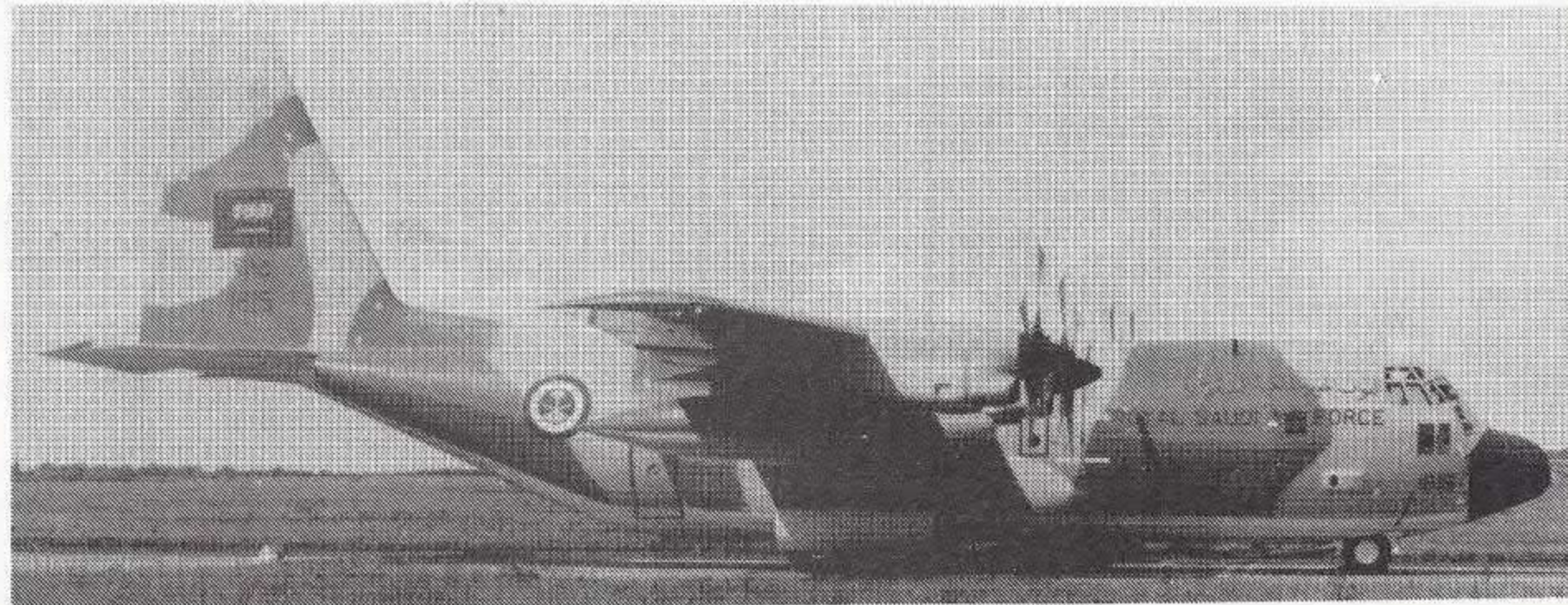
69-(0)356, 69-(0)379, 69-(0)383, 69-(0)384

68-(0)590, 71-(0)250, 72-(0)150

In the past few years 67TRW had several deployments in Europe. Deployments are becoming a matter of routine to 67TRW's crews, proven by the fact that only one hour after arrival at CFB Söllingen they started their reconnaissance missions.

BA67-450 had its fiscal year very big on the tail while 450 was hardly readable.

C-130H 1615 of the Royal Saudi Arabian AF at Shannon IAP in Ireland. (D.O'Mahony)



An unique photo of an Grumman S-2E Tracker of the Peruvian Servicio Aeronavale Taken at NAS Jacksonville, USA in 1976. (B.Sides via J.Bowdler)



West Germany

- Gathering all the movements of RF-4Es of the WGAF since November 1975 two registrations of crashed Phantoms have come to the light:
 35-70 of AKG-52 crashed near Bad Wildungen on 9.11.75
 35-55 of AKG-52 crashed on 23.3.76.
- Noted at the Open Day at RAF Lossiemouth on 13 August were the remains of 26-06, a F-104G of JABOG-31. On 10 August it made a crash landing there and broken its back and removed its main wheel under carriage and doors. Hence it is written off.

WORLD WIDE-WORLD WIDE

CHINA. The Air Force of Nat.China has the intention to purchase some additional Starfighters. It is not yet known if they are interested in new built F-104Ss or ex W.German AF F-104Gs

SAUDI ARABIA. This month's Shannon movements report us the delivery of two new C-130Hs for RSAAF. These are from a new batch which were/ will be delivered in 1977.

Since more info on the H-models of the RSAAF has come to the light the following run-down:

c/n	type	serial	c/n	type	serial
4396	C-130H	1610	4605	VC-130H	102
4397	C-130H	1611	4607	C-130H	463
4503	KC-130H	456	4608	C-130H	464
4511	KC-130H	457	4609	C-130H	465
4532	KC-130H	458	4612	C-130H	1601
4539	KC-130H	459	4614	C-130H	1602
4552	C-130H	1612	4618	C-130H	1603
4560	C-130H	1614	4633	C-130H	1604
4566	C-130H	460	4634	C-130H	1605
4567	C-130H	461	4637	C-130H	462

1977 Deliveries:

4737	VC-130H	112	4751	C-130H	468
4740	C-130H	466	4754	C-130H	469
4741	C-130H	467	4755	C-130H	1618
4745	C-130H	1615	4756	C-130H	1619
4746	KC-130H	1616	4758	C-130H	470
4750	KC-130H	1617			

Note: 466 & 467 arrived at Shannon on 08.07 and departed on 10.07; 1615 arrived on 14.08 and dep. on 16.08; 1616 arr. on 16.08; 468 arr. on 01.09.

KUWAIT. On 1st July a third batch of four A-4KUs (160192/160195) passed through Bentwaters on delivery to Kuwait. At the McDonnell-Douglas Facility at Yuma MCAS are three A-4Kus (160180, 160181, 160187) and one TA-4KU (160210) for pilot training. These a/c will be delivered in April 1978.

Batches of the Kuwait AF Skyhawks will be:

160180-160209 coded 801/830 all A-4KUs
 160210-160215 coded 881/886 all TA-4KUs

THE BELGIAN AIR FORCE

Compiled by Frank Klaassen, with thanks to V.Kenens, L.Spiessens and 1Stg-Maj.Moerman.

Part 12



het Vervolmakingscentrum van de Luchtmacht

Not far from the Dutch border, practically in the city of Sint Truiden we find the so called 'Vervolmakingscentrum' of the Belgian Air Force.

Twice a year the survivors of the Elementary Flying Course of Goetsenhoven arrive here to continue their pilot-training.

Vervolmakingscentrum means as much as perfection-centre: the place where pupil-pilots are brought up to the standards necessary for fighter pilots. And indeed, except for the elementary flying training everything takes place at Sint Truiden: the Military Basic training, the Advanced Flying Training and the Transition Flying Training.

Based here are three squadrons: No.7sqn is the Advanced Flying School (VVO), equipped with some thirty Potez-Air Fouga CM-170R Magisters; No.9sqn is in charge of training instructors: it operates both Siai-Marchetti and Magisters (the first are not based at Sint Truiden but at Goetsenhoven). The third flying unit is No.11sqn, the transition flying course: aircraft used are Lockheed T-33As.

Already since 1948, shortly after Belgium's withdrawal from the RAF, Brustem/Sint Truiden has been the major training base of the Air Force. Pupil-pilots were instructed on Harvards (borrowed from Holland for a while), Mosquito T.3s and Spitfire Mk.9s. In 1953 the 'School voor Voortgezette Vliegeropleiding' was transferred to Kamina, an airfield in the then Belgian Congo, because of the weather conditions there. Due to the civil war the school moved back to Belgium seven years later though. In the meantime Belgium had ordered Magisters to supplant the obsolete Harvards: half a dozen of them had been brought to Africa when the decision to evacuate the school was taken! Only the Magisters were flown back; the Harvards were destroyed and some donated to the new Congo Air Force.

In '61 the VVO started training Dutch pupil-pilots as well. This was part of an agreement between Belgium and Holland, in which Belgium did the advanced training for both countries and Holland the transition training and operational conversion. Since the Thunderstreaks of the two countries were replaced by different types, this integrated programme ceased to exist in 1970. Belgium was of course not interested in training its Mirage pilots on NF-5s.

As known, presently Holland sends its pupils to Canada for the entire training syllabus; Belgium does it herself. They both say their way is the most economic, by the way.

A student-pilot arriving at the 'School voor Voortgezette Vliegeropleiding' has a certificate of 125 Marchetti flying-hours in his pocket.. Subsequently, the prime task of the VVO is to familiarize him with jet aircraft. In general the programme consists of deepening the manoeuvres learnt on the EVS: instrument-flying, navigation night-flying.

Each course also goes to Corsica where they receive a thorough survival-training and practise air to-ground gunnery. For this purpose the Magister can be armed with two guns, four rockets and two bombs.

To minimize language problems a new group is always split up in a Dutch and a French speaking shortly after their arrival. One class flies in the morning and takes ground-courses in the afternoon, the other group does it reversed. After each flight the instructor gives his pupil a green or a red marking, depending on whether the flight was sufficient or not. After two 'red-flights' the student is trusted to an instructor of No.9 squadron who is to pass an impartial judgement on him. His last change: or the student will get some additional flying-hours assigned, or he is out. Some 25% of the pupil-pilots drop out during their nine-months-stay at Sint Truiden. Those lucky enough to pass the various tests and exams leave the School voor Voortgezette Vliegeropleiding but stay at the Vervolmakingscentrum. They have logged some 250 hours now: 125 on the Marchetti and another 125 on the Magister. Hence are some 100 hours flying on the Lockheed T-33A of the 'Transitie Vliegeropleiding', No.11 sqn.

This 11th squadron was established in 1971, as a result of the end of the Belgo-Dutch flying training programme. Before '71 the Transition Flying Training was done in Holland, at Woensdrecht using Belgian and Dutch T-birds. When the death knell sounded for this integrated course Belgium got its aircraft back and started her own TFT. In fact this unit is a descendant from the Fighter School, that operated from Koksijde till the integrated training started in 1961.

For several years No.11 squadron was the safest unit of the air force, but now it's well underway of losing that quality: in a few months time no less than three T-33As crashed. No doubt the fact that the T-Birds are more than obsolete explains a lot; still the new Alpha Jet is not to arrive until late 1978. This aircraft is to supplant both the T-33A and the Magister. In that sequence. The flying training syllabus as of mid 1980, when the Alpha Jet will have replaced the Magister as well, will comprise 150 hours on the Siai-Marchetti, followed by 150 hours on the Alpha Jet.

T-33A FT-17 of the BAF on static display at Koksijde on 27 July '74 (J.v.Tuyn)^x



No.11 squadron is the last step in the flying training course; after having successfully completed this stage the pupil receives his 'wings'.

Future Mirage pilots proceed to 8th Operational Conversion Unit at Bierset, those selected to become Starfighter pilot go to the Starfighter Conversion at Beauvechain. We'll deal with these units later, when we come to the 3rd Wing and 1st Wing.

Before starting with the Thunderstreaks left over from last month, we present some corrections and additions to previous lists:

FLASH 74: Amending the Tiger Moth list on page 15: T-14 crashed on 31.12.53 but was officially w/o 10.12.53
T-19 became OO-EVM not -EVH
T-30 had construction-number 85884

FLASH 76: In the Auster list on page 18:

A-2 (c/n 2818 ex RAF etc) should be A-3

FLASH 77: Add a note 3 to the Spitfire Mk.9 list featuring on page 15:

H-50/MK606, H-54/EN650 and H-58/MK230 were used for spares by Fokker and never entered BAF service.

FLASH 78: Some crash-dates of aircraft lying at Evere (see page 14) have come to light:

ST-10 crashed 14.6.76 in Germany, FX-46 crashed 15.1.76 near Nordholz (G.) and BD-02 crashed 14.7.75 near Liernieux

FLASH 79: Correcting the corrections on the Spitfire Mk.14 list on page 11 (sorry):

SG-14 was w/o 8.9.52 not 9.9.52
SG-21 was w/o 16.3.48 not 19.2.48
SG-25 is presently owned by one J.Lowe, Riverside, Illinois, USA and flies as SG-25/IQ-W

SG-46 was w/o on 21.4.49 after the accident of 14.1.49

SG-68 was w/o 14.5.52 not 14.5.58

SG-85 was ex TZ193 not TZ195

FLASH 80: And finally a few corrections on the Thunderstreak list:

FU-14 was w/o 28.7.58 not 14.5.68

FU-21 is ex 51-7170 not 51-7151, now decoy at St.Truiden (not B'chain)

FU-27 was also YL-B once

FU-36 is now decoy a/c at St.Truiden

FU-38 was w/o 01.01.57 not 10.10.57

FU-56 was w/o 26.3.58 not 28.3.58

FU-61 is ex 52-7012 not 52-7129

FU-75 is ex 53-6622 not 53-6687 and UR-X not UR-Y

FU-79 is ex 53-6570 not 53-6576

FU-80 was w/o 10.8.65 not 10.10.65

Republic F-84F Thunderstreak (cont.)

FU-187 ex 52-7067; d/d 21-04-58; sqn-code:Z6-J and 3R-O; wfu 15-05-68

FU-188 ex 52-6369; d/d 24-04-58; sqn-code:Z6-D wfu 13-10-64; now decoy at Kleine Brogel

FU-189 ex 52-6424; d/d 24-04-58; sqn-code: ??? w/o 26-10-66

FU-190 ex 52-7034; d/d 24-04-58; sqn-code:Z6-V wfu 04-09-68

FU-191 ex 52-6374; d/d 29-04-58; sqn-code:8S-K wfu 24-04-66

FU-192 ex 52-6605; d/d 29-04-58; sqn-code:8S-H wfu 25-10-65

FU-193 ex 52-7059; d/d 29-04-58; sqn-code:Z6-U and 3R-N; w/o 27-05-60

FU-194 ex 52-6378; d/d 29-04-58; sqn-code: ??? wfu 16-09-65

FU-195 ex 52-6417; d/d 20-05-58; sqn-code:Z6-X w/o 05-05-64

FU-196 ex 52-7069; d/d 20-05-58; sqn-code:8S-T w/o 08-04-63

FU-197 ex 52-6584; d/d 29-05-58; sqn-code:8S-J wfu 02-02-65; now decoy at Beauvechain

NOTE 1:

First some explanation concerning the above list. Written-off means that the aircraft crashed and was destroyed or not economically repairable; withdrawn from use means that the Streak was removed from service. Normally they then went to the storage centre at Koksijde. Squadron-code 3R- indicates an aircraft of No.1 Squadron; UR- was No.2; YL- was No.3 (all 2nd Wing Florennes); Z6- was No.23, RA- was No.27 and 8S- No.31 Squadron (all 10th Wing at Kleine Brogel).

Note 2:

The Thunderstreaks were delivered in metal-finish; squadron-codes were applied on the nose registration on the tailplane, wing- and squadron-insignias on the fuselage. Around the air-intake the various squadron-colours were painted: the F-84Fs of No.1 squadron had a black band, red for No.2, green for the 3rd, red-white for the 23rd, blue-white for the 27th and black-yellow for the 31st squadron. The aircraft of the 10th Wing had the squadron-colours applied on the tail-plane as well. A few years later the Thunderstreaks were camouflaged (olivegreen and dark grey); in 1959 the removal of the squadron-codes was ordered. This was done to make identification of the various units impossible. Yet, the coloured band around the nose and the squadron-insignias remained. The units of the 10th Wing mixed their colours; on every Kleine Brogel aircraft the tail-plane became white-blue-white-yellow-white-red-white.

In 1968 the Thunderstreaks of the two remaining squadrons were camouflaged in 'Vietnam-style'.

Note 3:

The last operational F-84F was FU-85; in June 1972 this aircraft made a good-bye-tour along the various bases, inscribed 'Happy-End'.

Note 4

Although the Belgian air force never had an aerobatic team with Thunderstreaks there were a few aircraft used for stuntflying. The FU-157 was the first, painted in a special (silver red) colourscheme; later the FU-55 and FU-58 were used for aerobatics. The last Thunderstreak in a special scheme was FU-52.



At Biggin Hill in Sept.1966.
(F.Klaasen)^x

Note 5:

As known, the Thunderstreak supplanted the F-84E and G. We've already dealt with the first in a previous issue, but the latter still is somewhat of a mystery. The only information we can offer you are the Thunderjets that were passed over to the Danish Air Force;

FZ-2/51-9707	FZ-46/51-10018	FZ-102/51-10744
FZ-7/51-9676	FZ-48/51-9997	FZ-103/51-10751
FZ-9/51-9723	FZ-49/51-9986	FZ-105/51-10611
FZ-10/51-9681	FZ-57/51-9949	FZ-118/51-10622
FZ-11/51-9674	FZ-65/51-10760	FZ-120/51-10708
FZ-12/51-9709	FZ-71/51-10195	FZ-124/51-10747
FZ-14/51-9637	FZ-75/51-10760	FZ-131/51-10909
FZ-15/51-9711	FZ-76/51-10298	FZ-132/51-10930
FZ-16/51-9712	FZ-77/51-10487	FZ-136/51-10917
FZ-19/51-9675	FZ-82/51-10501	FZ-138/51-10902
FZ-24/51-9774	FZ-86/51-10297	FZ-141/51-10798
FZ-39/51-9958	FZ-92/51-10629	FZ-143/51-10802
FZ-43/51-9944	FZ-100/51-10731	FZ-154/51-10820

Fairchild C-119 Packet

In September 1952 the first of a large number of Packets arrived with the 15th Wing at Brussel/Melsbroek. The 'Boxcars' were assigned to 20 sqn (replacing the Dakotas that were returned to the USA) and to the new No.40 sqn. In October 1955 all F-models (18 aircraft) went back to the factory to be converted to C-119G standards. Remarkably, in 1959 only 11 aircraft returned to Belgium; the others had been delivered to Norway. The last flight of a Packet (the CP-18) was made in July 1973: to the Koksijde dump. The plane-facts are as follows:

CP-1	OT-CAA	c/n 10681	ex 51-2696	back to US in 1955, then to RNoAF as 12692/BW-C
CP-2	OT-CAB	c/n 10682	ex 51-2693	back to US in 1955, then to RNoAF as 12693/BW-B
CP-3	OT-CAC	c/n 10683	ex 51-2694	back to US in 1955, then BAF again as CP-14/OT-CAN; presently exhibited in the AF museum, Brussel
CP-4	OT-CAD	c/n 10684	ex 51-2695	back to US in 1955, then to RNoAF as 12695/BW-E
CP-5	OT-CAE	c/n 10685	ex 51-2696	back to US in 1955, then BAF again as CP-11/OT-CAK
CP-6	OT-CAF	c/n 10686	ex 51-2697	back to US in 1955, then to RNoAF as 12697/BW-A
CP-7	OT-CAG	c/n 10687	ex 51-2698	back to US in 1955, then to RNoAF as 12698/BW-F
CP-8	OT-CAH	c/n 10688	ex 51-2699	back to US in 1955, then to RNoAF as 12699/BW-D
CP-9	OT-CAI	c/n 10689	ex 51-2700	back to US in 1955, then BAF again as CP-9/OT-CAI
CP-10	OT-CAJ	c/n 10690	ex 51-2701	back to US in 1955, then to BAF again as CP-10/OT-CAJ
CP-11	OT-CAK	c/n 10691	ex 51-2702	back to US in 1955, then to RNoAF as 12702/BW-H; in '59 the former CP-5 became CP-11/OT-CAK
CP-12	OT-CAL	c/n 10692	ex 51-2703	back to US in 1955, then to BAF again as CP-12/OT-CAL
CP-13	OT-CAM	c/n 10693	ex 51-2704	back to US in 1955, then to BAF again as CP-13/OT-CAM
CP-14	OT-CAN	c/n 10694	ex 51-2705	back to US in 1955, then to RNoAF as 12705/BW-G; in '59 the former CP-3 became CP-14/OT-CAN
CP-15	OT-CAO	c/n 10695	ex 51-2706	back to US in 1955, then to BAF again as CP-15/OT-CAO
CP-16	OT-CAP	c/n 10696	ex 51-2707	back to US in 1955, then to BAF again as CP-16/OT-CAP
CP-17	OT-CAQ	c/n 10697	ex 51-2690	back to US in 1955, then to BAF again as OT-CAQ/CP-17

CP-18	OT-CAR	c/n 10680	ex 51-2691	back to US in 1955, then to BAF again as CP-18/OT-CAR
CP-19	OT-CAS	c/n 11035	ex 52-6034;	crashed 22.10.65 near Hofgeismar(G.)
CP-20	OT-CAT	c/n 11034	ex 52-6033	
CP-21	OT-CBA	c/n 10952	ex 52-6022	
CP-22	OT-CBB	c/n 10953	ex 52-6023	
CP-23	OT-CBC	c/n 10951	ex 52-6021;	crashed near Silly 12.12.61 (collision with CP25)
CP-24	OT-CBD	c/n 11077	ex 52-6038	
CP-25	OT-CBE	c/n 11082	ex 52-6043;	crashed near Silly 12.12.61 (collision with CP23)
CP-26	OT-CBF	c/n 11029	ex 52-6028	
CP-27	OT-CBG	c/n 10997	ex 52-6026	
CP-28	OT-CBH	c/n 11078	ex 52-6039	
CP-29	OT-CBI	c/n 11086	ex 52-6047;	to EthiopianAF as a C-119K in 1973
CP-30	OT-CBJ	c/n 10998	ex 52-6027	
CP-31	OT-CBK	c/n 11036	ex 52-6035	
CP-32	OT-CBL	c/n 11084	ex 52-6045	
CP-33	OT-CBM	c/n 11033	ex 52-6032	
CP-34	OT-CBN	c/n 11118	ex 52-6050	
CP-35	OT-CBO	c/n 11120	ex 52-6052	
CP-36	OT-CBP	c/n 11083	ex 52-6044;	crashed 19.7.1960 near Sake Masisi, Congo
CP-37	OT-CBQ	c/n 11123	ex 52-6055;	to EthiopianAF as a C-119K in 1973
CP-38	OT-CBR	c/n 11119	ex 52-6051	
CP-39	OT-CBS	c/n 11085	ex 52-6046	
CP-40	OT-CBT	c/n 11146	ex 52-6058	
CP-41	OT-CEA	c/n 11246	ex 53-7829	
CP-42	OT-CEB	c/n 11260	ex 53-7843	
CP-43	OT-CEC	c/n 241	ex 53-8138	
CP-44	OT-CED	c/n 244	ex 53-8141	
CP-45	OT-CEF	c/n 246	ex 53-8143;	crashed 26.6.63 near Sennelager (G.)
CP-46	OT-CEH	c/n 254	ex 53-8151	

Note 1: CP-42/46 are built by Kaiser-Frazer, which accounts for the deviant construction-numbers.

Note 2: Noted at Koksijde in various states of demolition were earlier this year: CP-9, 10, 11, 13, 15, 16, 17, 19, 20, 32, 33, 42, 43, 44, 46



ABOVE: C-119s scrapped at Koksijde.
BELOW: OT-CAJ/CP-10; one of the 18 C-119Fs converted to C-119G. (both F.Klaassen)^x





Two Harvards of the MLD in formation over Dutch landscape. (MLD)



MARINE

PART 1

LUCHTVAART

DIENST

A serie of three articles on occasion of the 60th anniversary of the MLD written by N.A.Wiltens.

Recently the Royal Netherlands Naval Air Service or Marine Luchtvaart Dienst (MLD) celebrated its sixtieth anniversary, although officially established on 18th August 1917 the commemoration of 60 years fleet air arm took place on 2nd September 1977, a sober event as there was no money available for the planned family-day so it turned out to be a reunion only.

During the last few years the MLD has been drastically reduced in size, several types having left service without being replaced due to a combination of both military and, above all, economical decisions.

Nowadays the MLD is a force specialised in the Anti Submarine Warfare (ASW) role.

The present strength of the MLD consists of 8 Atlantics, 15 Neptunes, 12 Wasps and 7 AB.204Bs of which the latter will disappear soon as the type will be replaced by 6 UH-14A Lynx, 2 of which are already in use at De Kooy.

On order are 14 SH-14B Lynx and it is expected that during the course of 1979 the first of these ASW helicopters will be delivered to the MLD.

The ageing Neptunes are due for replacement which has been postponed several times and the question remains as to whether the government will order new aircraft, and of what type, or whether they will replace the Neptune at all?

The MLD, which is one of the world's oldest maritime aviation forces, has an impressive history and this article starts in the middle of that history in 1959 when the MLD operated a considerable number of aircraft each day being filled with a busy flying programme.

1959 was especially chosen because in this year the MLD introduced the serial-system at present in use after having used 2 other systems.

Before commencing with the details of aircraft in use in 1959 and thereafter firstly a review of active MLD squadrons in late 1959+early 1960:

- 1 Squadron at Hato (Curacao/Netherlands Antilles) still with Avengers but converting to the CS-2A Tracker
- 2 Squadron on board the carrier 'Karel Doorman' with Avengers and an S-55
- 3 Squadron at Valkenburg with Sea Hawks & Meteors for training purposes
- 4 Squadron at Valkenburg flying Avengers and a single Harvard
- 5 Squadron at Valkenburg using Fireflies, Trackers TC-45Js and an S-55
- 7 Squadron at Biak (Dutch New Guinea/East Indies) with Fireflies
- 8 Squadron on board the 'Karel Doorman' with recent delivered S-58s
- 9 Squadron at De Kooy with S.11s in Air Force colours/markings
- 320 Squadron at Valkenburg still with P-2E Neptunes but converting to Trackers
- 321 Squadron at Biak still having Mariners but soon to receive Dakota's as an interim replacement before the ordered P-2H Neptunes will be available
- 860 Squadron on board 'Karel Doorman' operating Sea Hawks

Tailcodes used by the MLD:

V - - Valkenburg
 K - - De Kooy
 H - - Dr.Albert Plesman Airport (Hato), Curacao
 D - - Aircraft-carrier 'Karel Doorman'
 B - - Biak, Dutch New Guinea

Each MLD aircraft carries a letter on the fin to indicate its home-base, the Wasp helicopters carry a tail-code referring to the ship's name to which a Wasp is detached. The tailcodes B, D and since 1974 H too, are no longer current.

■ DE HAVILLAND DH.82A TIGER MOTH ■

The MLD received 4 ex Royal Netherlands Air Force (R.Neth.AF) Tiger Moths, of which A-27 and A-54 were already withdrawn before the introduction of the new serial-system in 1959, the remaining aircraft were:

001 ex RNethAF A-28 w.f.u. 11.60
 002 ex RNethAF A-49, ex RAF PG746 w.f.u.01.60

The two Tiger Moths were used on behalf of the glider-clubs at Valkenburg and De Kooy. The Tiger Moth was not a new aircraft for the MLD, before and during the second World War the Tiger Moth was also in the MLD inventory.

■ FAIREY FIREFLY ■

30 Fireflies Mk.1 were acquired in 1946, of which 15 were converted to Mk.4 by Fokker and a few were converted to trainers to join the two already received T.1s, 35 Mk.4s were obtained later (conversions to Mk.5).

Five Mk.4s were still in use as target-towers in 1961.

Original serial-batches: Mk.1 - 16-1 to 16-30
 T.1 - 21-11 and 21-12
 Mk.4 - 16-31 to 16-85

Firefly T.1:

003 ex MLD serial 21-12 ex RNavy PP497;scrapped
 004 ex MLD serial 21-17 ex RNavy PP169 (conversion from Mk.1); scrapped

Firefly Mk.4:

005 ex MLD 16-33 c/n 119765 scrapped
 006 ex MLD 16-47 c/n 119785 scrapped
 007 ex MLD 16-48 c/n 119786 scrapped
 008 ex MLD 16-49 c/n 119787 scrapped
 009 ex MLD 16-57 c/n 120037 scrapped
 010 ex MLD 16-59 c/n 120044 scrapped

Firefly T.5 (all converted from Mk.4):

011	ex MLD 16-72	c/n 127660	scrapped
012	ex MLD 16-73	c/n 127663	scrapped
013	ex MLD 16-74	c/n 127664	scrapped
014	ex MLD 16-75	c/n 127665	scrapped
015	ex MLD 16-79	c/n 127673	scrapped
016	ex MLD 16-82	c/n 128816	scrapped
017	ex MLD 16-83	c/n 128820	scrapped

■ DOUGLAS C-47 DAKOTA ■

Not a new type for the MLD, but in 1960 4 ex R.Neth.AF C-47s were used as an interim replacement with 321 squadron at Biak.

When the Neptunes arrived at Biak the 3 remaining aircraft were returned to the R.Neth.AF.

018	ex RNethAF X-4	s/n 43-49735	c/n 26996/15552
019	ex RNethAF X-5	s/n 44-76991	c/n 33323/16575
078	ex RNethAF X-11	s/n 44-76281	c/n 32613/15865
079	ex RNethAF X-13	s/n 44-76953	c/n 33285/16537

crashed 2.1.61 w/o

■ GRUMMAN TBM-3 AVENGER ■

In 1959 the Avengers were about to be withdrawn. Originally the MLD received 78 Avengers under the Mutual Defence Assistance Program (MDAP), of which the following versions were used: TBM-3W2 'hunter' to search submarines; TBM-3S2 'killers' to destroy detected submarines; TBM-3E(2) for training and target-towing.

In 1961 the Avenger replacement was completed.

Original serial-batches: TBM-3S2: 1-1 to 1-34
 TBM-3W2:16-101 to 16-124
 TBM-3E(2):21-20 to 21-39

TBM-3S2:

020	ex MLD 1-2	USN bu.no.53291	scrapped
021	ex MLD 1-5	USN bu.no.86030	scrapped
022	ex MLD 1-6	USN bu.no.53124	scrapped
023	ex MLD 1-11	USN bu.no.91569	scrapped
024	ex MLD 1-13	USN bu.no.53722	scrapped
025	ex MLD 1-15	USN bu.no.53756	scrapped
026	ex MLD 1-16	USN bu.no.85529	scrapped
027	ex MLD 1-17	USN bu.no.91189	scrapped
028	ex MLD 1-20	USN bu.no.53212	ditched
		25.2.60 w/o	
029	ex MLD 1-21	USN bu.no.53520	ditched
		12.10.60 w/o	
030	ex MLD 1-22	USN bu.no.53258	scrapped
031	ex MLD 1-23	USN bu.no.53640	scrapped
032	ex MLD 1-24	USN bu.no.85989	scrapped
033	ex MLD 1-25	USN bu.no.53582	scrapped

One of the four Tiger Moths serving with the MLD after WWII. (MLD)



Taken on the other side of this globe this Mariner of the MLD.



034 ex MLD 1-26 USN bu.no.53646 scrapped
 035 ex MLD 1-27 USN bu.no.53671 scrapped
 036 ex MLD 1-28 USN bu.no.53920 scrapped
 037 ex MLD 1-29 USN bu.no.85623 w.f.u.;
 fire-dump at De Kooy, later to fire-dump at Valkenburg; scrapped
 038 ex MLD 1-30 USN bu.no.69392 scrapped
 039 ex MLD 1-31 USN bu.no.85646 scrapped
 040 ex MLD 1-32 USN bu.no.91304 scrapped
 041 ex MLD 1-33 USN bu.no.91328 scrapped
 042 ex MLD 1-34 USN bu.no.91376 scrapped

TBM-3W2:

045 ex MLD 16-102 USN bu.no.85650 w.f.u. ;
 to Strathallan museum in the UK
 046 ex MLD 16-104 USN bu.no.85880 scrapped
 047 ex MLD 16-106 USN bu.no.91456 scrapped
 048 ex MLD 16-108 USN bu.no.86229 scrapped
 049 ex MLD 16-109 USN bu.no.53136 scrapped
 050 ex MLD 16-110 USN bu.no.91738 w.f.u. ;
 to Technical Navy School in Amsterdam
 051 ex MLD 16-111 USN bu.no.86188 scrapped
 052 ex MLD 16-112 USN bu.no.91155 scrapped
 053 ex MLD 16-113 USN bu.no.91296 scrapped
 054 ex MLD 16-114 USN bu.no.91385 scrapped
 055 ex MLD 16-115 USN bu.no.91403 scrapped
 056 ex MLD 16-116 USN bu.no.91406 scrapped
 057 ex MLD 16-117 USN bu.no.91423 scrapped
 058 ex MLD 16-118 USN bu.no.91457 scrapped
 059 ex MLD 16-119 USN bu.no.91458 scrapped
 060 ex MLD 16-120 USN bu.no.91516 scrapped
 061 ex MLD 16-121 USN bu.no.91476 scrapped
 062 ex MLD 16-122 USN bu.no.91488 scrapped
 063 ex MLD 16-123 USN bu.no.91570 scrapped
 064 ex MLD 16-124 USN bu.no.91713 scrapped

TBM-3E:

065 ex MLD 21-20, USN 53367, RN XB399 scrapped
 066 ex MLD 21-21, USN 85899, RN XB381 scrapped
 067 ex MLD 21-25, USN 85549, RN XB445 delivr'd
 to Brazil
 068 ex MLD 21-26, USN 85930, RN XB447 scrapped
 069 ex MLD 21-28, USN 53604, RN XB385 scrapped
 070 ex MLD 21-30, USN 91131, RN XB382 scrapped

TBM-3E2:

071 ex MLD 21-29, USN53099, RN XB379 scrapped
 072 ex MLD 21-31, USN91723, RN XB384 scrapped
 073 ex MLD 21-32, USN53142, RN XB378 scrapped
 074 ex MLD 21-33, USN53924, RN XB369 scrapped
 075 ex MLD 21-34, USN86174, RN XB331 delivr'd
 to Brazil

■ NORTH AMERICAN T-6 HARVARD ■

First the MLD flew with Harvards on loan from the RNethAF, in RNAS colours/markings; in 1965 four aircraft were handed over to the navy.

043 ex RNethAF B-56 s/n 43-12917 ex RAF FT176 ;
 wfu in 05.71 and to PH-KMA
 044 ex RNethAF B-57 s/n 43-12961 ex RAF FT220;
 wfu 06.66 after accident and scrapped
 098 ex RNethAF B-84 s/n 43-13195 ex RAF FT454;
 wfu in 02.70
 099 ex RNethAF B-164 s/n 42-12308 ex RAF FE821;
 scrapped 02.69

■ MARTIN PBM-5A MARINER ■

Of this rather unknown aircraft, 16 were obtained in 1955 and the original serials are 16-300 to 16-316 of which 16-303/305/306/307/312 crashed.
 100 ex MLD 16-300 USN bu.no.122075 scrapped

101 ex MLD 16-301 USN bu.no.122081 scrapped
 102 ex MLD 16-302 USN bu.no.122085 crashed
 on 17.12.59 w/o
 103 ex MLD 16-304 USN bu.no.122070 scrapped
 104 ex MLD 16-308 USN bu.no.122078 scrapped
 105 ex MLD 16-309 USN bu.no.122611 scrapped
 106 ex MLD 16-310 USN bu.no.122612 scrapped
 107 ex MLD 16-311 USN bu.no.122613 scrapped
 108 ex MLD 16-313 USN bu.no.122079 scrapped
 109 ex MLD 16-314 USN bu.no.122604 scrapped
 110 ex MLD 16-316 USN bu.no.122086 scrapped

After the many accidents the Mariniers were grounded and later on (1961) scrapped.

■ SIKORSKY UH-19F/S-55 ■

Three machines entered service of which 8-4 'Delilah' (USN bu.no.133779) crashed on 7.7.59. The other 2 helicopters were re-serialised in 1959

076 ex MLD 8-2 USN bu.no.133777; wfu 12.63, to Aviodome museum Schiphol
 077 ex MLD 8-3 USN bu.no.133778; crashed 27.2.62 and was w/o

The machines were originally designated HO4S-3 and 076 & 077 were named Salome and Cleopatra resp.

■ BEECHCRAFT TC-45J NAVIGATOR ■

The TC-45Js (formerly SNB.5) were delivered (MDAP) during 1953/1954. 082 was placed in store at De Kooy in early 1973. Following the disbandment of 5 Squadron the TC-45Js 081, 083, 084 and 085 were withdrawn in 1974 and on 28.2.74 the 083 was the last one to land at Valkenburg, for some time the 4 remaining aircraft were stored at Valkenburg but early 1976 all four plus the one from De Kooy were noted at a scrap-yard at Oud-Karspel.

080 ex MLD 21-41 USN bu.no.134692 crashed 27.4.67 and was w/o

081 ex MLD 21-42 USN bu.no. 134693 wfu
 082 ex MLD 21-43 USN bu.no.134694 wfu
 083 ex MLD 21-44 USN bu.no.134695 wfu
 084 ex MLD 21-45 USN bu.no.134696 wfu
 085 ex MLD 21-46 USN bu.no.134697 wfu

■ LOCKHEED P-2E NEPTUNE ■

The P-2Es (P2V-5) were all based at Valkenburg and served with 320 squadron from Oct.1953 till August 1960.

After their withdrawal they were overhauled at Woensdrecht and all P-2Es received under MDAP, were passed on to the Portugese Air Force where they received the serials 4701 to 4712, the last aircraft (086) arriving in Portugal in the spring of 1962.

Correct tie-ups for Dutch/Portugese serials are not known (anybody?).

086 ex MLD 19-21; USN134671 c/n 5273 to Port.AF
 087 ex MLD 19-22; USN134672 c/n 5274 to Port.AF
 088 ex MLD 19-23; USN134673 c/n 5275 to Port.AF
 089 ex MLD 19-24; USN134674 c/n 5276 to Port.AF
 090 ex MLD 19-25; USN134675 c/n 5277 to Port.AF
 091 ex MLD 19-26; USN134676 c/n 5278 to Port.AF
 092 ex MLD 19-27; USN134718 c/n 5279 to Port.AF
 093 ex MLD 19-28; USN134719 c/n 5280 to Port.AF
 094 ex MLD 19-29; USN134720 c/n 5281 to Port.AF
 095 ex MLD 19-30; USN134721 c/n 5282 to Port.AF
 096 ex MLD 19-31; USN134722 c/n 5283 to Port.AF
 097 ex MLD 19-32; USN134723 c/n 5284 to Port.AF

-- SHOW REPORTS --

TAG DER OFFENE TÜR at Fritzlar (W. Germany) on 5 June 1977 (H.Sloot)

Static
 73-49, 73-25 UH-1D HEER 21700 UH-1H USArmy
 T-414 Supporter RDanAF XX371 Gazelle Br.Army
 84-22 CH-53G HEER HFB-300 XT643 Scout Br.Army
 XS679/BP Wessex HC.2 18Sqn 20686 OH-58A USArmy
 70-71 UH-1D WGAF HTG-64 15611 AH-1S USArmy
 76-16, 77-79, 75-85 Al.II HEER 17001 OV-1D USArmy
 B-76 Bo.105C RNethAF GpLV 56-90 DO-27 HEER
 XW206/CC Puma HC.2 RAF 15847 CH-47C USArmy
 89-70 Sea King WGN MFG-5 82-96 Bo.105C HEER
 59-24 DO-28D WGN MFG-5 H-20 Al.III RNethAF

Hangar
 72-50, 73-14, 73-59, 73-43, 72-28, 72-40, 73-51
 all UH-1Ds of HEER

Show
 75-63, 75-50, 75-57, 75-62, 75-38 all Al.IIs Heer
 72-56, 73-15, 73-10, 73-16, 72-29, 72-38, 72-44
 72-39, 73-18, 72-37, 73-64, 73-78, 73-24, 73-19
 72-54, 72-35, 73-05, 73-22 all UH-1Ds
 84-34, 84-35, 84-27, 84-23 CH-53Gs of HFB-300

OPEN DAY at RAF St. Mawgan (UK) on 14 July 1977 (1TASW)



Gazelle HT.3 XW870/F of the Rotary Wing of the Central Flying School. (J.Bowdler)^x

Static
 WJ682 Canberra TT.18 7Sqn 214/V SP-2H MLD
 XS899 Lightning F.6 5Sqn 250/V SP-13A MLD
 D-8145, 8059 RF-104G RNethAF 22-44 F-104G WGAF
 XZ360/Y Jaguar Gr.1 41Sqn 10725 Cp.107 CAF
 XT908/P Phantom 23Sqn XX633 Bulldog T.1
 XW217/DA Puma HC.2 230Sqn 35-65 RF-4E WGAF
 No.37 Etendard IVM Fr.Navy XV253 Nimrod Mr.1
 XW870/F Gazelle HT.3 CFS No.41 MS.760 FN 11S
 XP564 J.Provost T.4 (cam.) XH559 Vulcan B.2
 32-06, 31-28 G-91R WGAF XL162 Victor K.2 57Sqn
 XV334 Buccaneer S.2B 237OCU XZ133/A Harrier Gr.3
 WJ680 Canberra TT.18 7Sqn
 XZ577/R-052 Sea King HAS.2

Other a/c on the field
 XL443, XH561, XJ783, XL446 Vulcan B.2s 35Sqn
 XV239, XV240, XV252, XV230, XV247, XZ285 Nimrods
 WJ629, WH718, WK124, WJ715, WK118, WJ639 Can.TT.18
 XP764/O, XP741/N Lightning F.6 11Sqn
 XV585/P, XV575/C Phantom FG.1 43Sqn
 WH904, XA536/L Canberra T.19 7Sqn
 XG228, XK138 Hunter FGA.9 229OCU
 WL795 Shackleton AEW.2 8Sqn VP957 Devon 207Sqn
 XM570 Vulcan B.2 35Sqn XX175 Hawk T.1
 XP350 Whirlwind HAR.10 SAR XV355 Bucc. 237OCU
 No.21 Etendard IVM Fr.Navy XV203, 183 C-130K
 XX750/22 Jaguar Gr.1 226OCU XV753/C Harrier Gr.3
 XZ355/H Jaguar Gr.1 41Sqn XR232 Al.II AAC

OPEN DAY at RNAS Portland (UK) on 24 July 1977 (1TASW)

Static
 Only one Wasp and two Wessex (see hangar/platform)

Show
 XV587/R-010 Phantom FG.1 892Sqn
 No.53 Br.1150 Atlantic Fr.Navy XM647 Vulcan B.2
 TF956/T-123 Sea Fury RNavy LS326 Swordfish RN
 XL494/LM Gannet AEW.3 849Sqn XN982 Buccaneer RN

Hangars/platform
 XT773/510, XS521/511, XT766/512, XS507/513, XT469/
 514, XT783/515, XS518/516, XT763/517 Wessex HU.5s
 of 772Sqn (all coded PO)
 XM331/PO-653, XP150/-, XM872/PO-562, XS862/AN-406
 (HMS Antrim), XP110/PO-665, XP143/PO-650, XM870/
 PO-652, XS153/PO-656, XP-118/PO-664, XP105/DV403
 (HMS Devonshire), XP139/PO-651, XP142/FF-404 (HMS
 Fife), XP137/-, XS149/PO-661, XM838/LN-405 (HMS
 London and XM836/- all Wessex HAS.3 of 737Sqn
 XT423/615, XT793/616, XV631/617, Wasp HAS.1s of
 HQ.Flt. of 829Sqn

XS541/500, XT427/502, XT783/504, XS566/505,
 XT790/503, XS536/635, XT780/636 all Wasp HAS.
 of 703Sqn
 XT418/426, XT438/477 (HMS Tartan), XT428/444 (HMS
 Gurka), XV624/440 (HMS Berwick), XS529/456 (HMS
 Yarmouth), XS567/470 (HMS Apollo), XT422/326 (HMS
 Arrow), XV627/475 (HMS Hermione), XT439/442 (HMS
 Zulu), XT421/472 (HMS Andromeda), XV639/451 (HMS
 Fearless), XT792/463 (HMS Cleopatra), XXV636/453
 (HMS Eskimo), XS532/457 (HMS Nubian), XS528/423
 (HMS Diomed), XT415/452 (HMS Brighton), XT785/
 320 (HMS Amazon), XS568/325 (HMS Herald), XS562/
 324 (HMS Naiad), XT436/-, XT439/442, XS539/434,
 XT787/476, XS572/327, XS527/435, XS543/43 (HMS
 Scylla), all Wasp HAS.1s of 829Sqn
 Following ships were also open to the public:
 HMS Rhyl (F129) with XT782/446 Wasp HAS.1
 HMS Sheffield (D80) with XT441/337 Wasp HAS.1
 HMS Sir Galahad (L3005) with XP156/PO633 Wessex

OPEN DAY at RNAS Culdrose (UK) on 27 July 1977 (1TASW)

XP558 Jet Provost RAF
 XS545/507 Wasp HAS.1
 AB910 Spitfire RAF
 WB531 Devon 207Sqn
 XN982, XV358 Buccaneer 809Sqn
 XT868/R-001, XV587/R-010 Phantom FG.1
 XZ23./BM333 Lynx HAS.2 HMS Birmingham
 XZ231/ VL742 Lynx HAS.2
 XX515/7, XX532/15, XX516/10 Bulldogs 'The Bulldogs'
 WT804/VL-831, WW654/VL-833, XE682/VL-835, WV267/
 VL-836 and WT806VL-838 Hunter GA.11 'Blue Herons'
 16047/241 (G-BDAM) Harvard in RNoAF markings
 XV240 Nimrod MR.1 RAF St.Mawgan Wing
 WR66-7566, 66-7559 F-4D USAF 81TFW
 UH67-121(r) F-111E USAF 20TFW
 XM296 Sea Heron Naval Air Command
 XX431/CU XX391/CU56, XW861/CU59, XW863/CU42
 XW860/CU44, XW865/CU47, XW895/CU51, XX410/CU58
 XW866/CU48, XW857/CU55, XW894/CU52, XW884/CU41
 XX397/CU43, XW854/CU46, XW890/CU53, XW894/CU..
 XW891/CU49, XX461/CU all Gazelle HT.2 of 705Sqn
 WF118/CU569, WF122/CU575, WP309/CU570, WP308/CU572

WF133/CU577, WP320/CU573, WM735/CU578, WM739/CU574
 all Sea Prince T.1s of 750Sqn
 XZ575/BL410, XZ576/BL411, XV647/BL412, XV671/BL413
 all Sea King HAS.2s of 820Sqn
 XV712/H263, XV646/H264, XV670/H265, XV675/H266
 XV706/H267, XV677/H270, XV672/H271 all Sea King
 HAS1/2s of 814Sqn (HMS Hermes)
 XV663/CU590, XV648/CU591, XV649/CU592, XV654/CU593
 XV653/CU594, XV660/CU595, XV657/CU596, XV709/CU597
 XV666/CU598 all Sea King HAS.1s of 706Sqn
 XZ571/TG140, XZ573/TG141, XZ574/TG143 all Sea King
 HAS.2s of 826Sqn (HMS Tiger)
 XV698/R050, XZ577/R052, XV673/R054, XZ578/R055
 all Sea King HAS.1/2 of 824Sqn (HMS Ark Royal)
 XS889/CU523, XS873/CU525, XS886/CU527, XS866/CU520
 XS150/CU524, XS868/CU526, XM817/CU528, XM848/CU530
 XS882/- all Wessex HAR.3 of 771Sqn
 XN647/SAH-10, XJ513/SAH-13, XN692/SAH-17 all Sea
 Vixens for ground training purposes.
 Highlight of the flying display was without any
 doubt the 'Rotary Wing Flypast' of 27 RN Sea Kings
 9 RN Wessex, 16 RN Gazelles and one RAN Sea King.

TAG DER OFFENE TÜR at Memmingen (W. Germany) on 30 July 1977

Static
 XW272/Z Harrier T.4 RAFG 4Sqn 14674 OV-10A USAF
 K-4027 NF-5B RNethAF 315Sqn 97-13 Elster B
 BT-75-066 F-15A USAF 36TFW 133345 CT-33 CAF
 99-36 Canberra B.2 WGAF 30-76 G-91R WS-50
 UH68-064(r) F-111E USAF 37-88 F-4F JG-74
 -60 DO-28D JABOG-34 51-06 C-160D LTG-61
 -11 Atlantic WGN MFG-3 68-17058 AH-1S USArmy
 96-34 L.18C Memm.Flt 74-22293 CH-47C USArmy
 XW543/W Buccaneer S.2B RAFG 16Sqn
 XX955/AF Jaguar Gr.1 RAFG 14Sqn
 20-36, 22-44, 22-65, 26-13, 22-61 F-104G JABOG-34

Hangar
 21-57, 22-41, 22-58, 22-63, 24-13, 24-19, 26-23
 26-28, 26-35, 26-43, 27-76 T/F-104Gs of JABOG-34

Show (H.de Ree, H.Sloot)
 35-64, 35-58, 35-48, 35-22, 35-56 RF-4E of AKG-51
 32-65, 32-39, 30-94, 32-95, 31-77, 30-76 G-91R of
 WS-50
 84-46, 84-54, 84-96, 84-47 CH-53Gs Heer of HFR-25
 71-59, 71-28 UH-1D WGAF HTG-64/SAR
 58-61, 58-59, 58-80 DO-28D JABOG-34
 20-04, 20-05, 20-46, 21-34, 21-69, 22-31, 22-39
 22-40, 22-45, 22-49, 22-60, 22-91, 23-95, 24-11
 26-26, 26-29, 21-71 all F-104Gs of JABOG-34
 XX840/BZ Jaguar T₂ RAFG 17Sqn
 WB531 Devon C.2 RAF 207Sqn 99-17 OV-10B Bronco
 K-3072 NF-5A RNethAF 316Sqn 96-33 L.18C WGAF
 D-8062 F-104G RNethAF 312Sqn 58-90 DO-28D AG-51
 BT75-049 F-15A USAF 36TFW 50-49 C-160D LTG-61
 XZ382/- Jaguar Gr.1 RAFG

BI-ANNUAL OPEN DAY at Middle Wallop (UK) on 5/6 August 1977 (B.Hickman, 1TASW)

Static
 XW865 Gazelle AH.1 AETW LB312 Auster
 67-17266 UH-1H USArmy XR386 Al.AH.2
 68-15172 AH-1S USArmy XT140 Sioux AH1
 XP772 Beaver AL.1 6Flt. XT108 Sioux AH.1
 XP909, XR493 Scout AH.1 XZ173 Lynx AH.1
 WZ882/K Chipmunk T.10 IFWF XT624 Scout AH.1
 82-95, 82-96 Bo.105C WGArmy XT636/C Scout AH.1
 70-15225 OH-58A USArmy XW848 Gazelle AH.1
 136225 COH-58A 444Sqn XP242 Auster AOP.9
 72-95, 72-78 UH-1D HFR-10 RG333 Messenger RAF
 84-80, 84-71, 85-09 CH-53G WGArmy
 TAD-02 Gazelle & TAD625 Scout AH.1 both test rigs
 XZ133/A Harrier Gr.3 233OCU

Hangar
 WB565/X, WG323/F, WP925/C, WB693/S Chipmunk T.10
 XW280, XP900/C Scout AH.1 (and XT140/AETW)

XW869/A (CFS), XX457/H, XW843, XX381, XX324/V
 XW847(D&TSqn), XW851(D&Tsqn), XZ299/M, XW903 all
 Gazelle AH.1s

Other a/c on the field
 136229, 136230 COH-58A Kiowa CAF 444Sqn
 XT634, XP899/D, XR629, XT644, XP884/F, XW284/A
 XP890/G, XW613, XR600/B, XW264 all Scout AH.1s
 XP967, XR378, XR379, XP966 Alouette AH.2
 XT145, XT205, XT168, XT153, XT200(ex 659Sqn, no
 rotors; transported by UH.1D of WGArmy), XT131/B
 all Sioux AH.1
 XW911/I, XZ317/Q, XX452/G, XZ314/O, XZ313/N, XZ320/T
 XZ308/L, XZ290/J, XW889/D, XW888/C, XZ315/P, XZ316/R
 XX450/F, XZ319/S, XZ302/W, XW911/U, XW885/B, XX393/-
 all Gazelle AH.1s
 XX379, XX375, XX372, XX370 Gazelle AH.1 2Flt.AMF
 XP819, XP778, XP825 Beaver AL.1 6Flt.

Scouts and Gazelles at Middle Wallop on 4 August 1977. (J.M.Bowdler)



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On 12 June this N.262 was seen at Tours, still in Lina Congo c/s as TN-ACS. The a/c has been bought by TAT who will sell it in the US. (Rob Chouffeur/ITASW)

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

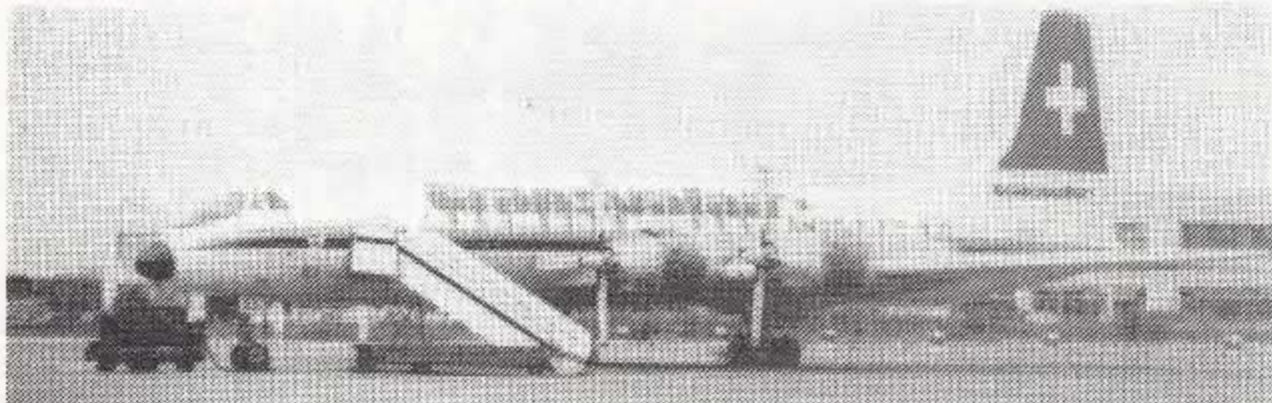
MOVEMENTS

Schiphol

Additional July movements (including military)

2:	OY-DRC DC-6B Greenlandair	G-BCKM Cessna 500
	G-APZU DH.104 Severn Aws	PH-FRY F.27-400M
	LX-LGW B.707 Transavia	YA-FAU B.727 Ar.
5:	N8639 DC-8-63CF SaudiaAw	N121EU Mys.20 IBM
	5-8527 C-130H IIAF	
6:	XR443 SeaHeron Royal Navy	
7:	I-TIGI DC-9-15 Itavia	OO-DUK Beech 58
	23 and 87 Dakotas Aeronavale	
8:	D-COLL Mystere 20D (234)	N15912 PA.34T
	PH-FSW AB.206 Philair (with new c/s)	
9:	N1159K G.1159 (101) McDonnalds Corp.	
10:	4X-AXZ B.747 El AL	
11:	64-BR N2501 (182) FAF	N4KM Beech V.35
12:	62-KA N.2501 (150) FAF	G-BEOZ Argosy ABC
13:	TR-LVO Cl.44 Afretair	N9232R L.382 SAT
14:	HB-IEN Cl.44 Transvalair	

18:	YU-ALC FH.227 Pan Adria	
19:	VR-BJD Learjet	N400M G.1159
	HB-IHA DC-10 Swissair	K-686 C-47 RDanAF
20:	N618US B.747F Northwest Orient (for Seaboard)	
	G-ASDC ATL.98 BAF cargo	G-AXNN Beagle 121
	CCCP-85178 Tu.154 Aeroflot	D-GFTL PA.39
	N32AA Learjet	SE-GOT Cessna 414
22:	5N-ANT F.27 Nigeria Aws	N101BG Learjet
	N736PA B.747SP PanAM	
25:	YR-TPD Tu.154 Tarom	
27:	18020 ,18027 U-21A USArmy	PH-JRA F.172N(new)
	0-17070,21581 UH-1H USArmy	PP-ZCT EMB-121
	G-BCOD & G-AZME PA.31 JPS	HB-2012 RF-5
	OE-FNL C.500 Niki Lauda	N4PH Sabre 40A
	HB-IDL DC-8 Swissair	I-SSSS Cessna 421
	G-ASPA DH.104-8 (04536)	CCCP-85118 Tu.154
	HB-DUV Mooney M.20C	D-GIRO P.68



16:	F-BHSU B.707 Air France	SE-GYA Cessna 337
	15906 U-21A USArmy	
17:	84001 C-130E R.Swedish AF	
18:	36 and 720 Dakotas Aeronavale	
20:	N12ST L.382 TIA (& 20.8)	CF-06 SA.226T BAF
	C-FPWJ B.707-351C (18746)	Pacific Western
22:	84003 C-130E R.Swedish AF	
25:	JY-AFB B.747 Alia	OY-ARA SN.601
27:	PK-GFR F.28-3000 Garuda	CS-AHU WA.52 (43)
29:	I-EDIS Mys.20E (280) VIP A	HB-VCY Lj.24D
	71-73 UH-1D WGAF SAR	
30:	OE-IRA B.707 Montana	CCCP-85218 Tu.154
	N1034F DC-10-30CF ONA	N10XY G.1159

August movements (including military):

1:	N1033F DC-10-30CF ONA	
2:	N906L DC-8 Capitol Aws	F-BXJC RC.690A
	PH-EXL F.27-500F Ansett	
4:	I-TIGI DC-9-15 Itavia	N8784G Cessna 404
5:	AP-BAA B.707 P.I.A.	SE-DFC Lj.25B
7:	N17ST L.382 TIA (& 13.8)	PH-JDB F.172M(new)
9:	F-GAAU F.182P	
10:	D-IEHF Cessna 337	HB-LFS Cessna 414
11:	N121EU Mystere 20E IBM	SE-GME F.177RG
	C-FPWV B.707-138B Pacific	N1727G Cessna 340
12:	JA8055 DC-8-62AF J.A.L.	D-IACB Cessna 320E
	PH-EXX F.28-3000 Garuda	ZS-SPD B.747SP
13:	N14496 Reims F.177RG	CCCP-85220 Tu.154
16:	G-BEOZ AW.650 Argosy ABC	

SHANNON

Deliveries during July (most aircraft coming from Gander):

1:	TS-DKM Cessna 414 Cannes-Tunesia	
	N63757 PA.23 St.Johns-SNN	2/7 to Luton
	G-BETG C.180K (52873) St.Johns-SNN	2/7-Luton
2:	N215G IAI-1124 (215) Nice-SNN	3/7-St.Johns
3:	F-ODFZ PA.31 4/7 to Toussus-Le-Noble	
	N878MA Mu.2 Geneva-SNN-Reykjavik	
	N9116S Be.100 (BE-6) Keflavik-SNN	4/7-Milano
	N8451G C.421C (0316) Reykj-SNN	4/7-Brussels
5:	N63784 PA.23 & N38180 PA.28s to Kassel	
	N38552 Piper PA.28 to Geneva	
8:	N8984Y PA.39 (39-149) Reykj-SNN	11/7-Luton
12:	N27273 PA.31 & N38488 PA.34	13/7 to Kassel
14:	OY-BTM PA.28R-201T (7703215)	15/7-Sonderborg
	N27299 PA.31-350 (7752128)	15/7 to Gatwick
15:	N37098 C.404 (0106) Reykjavik-SNN-Brussels	
	N212WW IAI.1124 (212) Kerkira-SNN	16/7-Gan.
17:	SE-GZO Cessna 210, 18/7 to Stockholm	
	N38504 PA.28R-201T (7703232)	18/7 to Kassel
	D-EHFI Be.A.36 (E-1092)	18/7 to Munich
	LN-NAY PA.28R-181 (7790488)	19/7-Oslo/Fornebu
18:	N38582 Piper PA.28	19/7 to Kassel
20:	N693WA B.727 (19507)	20/7 to Gatwick, for Yemen Airways in full c/s.
22:	N745US C.500 (0025) Frankfurt-SNN	25/7-Stor-
	N38727 PA.34 to Wien	/noway,USA
23:	N63692 PA.31-CR (7712024)	24/7 to Malta
	HP-785 BN.2A (592) Rhoose	
25:	N27227 PA.31 to Bern	
	HB-DFA Mo.20 St.Pierre-SNN	26/7 to Zurich
26:	N37325 C.340 (0349) Kefl-SNN	27/7-Brussels
28:	N37124 C.404 (0112) Reykj-SNN	29/7-Brussels
30:	N8239Q C.414 Lisabon-SNN-Reykjavik-USA	
31:	N36998 C.404 (0101) Reykj-SNN	1/8 - Brussels
	N37310 Cessna 340 Reykj-SNN	1/8 to Brussels

DUTCH REGISTER

ADDITIONS

PH-AAD Falcon Jeans Special Hot Air Balloon c/n 228, C.J.Hoogstede & L.W.C.v.Tongeren
 PH-AXA F.172N (F.1589) ASH BV, to PH-GRT!!
 PH-AXB F.172N (F.1592) ASH BV
 PH-BSK C.210L Centurion (61202) ex N2258S, del 14.7 to A.A.S., to Hakdan BV.
 PH-DSS PA.31-310C (7712082) ex N27323, del.7/8 to Schreiner Aws, 23/8 to Nigeria.
 PH-EMA DHC.6 Twin Otter (548) del.17/7 to Schreiner Aws, 21/7 to Malaysia
 PH-EMB DHC.6 Twin Otter (551) del.18/7 to Schreiner Aws, 27/7 to Malaysia
 PH-FRX F.27-400M (10555) to PH-EXT/7T-WAU Alg.AF
 PH-FRY F.27-400M (10556) to PH-EXS/7T-WAV Alg.AF
 PH-FTA F.27-600 (10557) to PH-EXC/60-SAY Somali
 PH-FTB F.27-600 (10559) to PH-EXG/60-SAZ Somali
 PH-GRC Super Cub (18-3828 or 29), ex R-128 or R-129, 54-2428/9 to St.Vliegsport Gilze
 PH-GRT F.172N (F.1589) ex PH-AXA, to ASH BV, to G.van Putten
 PH-JAP PA.25-235 (25-3811) after rebuilding at Teuge (GLM) to E.K.L.P.Groenland
 PH-JDB F.172M (F.1328) ex D-EDZJ to C.A.T.
 PH-JRA F.172N-100 to ASH BV, to St.Vlm.Schiphol
 PH-LEG F.150M to ASH BV
 PH-LMR PA.32-260 (7700021) ex N38982 del.16/8 to NEAS BV, to Tessel Air BV
 PH-LTX C.402B Business Liner (0859) ex N3992C, D-IARB, to ASH BV



PH-NZK S.61N KLM Helicopters BV (new name)
 PH-SLA C.180J (52637) ex N9982N,G-BDSI T.Slagboom



PH-WEN H.269C (470591) assembled during June at Eelde, to Heli-Noord BV
 PH-WJG RC.114 (14308) ex N4988W to GLM, W.Groen
 PH-ZBG F.28-1000 (11027) Fokker, to EP-PAS P.A.

three reservations are:

PH-BUK B.747M (of Mixed) KLM 'Charles Lindbergh'
 PH-BUL B.747M KLM 'Louis Bleriot' del.10/78
 PH-NZL S.61N KLM Helicopters BV

MISCELLANEOUS

PH-ART SF.25C Falke (44122) to Aeroclub Salland
 PH-ASH FRA.150L (F.0239) from 14/8 based at Zestienhoven for Vliegschool Zestienhoven
 PH-BET F.172M (F.1380) to Bravo Victor BV
 PH-BOS PA.28-151 (7615375) to Unifly BV
 PH-BUS PA.24-250 (3551) wheels up landing at Zestienhoven, will be repaired
 PH-CIA F.172M (F.1396) to Air Service Holland
 PH-DER F.172M (F.1019) to ASH & Mr.Paaymakers
 PH-ELF F.150G (F.0150) 2/7 to Airborne AS
 PH-GLA FA.200-160 (137) to P.Vleesch-Dubois
 PH-GVP F.172M (F.1251) to Air Service Holland
 PH-HAK C.182P (F.0027/63986) 22/7 Grootland H.BV
 PH-HTM F.182P (F.0008) to Instromet BV
 PH-JOS F.150L (F.1016) 22/7 to Mr.v/d.Wou
 PH-MIG F.172M (F.1234) to Vliegclub Schiphol
 PH-MSB MS.880B (5116) to F.A.A.Smolders
 PH-NOA PA.27-250 (7305142) 28/7 to Schreiner Aws
 PH-PCV FA.200 (271) 30/7 forced landing Nyverdal
 PH-PLY PA.32R-300 (7780314) to Fly Yourself BV
 PH-TGZ F.172M (F.0920) to Aero Limburg BV
 PH-VHN F.172K (F.0802) to Air Servie Holland
 PH-VIT F.172H (F.0620) to Fly Yourself BV

CANCELLED



PH-ALS C.150F (62405) cld 31/3/77, now D-EKLS
 PH-EHF F.150K-150 (F.0653) crashed Otterloo 20/8
 PH-GKG F.150L (F.0673) end July to OY-AJU
 PH-MIB F.172H (F.0392) 9/8 to OO-
 PH-STA F.150M (F.1257) 17/6 crashed at Seppe
 PH-TIN L.21B (18-3866) 15/8 crashed at Texel
 PH-VRR F.150J (F.0446) during summer to OY-AJE
 PH-ZBL F.28-6000 (11093) 30/6 EP-PBB Pars Air

FOKKER-VFW

F.27 Friendship

10282 400 ST-ADW/Sudan Aws, broke it's nose-wheel while t/o from El Fasher 6/6
 10302 200 S2-ABF/Bangladesh Bimah, wheels-up landing at Chittagong on 7 July.
 10409/13/21/23/24/29 & 30 all 600s delivered to Fokker on 16/2,1/3,16/2,16/2,25/2,1/3 & 23/5 resp. (according to Fokker-VFW)
 10443 600 F-BHAI/Air Rouergue on 7 June to Danish Aero Lease, on 18 July leased to Gulf Air as A40-FA
 10456 500 9M-MCB/M.A.S. on 3 July ZK-NFC/ NZNAC
 10459 500 F-BYAH/Air Rouergue on 11 July to East-West Airlines as VH-EWR
 10487 400 NAF903/NigerianAF on 6 July leased to Nigeria Airways as 5N-ANT
 10504 600 5-219/IIAF, to EP-IAK of Iran Air
 10554 600 PH-EXK, to Iranian Coppermines during May as PH-FRZ, now regd EP-ANA
 10555 400M PH-EXT, to Algerian Gov't on 13 June as PH-FRX, now regd 7T-WAU
 10556 400M PH-EXS, to Algerian Gov't on 4 July as PH-FRY, now regd 7T-WAV
 10557 600RF PH-EXC, to Somali Airlines on 16 June as PH-FTA, now regd 60-SAY
 10558 500F PH-EXH, 30 June to Vh-FCE/Ansett-NSW
 10559 600RF f/f 21 july/PH-EXG, 2 August to Somali Als as PH-FTA, now regd 60-SAZ
 10560 500F f/f 9 August/PH-EXL, on 30 August to VH-FCF of Ansett of New South Wales
 The TNI-AU (Indonesian AF) seems to have ordered four F.27-400Ms, making a total of twelve.

F.28 Fellowship

11052 1000 26-7-77 leased to Parsair as EP-PBA
 11093 6000 30-6-77 leased to Parsair as EP-PBB
 11113 3000 f/f 23-12-76/PH-EXR, 27-7-77 to PK-GFR of Garuda
 11114 4000 f/f 14-3-77/PH-EXU, 30-6-77 to XY-ADW of Burma Airways Corporation
 11117 3000 f/f 1-3-77/PH-EXW, 8-7-77 to PK-GFQ of Garuda
 11118 4000 f/f 13-7-77/PH-EXR for Ivory CCoast
 11119 3000 f/f 26-4-77/PH-EXX for Garuda
 11125 3000 G530 Ghana Air Force
 11126 4000 f/f 5-8-77/PH-EXV, 30-8-77 to SE-DGL of Linjeflyg

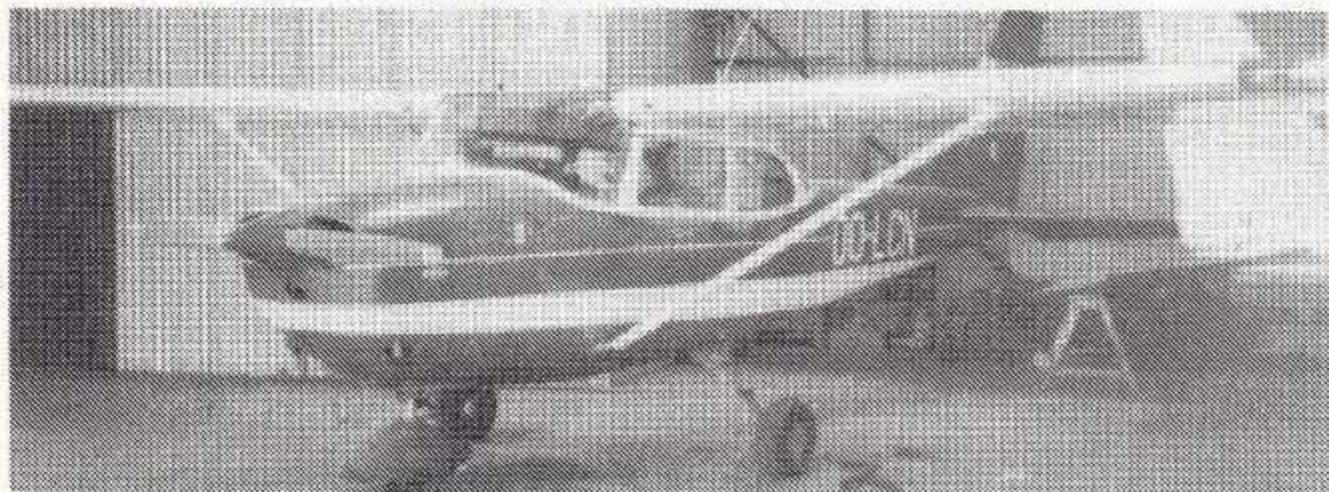
Rumours say that British Island Airways wants to order three F.28s and the (not yet formed) Rotterdam Airlines would have plans to order four F.28s



NEWS

Accidents

- BELGIUM.** F.172H OO-LCN crashed at Leopoldsburg on 3 June and is w/o.
- OO-NAR a B.121 was extensively damaged at Keiheuvel on 12 June; might be a w/o.
- COLOMBIA.** DC-3 HK-166 (12560) of Lineas Aereas Orientales crashed while landing at Mitu, Colombia on 19 July.
- ETHIOPIA.** A DC-3 of Ethiopian Airlines crashed into a mountain near Jimma on 21 July.
- ICELAND.** Eagle Air phased out B.720-025 TF-VLA (18163) due to wingcorrosion, replace aircraft is TF-VLB (18827) ex N3154 of Western
- NETHERLANDS.** The Super Cub that crashed on 15 August (FLASH Nr.83) was PH-TIN (18-3866).
- On 24 August a Piper Pawnee crashed near Westmaas while trying to land on a road, the pilot (H.Bogaerds jr.) was lightly injured.
- U.K.** Enstrom 280 Shark (1017) crashed near Greatford, Lincs on 20 July. The a/c will be w/o.
- Boeing A75-N1 Stearman G-BDCF (75-2385) crashed while demonstrating at a show at Brookhouse Estate on 17 July, A/c was written off.
 - Bell 47G G-AYOE (1515) crashed at Bindon Estate. The aircraft was cropspraying; total loss.
 - FRA.150L G-BAAC (F.0141) crashed during a show at Cornwall on 31 July; pilot was killed.
 - PA.25 G-AWMA (4682) crashed on take-off for cropspraying near Earith, Cambs, on 27 July.
- USA.** C.182 N3582F was one of the two aircraft which crashed while flying in bad weather with six other aircraft, on 11 July.



MISCELLANEOUS

- FRANCE.** The first Japanese aircraft to receive a type certificate in France is the Mitsubishi MU.2N, this after intensive testflights from Istres.
- INTERNATIONAL.** At least 400 Piper Seneca IIs will be build under licence with Pezetel (Poland) most of them will go to East European countries and the Soviet Union.
- ITALY.** A new charter company is Compagnia Italiana Charter, which wants to start operations with A.300s and DC-8s of Alitalia from Rimini.
- NORWAY.** At Honningsvag/Valan a new airfield was opened (North Norway). Main user is Wideroe, and already operates at it with Twin Otters.
- NETHERLANDS.** We've got a new airfield in this country; ONSTWEDDE, near Stadskanaal. Upto 6,000 kg a/c are allowed, length of the grass-strip is 750 metres.
- A new company is Air Sprinter who will fly with a PA.34 which is ordered with A.A.S.
 - NEAS BV wants to start a flying school at Hilversum with seven PA.28s.
- TURKEY.** Bursa Hava Yollari, a new company, is leasing an Aldair Viscount; G-AZNH (342).
- U.K.** A new air taxi company in the U.K. is Air Ecosse, flying with a Navajo, Aztec and Heron.
- Twelve of British Awws' fleet of twenty-five Trident 3Bs were grounded on 3 August for repairs after routine checks uncovered hairline cracks in underwing butt straps of two Trident 3Bs. All Tridents, including the 1s and 2s, were checked, and all except the twelve 3Bs were found to have no such cracks. All the Trident 3Bs will have some parts replaced.
- U.S.A.** The 500th Sabreliner (or Sabre), a srs 75A, was delivered to Proctor and Gamble (US).
- WEST GERMANY.** Two of Bavaria's BAC 1/11-500s are converted to BAC 1/11-SP, which stands for a 1/11 fitted with long-range-tanks and a 95 passenger capability. The two are: D-ANUE and D-ALFA which were converted at Long Beach. Routes they will fly are: Cairo, Las Palmas, and Tenerife. All from Munich.

ACQUISITIONS

- AUSTRALIA.** Ansett Airlines of Australia ordered three B.727-200s for delivery within two years
- T.A.A. ordered one B.727-200 and has another two in option.
 - East West Airlines acquired three F.27-500s from Air Rouergue, F-BYAC (10431), F-BYAF (10425) and F-BYAH (10459) as VH-EWR
- DENMARK.** OY-BLV, a N.262A came back after being leased to NLM on 15 July.
- ETHIOPIA.** The ministry of Interior Provincial Military Government of Southern Ethiopia bought Skyway's DC-3 G-AOBN (11711).
- FRANCE.** Air Littoral ordered two Embraer AMB - 110P2s.



- Air France bought TAT's HS.748 F-BSRA (1678) Below the aircraft in the c/s of Rousseau Av'n.
- Air Alsace's two VFW-614s are D-ABAM (13) and D-ABAN (15). TAT's VFW-614s D-BABF and D-BABG are stored at Tours.



- GUATEMALA.** Aviatega took over two DC-6As from TASA. TG-RUZ/COC (44905/15) ex N37590 & N9232Z
- ITALY.** Starline (a daughter of Sterling) will/is flying with SE.210s OY-SAJ and OY-SAL from Rome-Ciampino, where they lease a SAM hangar.
- IVORY COAST.** Air Afrique is to lease DC-8-63 F-BOLL (46096) of U.T.A. as TU-TXT.
- LEBANON.** T.M.A. bought two B.707-321C from PanAm N447PA c/n 19269, now OD-AGO and N452PA c/n 19274 now OD-AGP, meanwhile PanAm bought B.747-123F OD-AGN from T.M.A. as N901A (20391).
- PAKISTAN.** P.I.A. recently added one B.720-047B (c/n 18062, AP-AXQ ex N93142) and a B.707-351B AP-BAA (19635) ex N379US to their fleet.
- SAUDI ARABIA.** The Saudi Arabian Government ordered six KV-107/11A helicopters by Kawasaki. The helicopters will have a water-bombing capability.
- SWEDEN.** SAS and Scanair are to order respectively nine A.300B2/4 and three A.300B4s.
- SINGAPORE.** Singapore Airlines ordered four DC-10-30s for delivery mid '78 till March '79, and took options on four more.
- THAILAND.** Thai Int.'s option on two A.300Bs (FLASH 81) has become an order, with options on four more.
- U.K.** Air Wales ordered (via DK Aviation) two EMB.110 Bandeirantes, for delivery early 1978
- The eight ex R.Malaysian AF Heralds are to go to B.I.A. and not B.A.F. as was published last month.
 - Intra Airways has bought two Heralds from Arkia, to replace their DC-3s.
 - Peters Aviation's Heron 1B G-ANXA (14044) is now flying as ZK-EKO in New Zealand.
 - British Airways is flying with TMAC's N447T, a Cl.44 (leased) without a c/s.
- U.S.A.** Ransome Airlines ordered four N.262s for delivery in 1979, with an option on four more.
- Main Aviation Corp. bought TAT's Beech 99s F-BSTE (U-18), F-BSTU (U-107) and F-BSUG (U-59)
 - The first of nine ordered DC-9-50s of Eastern was delivered on 13 July as N991EA.
- WEST GERMANY.** Lufthansa is expecting one A.300B4 this month (D-IABA c/n N53) and during March another one (D-AIBB c/n N57).
- YUGOSLAVIA.** JAT ordered two DC-10-30s, del.'78.

Special thanks to F.Schaeffens, ITASW, Aero Review, Fokker-VFW and B.Ullings, W.Zwakhals for the photos.



Note: From now on we will publish the complete series-number; the serie-numbers of the aircraft already published can be obtained at the well-known address.
Add.: 10148 crashed on 20-1-72 while in service with the Philippine AF

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|-------|-----|--|
| 10183 | 121 | PH-FCX, f/f 25-07-61, 30-08-61 to TC-TEK of THY, 23-04-74 to Fokker, stored Ypenburg and converted to F.27 Maritime, 16-01-75 regd PH-FCX, f/f 28-02-76, current as demonstrator with Fokker. |
| 10184 | 120 | PH-FCY, f/f 22-08-61, 30-08-61 to ZK-BXE of NZNAC 'Kahu', current. |
| 10185 | 120 | PH-FCZ, f/f 04-09-61, 12-09-61 to ZK-BXF of NZNAC 'Koparu', current. |
| 10186 | 326 | PH-FDA, f/f 18-09-61, 16-11-61 to D-BAKU of L.T.U. 'Jan Wellem', 01-12-66 to Fokker and regd PH-FSG (28-12-66/18-8-67), 21-01-67 leased to Luxair, 30-09-67 back, 24-11-67 to D-BAKU of L.T.U. subleased to W.D.L., April '68 leased Sabena/Sobelair, 16-10-68 back to LTU and 01-03-69 again leased to Sabena, 27-05-69 to Fokker and regd PH-FSG (31-12-69/3-8-70), 04-08-70 bought by Ansett & leased to MMA as VH-MMB, 14-03-71 to Fokker, 16-03-71 to East West Al as VH-MMB and leased to Ansett AL of NSW, current. |
| 10187 | 425 | PH-FDB, f/f 06-10-61, 19-10-61 to AP-ALW of P.I.A., current. |
| 10188 | 219 | PH-FDC, f/f 20-10-61, 06-11-61 to AP-ALX of P.I.A., crashed Chittagung, Pakistan on 7 September 1966, repaired and f/f during January '67, on 12 December '71 it crashed again and was w/o |
| 10189 | 120 | PH-FDD, f/f 03-11-61, 17-11-61 to ZK-BXG of NZNAC 'Kea', current. |
| 10190 | 120 | PH-FDE, f/f 20-11-61, 30-11-61 to ZK-BXH of NZNAC 'Koropio', 14-09-63 leased to E.W.A. as VH-EWH, 15-01-65 back with NZNAC, current. |
| 10191 | 128 | PH-FDF, f/f 08-12-61, 14-12-61 to PI-C503 of P.A.L., 12-10-62 crashed. Mannilla. |
| 10192 | 227 | PH-FDG, f/f 02-01-62, 23-01-62 to ST-AAA of Sudan Airways, current. |
| 10193 | 227 | PH-FDH, f/f 25-01-62, 02-02-62 to ST-AAR of Sudan Airways, current. |
| 10194 | 227 | PH-FDI, f/f 13-02-62, 20-02-62 to ST-AAS of Sudan Airways, current. |
| 10195 | 224 | PH-FDK, f/f 06-02-62, 20-02-62 to JA-8605 of All Nippon, 31-08-71 to PK-PFR of Pelita Air Service 'Dari' as a srs 224A, current. |
| 10196 | 224 | PH-FDL, f/f 20-02-62, 01-03-62 to JA-8606 of All Nippon, 30-09-71 to PK-PFS of Pelita Air Service as a srs 224A, current. |
| 10197 | 224 | PH-FDM, f/f 08-03-62, 16-03-62 to JA-8607 of All Nippon, 31-10-71 to PK-PFT of Pelita Air Service 'Pladja' as a srs 224A, current. |
| 10198 | 129 | PH-LIP, f/f 27-03-62, 07-04-62 to Philips NV, 10-02-75 till 28-02-75 leased to the N.L.M., on 15-04-75 to PH-LIP of W.D.L., on 28-06-75 regd D-BAKA, current. |
| 10199 | 130 | PH-FDN, f/f 10-04-62, 18-04-62 to LN-SUW of Braathens SAFE, 09-05-69 to PH-FDN (9-5-69/4-2-70) of Fokker, 10-02-70 to T560 of the Uruguayan AF, 01-04-75 leased to Pluna as CX-BHV/T560, being operated in co-operation with the Uruguayan AF, current. |
| 10200 | 132 | PH-FDO, f/f 01-05-62, intended as LV-PTO (& LV-PMO) of ALA Australia, ntu, on 30-08-62 to D-BAKE of L.T.U. 'Schneider Wibbel' as a srs.147, 29-03-63 to Fokker end '64 converted to srs 284 & regd PH-FDO, 30-03-65 to HB-AAU of Balair, 30-03-72 leased to the NLM as PH-KFC 'Willem Versteegh, bought, current. |
| 10201 | 132 | PH-FDP, f/f 28-05-62, intended as LV-PTP (& LV-PMP) of ALA Austral, ntu, on 08-10-62 to JA-8615 of All Nippon as a srs.249 (originally ordered by Fujita Al), 10-06-73 to PH-OGA of Limburg Airlines, 07-05-74 to G-BCDN of Air Anglia, current. |

BELOW LEFT: A German and Netherlands registered aircraft in the colours of Luxair



