

WFF

November 1977



aviation

magazine



NUMBER 86



These four photos illustrate what happened to the first Avenger of the Dutch Navy to land on the aircraft-carrier 'Karel Doorman'. This a/c, 1-2, was part of a delivery to the Karel Doorman which was just off the coast near Valkenburg. As first a/c to land it fell over board but stuck to the deck with one wheel. (photos W.Nieuwenhuizen)



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FLASH

AVIATION MAGAZINE

P.O. BOX 855

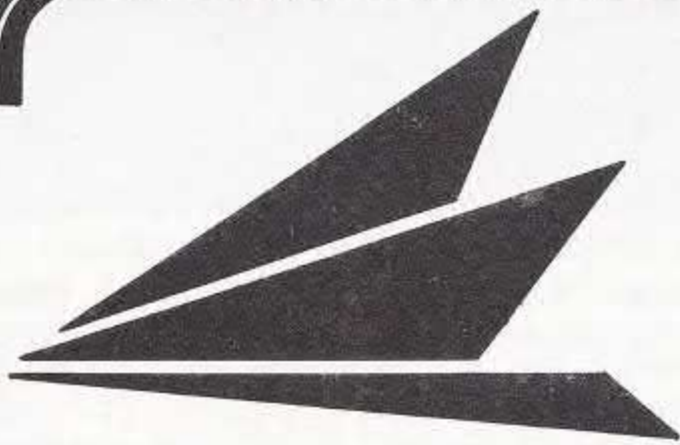
EINDHOVEN

HOLLAND

NUMBER 86

NOVEMBER 1977

VOLUME 8



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Leamington Spa
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Italy F.Smith
Viale della Pace 164
36100 Vicenza

Benelux.....DFL.26,-/year
Europe.....DFL.30,-/year
Overseas.....on request
Single copies.....DFL.3.00

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Now that the hijacking of the Lufthansa B.737 has been successfully terminated with the action of GSG-9, we are once more closely drawn to the fact that hijacking of planes is a very dangerous act of terrorism indeed, not only from a political viewpoint, but from a human point of view as well. The (so-called heroic) death of the Boeing commander Mr. Schumann has awakened the international pilots association IFALPA from a long slumber. The United Nations are requested by this organisation to investigate the nature of this form of terrorism, but it is doubted whether this will solve all the problems, if any, as there are still countries which make the hijackers cordially welcome. The Algerian government e.g. did not disturb the actions of the Japanese Red Army, responsible for the hijacking of a JAL DC-8 some time ago, but permitted the terrorists together with some ex-prisoners to go their own way. A very strange thing was that hardly any nation protested to this decision and even the IFALPA did not take any actions such as boycotting the country like they threatened with before. It seems that the competition between the companies is mightier than common sense.

The reasons for hijacking are legion, the way to do it uniform. Each time we see that terrorists loaded with arms embark a plane without being searched before departure at all. Very favorite with hijackers are charter-, holiday and inland-flights where you find no control whatsoever. The authorities claim that it is impossible to do so as there are far too many travellers at the airports. It is obvious that this makes things quite easy for hijackers.

Another problem is that of the expensive controlling-apparatuses which cannot be afforded by the poorer countries but is this indeed such a great problem? It seems easy enough to found an international financing arrangement and where this may influence the (marginal) benefits of the airports each traveller has to pay some of the extra costs which are certainly worth it.

Hijacking is avoidable and we all know how, so why hesitate any longer!

Jan Peter van Kempen



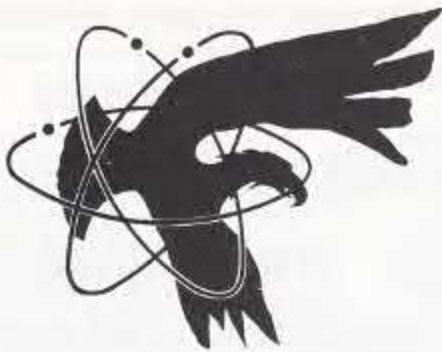
COVER PHOTO: Two F-5s of RNoAF's Skv.717 from Sola attended the Conference for NATO reconnaissance units at Zweibrücken (J.Schets) x

BACK PAGE BEAUTY: This C-141A was seen at the Open Day at Ramstein on 31 July 1977. (F.Swinkels) x

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

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Credits: BAR, SCAN, Deurne Aeronieuws, Airnieuws Rotterdam and Fokker-VFW.



MILITARY NEWS

Holland

- Movements at Eindhoven included:
 - Aug.17: 27-98, 28-01 TF-104G WGAFF WS-10
 - Sep. 9: V211 SP-2H Neptune MLD 320Sqn
 - Oct.31: XV468/D, XV407/Q Phantom FGR.2 RAF 198sq
 - Nov. 1: XV188, XV176 C-130K Hercules C.1 RAF
 - 3: FT-37 T-33A BAF
- On 4 October three German C-160Ds, 50-85, 50-50 and 50-97 of LTG-61, brought in some 200 American soldiers. According to a flag they carried along, they formed the 2nd Cavalry. Five days later (yes, on Sunday) they were picked up again by three German C-160Ds, 50-77, 50-88 and 51-11 of LTG-61
- On 25 October a squadron-exchange started between 314sqn and 54sqn (RAF) from Coltishall. Six NF-5s went to the UK while six Jaguar Gr.1s arrived at Eindhoven in the afternoon. Due to an obstinate fog no missions could be made and when the Jags left for Coltishall on 1 November only one Jaguar had made a mission of only 20 minutes. A/c involved: XX121, 122, 719, 723, 724 and 725.
- At last! Last month the Dutch Ministry of Defence officially announced the replacement of the F-4E Phantoms of 32TFS at Soesterberg by brandnew (TF)F-15A Eagles. This made an end to a period of many rumours about the future of Soesterberg's 32TFS. The official announcement doesn't mention a date for the arrival of the first Eagles but the conversion should be completed in January 1979. The F-4Es presently on strength will be delivered to other F-4E units in Germany and the primary mission of 32TFS will remain air defence
- Movements at Deelen included:
 - Jul.15: 18078 U-21A USArmy (also on 18.7)
 - 15738, 16624 UH-1H USArmy
 - 16347 OH-58A Kiowa USArmy
 - 18: 22262 C-12A and 18019 U-21A both USArmy
 - 19: 16919 OH-58A & 18036 U-21A both USArmy
 - 21: 22501, 0-16973 UH-1H USArmy
 - 7646 Alouette II WGAff
 - 22: 18040, 18019 (56Av. Comp), 18080 U-21A USAR
 - 130332 C-130H and 109156 CV580 both CAF
 - 59-10 DO-28D WGNavy MFG-5
 - Aug. 4: 16964 UH-1H USArmy



In front of this C-160D are three German pilots at Eindhoven, awaiting the arrival of American soldiers for transportation back to Germany. (J.v.Tuyn) X

- Movements at Volkel included:
 - Sep.14: BR-14 Mirage 5BR BAF 42Sqn/2Wing
 - XJ784 Vulcan B.2 RAF 44Sqn
 - 15: XH538 Vulcan B.2 RAF
 - 27: Arrival of four F-104Gs of 6Stormo for an exchange with 311sqn. F-104Gs of 311 sqn to Ghedi included: D-6652, 6656, 8304
 - 28: K-3015(314), 3069(314), 3048(316), 4001(313), 4026(-) all NF-5A/Bs
 - 4: K-3049, 3008, 3034, 3061, 3058 all NF-5As of 314Sqn
 - K-4013(-), 4017(314) NF-5B
 - FC-02 TF-104G BAF 10Wing
 - 6: 46-02/MM61988 C-130H ItAF 46A/B
 - 10: BR-12 Mirage 5BR BAF 2Wing/42Sqn
 - K-4010(316), 3058(314) NF-5A/Bs
 - 12: 35-73 RF-4E WGAff AKG-51
 - V/216 SP-2H and V/253 SP-13A both MLD
 - 18: K-4006(313), 4023(316) both NF-5Bs
 - 84-84 CH-53G WGAff mHFlgTrspRgt-15
 - 19: XW270/V, XW266/S, XW267/T, XW268/U all Harrier T.4s and XV748/B Harrier Gr.3 of 230CU (also on 20.10)
 - 20: K-4028(316), 4002(-), 4020(316) all NF-5B
 - AR65-944 RF-4C USAF 1TRF/10TRW
 - D-8338 F-104G 322/323Sqn
 - 21: FT-11 T-33A BAF
 - Movements at Valkenburg included:
 - Oct. 2: XS637 Andover C.1 RAF AFNE/Oslo
 - 3: 157314/LR-5 P-3C Orion USNavy VP-24Sqn
 - 10: 157315/LR-6 P-3C Orion USNavy VP-24
 - 12: RS-03 Sea King Mk.48 BAF 40sqn/SAR Flt
 - 24: No.52 Nord 262A, No.68 Atlantic both FN
 - 10710 Argus Cl.28 Mk.1 CAF
 - 25: VP981 Devon C.2 RAF 207Sqn

Just before returning home, XX121, at Eindhoven on 1 November. (J.v.Tuyn) X





F-4C TJ63-569 at Soesterberg in October. (A.Wilderdijk)^x

- Last month's movements at Leeuwarden ended on Friday 22 July. On Monday's after that 27 T/F-104Gs of 322/323sqn departed for Soesterberg and Leeuwarden was closed till 19 September. Movements at Leeuwarden included:

- Sep.19: 20-58, 22-06 F-104G WGAF JABOG-33
K-3039(315), 4029(313) NF-5A/Bs
CR74-050 F-4E 32TFS C-11 F.27M 334Sg
- 20: Four F-4Ps of JG-74/2Staffel arrived for an exchange with 323sqn. Over the entire exchange the following F-4F have been noted: 37-28, 37-80, 37-92, 38-00 38-16, 38-20. Starfighters to Neuburg were: D-5809, 5817, 8089, 8115, 8286, 6655 and 6667. The exchange lasted till 29 September.
58-51 DO-28D WGAF JABOG-31
- 21: K-3017, 3031, 3050, 3054 all NF-5As 316Sqn
K-3035, 3059 both NF-5As 315Sqn
XV466/U, XT899/T Phantom PGR.2 RAPG 19Sg
- 22: CR74-052 F-4E USAFE 32TFS
- 23: K-3059, 4030 NF-5A/Bs 315Sqn
116704 CF-5A CAF 434Sqn (till 27.9)
- 27: K-3006 NF-5A 313Sqn C-8, 12 F.27M 334Sg
- 28: K-3026, 3054, 3065, 3073 NF-5As 316Sqn
- 29: K-3006(313), 3040(-), 3012(315) all NF-5A
UH68-071 F-111E USAFE 20TFW

Belgium

- On 26 September, BA-34, a Mirage 5BA of 3Wing/1Sqn crashed near Reinback/Flakersheim. In September, LB-04, a Piper Cub of the Air Force Cadets crashed at St.Truiden.
- On 19 October, MT-47, a CM-170R, crashed near Hannuit. According to witnesses the aircraft was flying very low when it broke in two and caught fire. The pilot was killed.
- Remember the mystery about the fate of DO-27, DO-7, of the Belgian Army in FLASH Nr.84. It was reduced to spare parts at Bützweilerhof in March of last year.
- Noted at Koksijde on 21 August:
B-6/OT-ZKF, B-8/OT-ZKH S-58
RS-02, RS-03, RS-04 Sea King Mk.48 40Sqn/SAR
CP-9,10,12,13,15,16,17,41,42,43,44 C-119Gs (all stored but still in flying condition)

Canada

- This year the annual exercise of the Air Mobile Command brought an unusual large amount CP-5As to Europe. Probably arriving from Söllingen or Lahr, they attended Prestwick (UK) on their way home. Prestwick is an ex-Canadian air base still being used for the overhaul of CP-104s in Europe. Noted at Prestwick:
Sept.25: 116706, 728, 733, 736, 743, 745, 768, 785 all of 433sqn
Sept.26: 116710, 737, 752, 753, 762, 771, 772 all of 434Sqn
Sept.27: 116704 of 434Sqn (coming from L'warden)

France

- From 17 till 31 October the Bay of Biscay was the centre of NATO exercise 'Ocean Safari', Sixty ships from 7 NATO countries practised to sail in convoy. This convoy was protected by 250 aircraft and the importance of this exercise was marked by the presence of several Bears of the Russian AF.

Over the period Ocean Safari lasted, following aircraft were noted at the various naval stations in Brittany:

- Lann-Bihoué:
154577/LJ-1, 153447/LJ-3, 152724/LJ-4, 152725/LJ-5, 152726/LJ-6, 152727/LJ-7 all P-3B Orion
USNavy VP-23Sqn
50-52, 50-92 C-160D WGAF LTG-63
61-08, 61-09 Br.1150 Atlantic WGNavy MFG-3
V/256 SP-13A Atlantic MLD 321Sqn
XV333/R030, XV358/R034 Buccaneer S.2D RN 809Sg
- Guipavas:
No.85 Nord 262 (2S) with recce pod of an Br1150
- Landivisiau:
144827/GD-1, 146446/GD-3 EKA-3B USNavy VAQ-33
WF890/M, WH646/G, WH665/J, WH740/K, WH902/N
WJ625/D, WJ630/E all Canberra T.17 RAF 360Sqn

- Movements at Lann-Bihoué included:

- Jul. 1: 64-I8 N-2501 Noratlas ET.1/64
4: 50022 NC-130A USAF AFSC/ASD (stayed till 22.7 having engine problems; two C-130Es, 21828 on 19.7 and 21822 on 21.7 brought spare parts)
7-JK/134 CM-170R 291 Mystere XX GLAM
EK/533 HR.100/250 ET.1/65 (new a/c)
- 5: 314-YM/14115 T-33A GE.6/314
CAL/192 N-2501 EC.57 (till 7.7)
- 6: No.52, 71, 79 Nord 262 5SS
BPR/1296 SA.341F Gazelle GALDIV-11 ALAT
- 7: LV/57 MS760 Paris II GAEL (emergency landing) -/23 CM-170R

- Aug. 4: No.67 upto 71 all Rallyes SVS
8: 61-11 Br.1150 WGNavy (61-05 on 10.8)
11: CA/38470, 38474/CE, 38475/CF, 312738/CJ all C-135Ps (on detachment till 16.8)
30-FB/41, 30-FG/78 Mirage F.1C ECTP3/30
- 17: 338-HA/17412 T-33A CEVSV-338
24462 T-39A USAFE 41-AN/92 Paris
- 22: C-6 F.27M RNethAF 334Sqn
- 25: 315-QQ/310 CM-170R GE.3/315
315-XW/397 CM-170R GE.4/315
- 29: 92-AR/631 Vautour IIB EB.1/92
61-15 Br.1150 WGNavy (61-08 on 30.8)
- 30: 64-II/162 N.2501 ET.1/64
- 31: 314-VJ/16718 T-33A GE.2/314

- Sep. 6: 315-IM/222 CM-170R GE.1/315
315-OP/396, 315-OD/398 CM-170R GE.3/315
64-BZ/110 N.2501 ET.3/64
7: JE/156 N.2501 -88 (camouflaged)
8: 314-YV/21132, -VO/21247 T-33As GE.6/314
9: C-11 F.27M RNethAF 334Sqn (C-12 on 16.9)
15: 64-BV/117 N.2501 ET.3/64
16: DM/218, DP/246 Mirage IIB CIPAS.328
26: 152730/LJ-8 P-3C Orion USNavy VP-23Sqn
29: 340-HD/123, 340-VN/164 N.2501 CIET.340



One of the eighteen new G-91Ys recently delivered to AMI is this 8-63/MM6956. (Thunderphoto)

Italy



Together with two other Stormi, 8Stormo/101Gruppo 'Gino Pincho' at Cervia

has 2 major NATO missions: light reconnaissance and fighter bombing.

Besides the Stormo badge, the G-91Ys of 8Stormo carry a red flash on the nose as part of the 101st Gruppo badge. In March of this year, the flash was completed with a snake according to the official batch of the 101st Gruppo as was carried on the Thunderstreak.

Noted at Cervia on 10 June:

8-01 MM6443 NC2005 8-11 MM6452 NC2014

G-91Ys of pre-production series

8-20 MM6463 NC2025 8-50 MM6487 NC2049

8-21 MM6464 NC2026 8-51 MM6488 NC2050

8-23 MM6467 NC2029 8-61 MM6954 NC2061

8-24 MM6468 NC2030 8-62 MM6955 NC2062

8-36 MM6477 NC2039 8-63 MM6956 NC2063

8-47 MM6486 NC2048 8-52 MM6489 NC2051

G-91Ys of production-series

Also present was SA-100/MM54400 G-91T of Scuola Aviogetti detached to 608 Squadriglia Collegamenti of 8Stormo for training and communication purposes.

- Late September the Mediterranean was the scene of the annual naval exercise 'Display Determination'. This exercise is part of the Autumn Forge military exercise programme and also involves air forces of several countries providing air defence, reconnaissance, close-air support or playing the role of the attacker.

Many airfields in Northern Italy were involved in 'Display Determination 77': Ghedi Villafranca (with a detachment of 4 Canberra PR.7s of 138Sqn RAF), Istrana, Treviso, Cervia Rimini, Pisa (with a detachment of 3 EB-57Es of 17DSES), Aviano (with detachments of F-111Es of 20TFW, F-111Fs of 48TFW, Broncos of 20TASS and F-4C/Ds of 52TFW).

- Movements at Rimini included:

Sep.10: 6-31 T-33A 606S.C./6Stormo

11: 31-8/MM61923 C-118A 306Gruppo/31Stormo

12: 20-21/MM54256 TF-104G 20Gruppo

13: 20-23/MM54258 TF-104G 20Gruppo

2-46, 2-50, 2-52, 2-56 all G-91R 2Stormo

14: 31-57/MM61957 PD.808TP 31Stormo

51-01, 51-03, 51-07, 51-16 all F-104S

16: 14-42/MM61895 C-47 8Gruppo/14Stormo

17: 1, 2, 3, 5, 6, 8, 9, 10, 11, 14, 15 G-91 313Gruppo

'Frecce Tricolori'

31-12/MM62012 DC-9

20: D-6700, 8091, 8258 F-104G RNethAF

24: 67953 C-141A USAF

25: 51-31, 51-32 F-104S 155Gruppo/51Stormo

26: C-12 F.27M RNethAF 334Sqn

On 20.9 four F-104S 5-30, 5-32, 5-34 & 5-36 left Rimini and went to Trapani-Birgi (Sicily) for the regular rotation of interceptor a/c there. The F-104S belong to 23Gruppo/5Stormo.

- Noted at Grosseto on 5 September:

20-3/MM54228, 20-6/MM54232, 20-10/MM54235, 20-20/MM54254, 20-22/MM54257 all TF-104Gs 20Gruppo

4-6, 4-7, 4-3, 4-10, 4-11, 4-16, 4-21 all F-104S of 9Gruppo/4Stormo.

4-576/MM51-6576 T-33A 604S.C./4Stormo

EI-821/MM80843 CH-47C and EI-310/MM80681 AB.205

31-22 AB.47J 93Gruppo/31Stormo

- Movements at Istrana included:

Jun.20: 2-66/MM6280, 2-24/MM6312, 2-30/MM6307 all G-91Rs 53-20/MM6808 F-104S

Aug. 8: RM-93/MM80224 AB.47J

RM-32/MM61968 S.208/M

Sep. 1: SA-23/MM6323 G.91T-1

RM-94/MM80137 AB.47J

7: 20-22/MM54257 TF-104G 20Gruppo

Oct. 3: 6-30/MM51-17484 T-33A 606S.C./6Stormo

54279 EB-57E USAF 17DSES

4: 5-02, 5-06, 5-11, 5-35, 5-37, 5-40 and

5-41 all F-104Ss 5Stormo

Reportedly as an w/o: 3-01/MM6505. (Thunderphoto)



Switzerland

- Noted at various airfields in Switzerland:

Sion on 9 September:

J-1080, 1106, 1123, 1124, 1129, 1149, 1152, 1156, 1164

1169, 1178, 1181, 1190, 1191, 1192 Vampire FB.6

U-1228, 1233, 1235 Vampire T.11

J-1509, 1523, 1527, 1532, 1539, 1542, 1611, 1627, 1629

1717, 1745, 1765, 1766, 1767 Venom FB.50

- Payerne on 9 September:

J-1122, 1130, 1173, 1179, 1196 Vampire FB.6

U-1201, 1202, 1204 Vampire T.55

J-2304, 2309, 2312, 2315, 2318, 2319, 2322, 2325, 2313

2330, 2331 all Mirage IIIS

J-4006, 4011, 4015, 4016, 4017, 4045, 4061, 4064, 4067

4070, 4085, 4094, 4105, 4131, 4138, 4140 Hunters

V-214, 219, 228, 230, 235, 275, 280, 283 Alouette III

J-4201, 4204 Hunter T.68 A-713 Twin Bonanza

V-48, 63, 66 Alouette II A-818 Pilatus P.3

U-105, 108 Pilatus P.2 V-606 DO-27

Meiringen on 9 September:

J-4003, 4008, 4041, 4050, 4051, 4077, 4080, 4089, 4114

4117, 4128, 4151, 4152 all Hunter F.58/A

J-4208 Hunter T.68 A-859 Pilatus

Stans on 9 September:

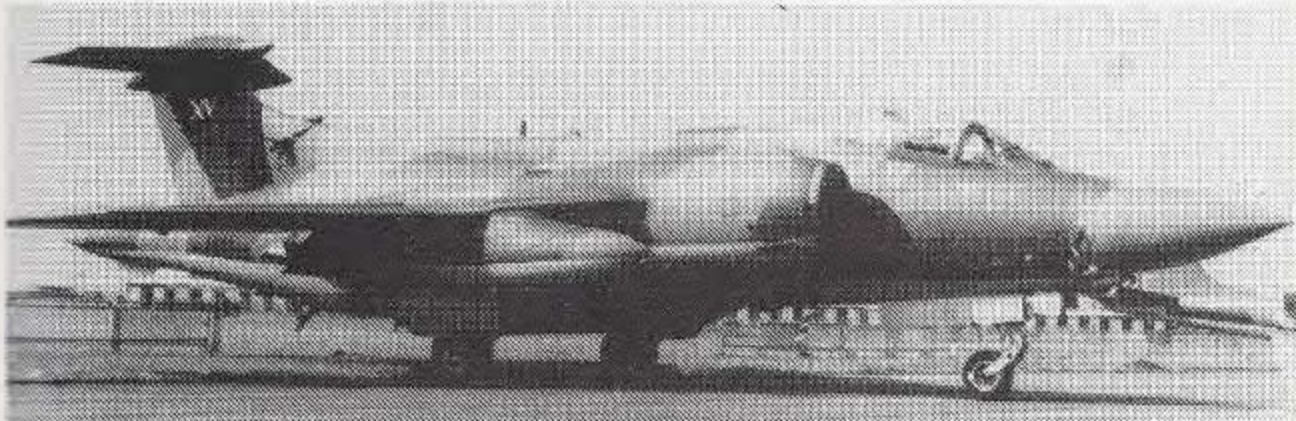
J-4083, 4103, 4129, 4137 Hunter F.58/A

J-1603, 1621, 1646, 1701, 1731, 1772, 1794 Venom FB50

V-203 Alouette III U-106 Pilatus P.2

J-2305 Mirage IIIS

United Kingdom



Backing up the aging Vulcan in its bomber role is the Buccaneer. Shown is XW544/H during the RAF review. (B;Hickman)^x

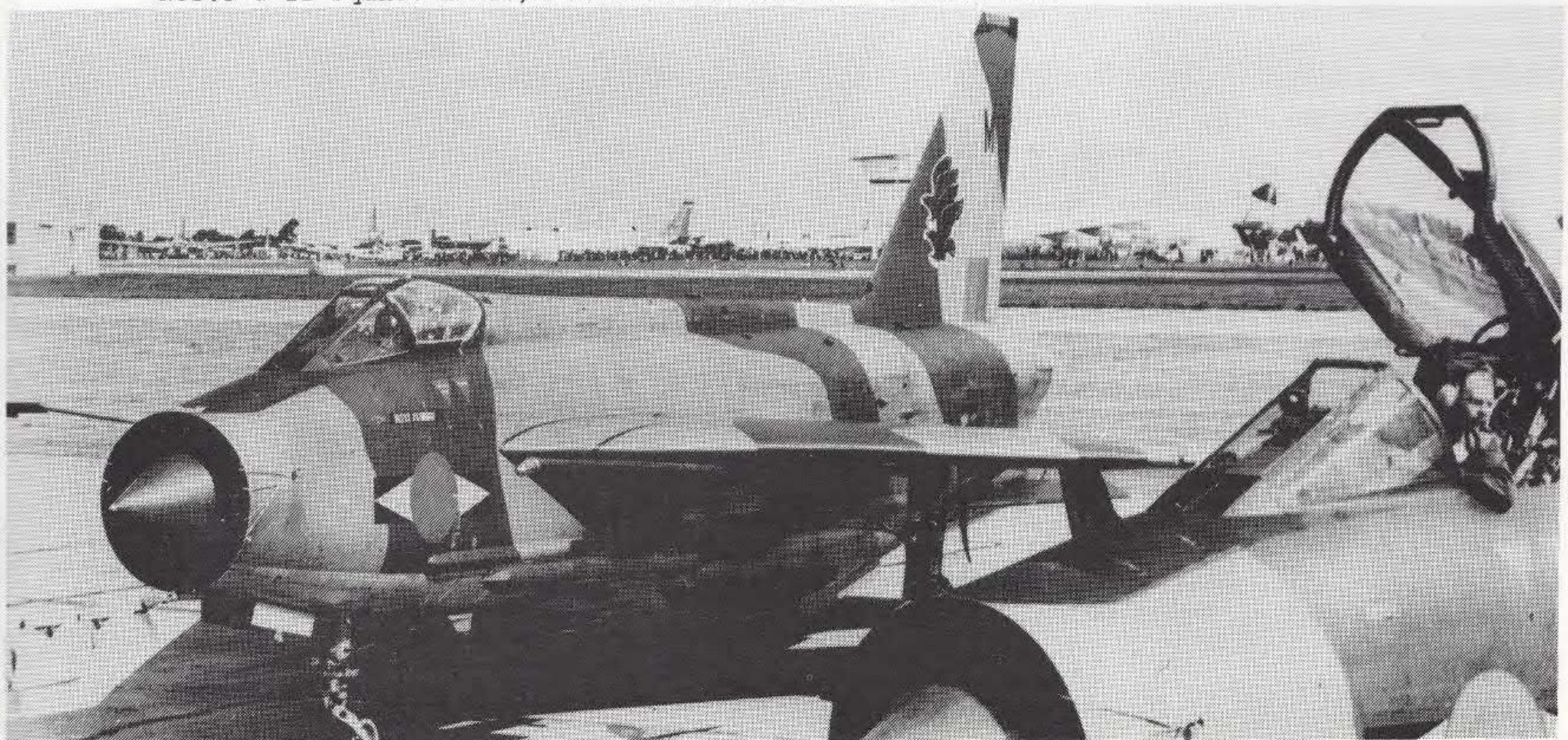
- The career of the Blackburn/Hawker Siddeley Buccaneer has two periods. The Navy period and the Air Force period.

Buccaneer S.1s served with the Fleet Air Arm and were delivered between 1961-1964. This two-seat shipboard low-level strike aircraft became operational aboard the Ark Royal in February 1963. With the second version of the Buccaneer, the S.2, the second period started. The Royal Air Force got interested in the Buccaneer to upgrade its bomber fleet. Initially, the Royal Navy equipped Nos. 800, 801 & 809 sqns with this new version but throughout the years, the number of Buccaneers was drastically reduced while the RAF kept on placing orders for more Buccaneers. As a result the following Buccaneers are on strength with Royal Navy and RAF:

809Sqn at Ark Royal: XV864/R021, XV866/R024
 XV867/R025, XN981/R026, XV361/R027, XV353/R031
 XT280/R032, XT287/R033, XV359/R034, XV344/R035
 XV863/R036, XN982, XV333, XV358, XV868/R023
 12Sqn at Honington: XN976, 983, XT276, 278, 281, 288
 XV155, 165, 168, 349, XW527, 533, XX895, 896, 898
 XX899
 15Sqn at Laarbruch: XW523/A, XW528/B, XW534/D
 XW537/G, XW540/F, XW542/J, XW544/H, XW546/L
 XX887/N, XX888/C, XX890/K (crashed while on
 circuit at L'bruch on 18.8.77), XX891/E, XX894/M
 16Sqn at Laarbruch: XW526/Y, XW530/P, XW538/S
 XW541/Q, XW543/W, XW545/V, XW548/-, XW549/U
 XW550/X, XX885/Y, XX886/Z, XX889/T, XX892/R
 XX893/V
 208Sqn at Honington: XT270, 273, 275, 284 XV152,
 XV156, 157, 160, 161, 342, 352, 354, 357, XX900, 901
 XZ430, 431
 2370CU at Honington: XN977, XT271, 274, 277, 283,
 XT286, XV154, 163, 334; 338, 355, XW547

At the moment there are 4 versions of the Buccaneer. The S.2A: in service with RAF; the S.2B: in service with RAF having the capability to carry Martel missiles; S.2C: in service with RN; S.2D: in service with RN having the capability to carry Martel missiles.

Despite its age, still giving excellent demonstrations are the Lightnings of Nos. 5 & 11 Sqdns. XP790/M at Greenham Common. (F.Swinkels)^x



- RAF Binbrook is the only air base in the UK still housing Lightnings in operational service. The 2 units having their residence at this base are No. 5 and 11 Sqdns and are expected to keep on operating the Lightning till the MRCA Tornado will be delivered. Binbrook houses quite some Lightnings, the major part probably for spare parts as this 'oldy' has to last for a few years to come. Noted at Binbrook on 1 September:

Flight-line:

5 Sqn: XR749/Q (F.3); XR755/F (F.6); XV328/T (T.5)
 11 Sqn: XP737/P (F.3); XR754/A, XR765/C, XS920/E,
 XS936/G, XR758/J and XS922/L (all F.6s);
 XS452/T (T.5)
 LTF (Lightning Training Flight): XS458/Z,
 XS420/V (both T.5s); XP750/B and XR716/
 C (both F.3s)

No markings: XP749/- (F.3)
 R-704, 758, 771, 846 CF-104Gs and RT-662 CF-104D
 RDANAF of Esk. 726 on exchange with No. 5 Sqn
 Hangar of No. 5 Sqn:

XP753/S (F.3); XS933/T, XS899/L and XS919/A
 (all F.6s)

Hangar of No. 11 Sqn:

XP697/- (F.3); XS901/G (F.6)

Hangar LTF:

XP696/nm, XP701/nm (both F.3s); XR772/5 Sqn,
 XS897/nm, XR725/J/5 Sqn, XR726/nm (all F.6s);
 XS456/T/LTF, XS417/W/LTF (both T.5s)

Storage hangar:

XR718/C (no markings), XP702/U (n/m), XP706/-
 (n/m), XP707/- (5 Sqn), XP751/- (n/m) all F.3s
 XS898/K (5 Sqn), XS935/B (5 Sqn), XS927/- (n/m)
 XS925/L (5 Sqn), XR756/J (11 Sqn), XR769/- (11 Sqn)
 XR763/- (n/m), XS923/- (LTF), XS895/- (n/m)
 XR773/- (11 Sqn), XS932/- (n/m), XR761/- (n/m)
 XR759/H (11 Sqn), XR771/C (n/m), all F.6s
 XS457 (n/m), XS416 (n/m), XS459 (n/m) all T.5s
 Decoys: XS454/Y, XS449, XS450, XS423, XS418 all
 T.5s (ex 2260CU)

United States of America

- Noted at several US Army airfields in Germany:

Fulda AAF on 28 August:

65-10068, 66-17187, 67-17735, 68-15276, 69-15787
 72-21605, 73-21662, 73-21769, 73-21700, 73-22135
 74-22349, 74-22410 all UH-1Hs
 67-15742, 68-15051, 68-15064, 68-15074, 68-15139
 68-15153, 68-15157, 68-17024, 68-17054, 70-15939
 70-15957, 70-16028, 70-16073, AH-1Q Huey Cobras
 69-16141, 69-16148, 69-16152, 69-16154, 69-16159
 69-16161, 69-16173, 69-16204, 69-16322, 69-16325
 70-15107, 70-15202, 70-15323, 70-15569, 70-15574
 70-15641, 70-20686, 71-21393 all OH-58A Kiowas
 all aircraft are of the 11th ACR

Feucht AAF on 28 August:

16685, 16518, 69-15609 (VIP colours), 66-1075
 72-21606, 73-21661 all UH-1Hs

68-15029,68-15061,68-15067,68-15069,68-15146
 68-15173,68-15179,68-17046,68-17086,70-15965
 70-15974,70-15979,71-21048,71-21052 AH-1Qs
 69-16105,69-16169,69-16186,69-16189,69-16199
 70-15052,70-15224,70-15542,70-15548,70-15586
 68-16759,68-16816,71-21079 all OH-58A Kiowas

Stuttgart Airport on 3 September:

66-18040 U-21A; 76-22550 C-12A; 69-17012 OV-1D
 70-15560, 72-21410(HQ VIICorps) both OH-58As
 15746,15757,15767,15771,15772,15785, 67-17778
 73-21770,74-22302,74-22464 all UH-1Hs

Coleman Barracks AAF on 3 September:

66-18000, 66-18013,66-18023 EU-21As; 67-18071
 67-18072 U-21As and 16894,69-15166,71-20128
 UH-1Hs. All of 7th Signal Brigade
 66-18019, 66- 18020, 66-18078 U-21A; 73-21826
 73-22125, 74-22326, 74-22327 UH-1Hs and 70-
 15197 OH-58A. All of 56th Aviation Company
 Also on strength with this unit were U-21A
 66-18021, 67-18058, 66-18015(arriving from
 HQ SETAF/Italy) and 66-18025 (arriving from
 Thailand in September)

16495 UH-1H and 67-18528,68-16008,69-17114
 69-17117, 74-22282,74-22283,74-22284,74-22285
 74-22286, 74-22291, 76-22677 CH-47Cs all of
 295th Aviation Company

Furthermore: 66-16975, 69-15421 UH-1Hs and
 68-16731,70-15121,70-15131,72-21207 all OH-58
 Crash compound: 3 OH-58A, 1 UH-H of Medivac
 and 66-18035 U-21A 32ADCOM

Bad Kreuznach AAF on 31 July and 8 September:

20294,21076,21552,0-16508, 73-21753, 74-22502
 all UH-1Hs; 70-15050, 70-15110, 70-15051
 70-15103,70-15113,70-15119,72-21407 all OH-58As
 All aircraft are of 8th Infantry Division

Pirmasens AAF on 21 May:

73-21699, 74-22300,67-17780,66-16229,69-15611
 0-61161 all UH-1Hs of 22Aviation Company



UH-1H o-16508 of the 8th Inf.Division at Bad Kreuznach AAF on 31 July 1977. (J.v.Tuyn)^x

- On 3 November the last deployment of this year started with the arrival of 16 F-4E Phantoms of 70TFS/347TFW from Moody AFB at Bremgarten (W. Germany). Aircraft involved:

MY69-0247(b), 69-0283(b), 69-7582(b, with three MIG kills), 69-7206(r),69-7218(r), 69-7219(r)
 69-7220(r),69-7572(r),69-7235(bl),69-7253(bl)
 69-7258(bl),69-7291(bl),69-7560(bl),69-7561(bl)
 69-7571(bl),69-7587(bl)

Two F-4Es had to divert to Gander (Canada) on their way to Europe and arrived at Bremgarten on 7 November.

Early October, the annual RAF low-level bombing competition was held at Lossiemouth. Taking part in this competition were Buccaneers of 15,16 & 208Sqn, Jaguars of 6,14,17,31,41 & 54 Sqns and F-111Es of 20TFW. Guests were 10 A-7D Corsairs of 23TFW/England AFB, L.: EL71-0332, 71-0353 72-0171,72-0175,72-0178,72-0184,72-0193,74-1750 74-1751,74-1758. All having black registrations. By the way, of the 18 F-105D/Gs at Nörvenich 16 departed on 27 August. When and how the two remaining ones returned is not known.

The registration of one of the F-4Es of 4TFW/SJ on deployment at CFB Lahr which was not 100% sure, proved to be correct. Two typing-errors however, resulted in two false Fiscal Years: 72-(1)484 and 73-(1)167.

With a delay of 24 hours the second wave of F-4Ds of 49TFW/Holloman AFB arrived at Ramstein on 11 September:



HO65-(0)584b, 65-(0)585r, 65-(0)588r,65-(0)617
 65-(0)730r, 65-(0)752r, 65-(0)760r,65-(0)774
 65-(0)792b, 66-(0)244y, 66-(0)277r, 66-(7)464
 66-(7)471y, 66-(7)476, 66-(7)478r,66-(7)640r
 66-(7)652y, 66-(7)674, 66-(7)685y,66-(7)687y
 66-(7)699b, 66-(7)705y, 66-(7)745b,66-(7)766

The first 24 a/c departed from Ramstein on 22 September and Crested Cap 77 ended on 1 October with the departure of the last 24 a/c. The latter included HO65-(0)598y but where this aircraft comes from is a mystery.

If you want to know more about deployments, Reforger and Crested Cap, watch next issue.

- A few Phantom news-flashes. On 20 Sept., 52TFW lost two of its F-4Ds: SP66-8779 & 66-8790.

On 12 September, a second RF-4C of 10TRW was involved in an accident within three weeks. AR68-553's nose-wheel collapsed while landing at Alconbury. Not necessarily a w/o. To replace AR68-424, the 1TRW received an RF-4C of 26TRW 68-0556. 26TRW, in its turn also received an RF-4C: 68-0608. 401TFW at Torrejon also received a new a/c: 64-0888 F-4C.

- Zweibrücken was the meeting-place for delegations of NATO pilots having the profession of taking photos with (not: of) aircraft. At this conference the reconnaissance units were able to exchange experiences and working methods.

Noted at Zweibrücken on 23 September:

3-30/MM6531, 3-27 F-104G ItAF 3Stormo
 AR-114 RF-35 and AT-153 TF-35 RDanAF Esk.729
 100 RF-5A and 909 F-5B both RNoAF Skv.717
 XZ109/O (2Sqn), XZ359/M (41Sqn) Jaguar Gr.1 RAF
 69-17012, 69-17020 OV-1D USArmy 73 Int.Company
 35-68 (AKG-51) and 35-32 (AKG-52) RF-4Es WGAF
 D-8119 RF-104G RNAF 306Sqn C-6 F.27M RNAF
 BR-18 Mirage 5BA BAF 42Sqn FT-03 T-33A BAF
 o1532 F-5E USAFE 527TFTAS ZR68-570 RF-4CUSAF
 XV761/B Harrier Gr.3 RAFG 4Sqn

A good examination of the registration-list learns that all units participating in both Royal Flush and Big Click were present. This might have something to do with the rumours about a fusion between these two competitions.

ABOVE: You didn't believe us, did you? But here's our evidence: G-91R 5450 of the Port.AF coming in at Ramstein on 17.9. (M.d.Haas)

BELOW: Two pictures of the reconnaissance conference at Zweibrücken: AR-114 RF-35 and 17012 OV-1D of 73Int.Comp. (J.Schets)^x



- Noted at Langley AFB on 8 September:
 FF74-0084,0086,0088,0093,0094, 0096, 0099, 0100
 0101,0105,0106,0109,0115, 0116, 0118, 0121
 0125,0126,0127,0130,0134, 0135
 FF75-0018,0021,0024,0025, 0026, 0027 all F-15As
 of 1TFW
 BT76-0042,0044,0047,0048,0052 F-15As of 36TFW

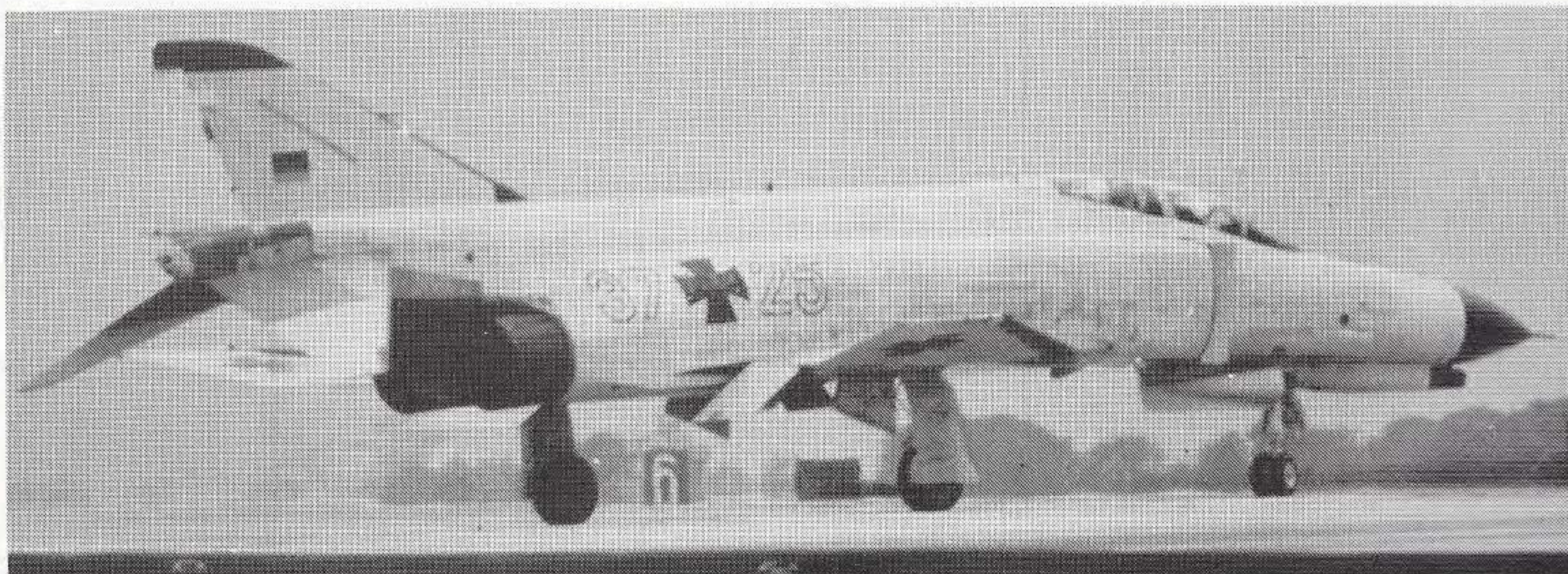
- Movements at Frankfurt included:
 Jul.27: 149677/20 P-3A USN 21789 C-130B AFRES
 Aug. 2: 59-15 DO-28D WGN MFG-5 (59-18 on 12.8)
 6: 401 C-12 (on delivery to R.Hellenic AF)
 24127 VC-135B 89MAW
 8: 22556 C-12A USArmy (on delivery)
 LT/78 Paris IR FAF K-683 C-47A RDanAF
 91535 C-130B AFRES/433TAW
 9: 4X-BYD/008 B.707-131 IDF/AF
 C-1 F.27M RNethAF 5S-TB Skyvan AustAF
 F-BPNT/35 N.262 FAF XV103 VC.10 RAF
 84003/75 C-130H R.Swedish AF F.7
 911-04/T.14-4 Convair CV.440 Span.AF
 5-8302 B.707-3J9D IIAF
 149677/20 P-3A USNavy VQ-2Sqn
 10: XV101 VC-10 and XV207 C-130K both RAF
 11: 50022 NC-130A ASD
 13: XR806 VC-10 Mk.1 RAF 10Sqn
 15: 159362/JM CT-39G USNavy VR-24Sqn
 86971 VC-137B 89MAW 10971 C-130B AFRES
 16: 10958 C-130B, 50025 C-130A both AFRES
 17: 73-11 UH-1D WGAmy LeHFTR-20
 62-Qc/181 N-2501 FAF (touch and go)
 22: YU-AIC AN-12 Yugoslav AF
 24: 141002 C-131F USNavy NASRota
 25: XS679/BP Wessex HC.2 RAFG 18Sqn
 29: 136759/60 C.1A USNavy CV-60/USS Saratoga
 Sep. 1: 5-8108 B.747 and 5-8312 B.707 both IIAF
 12666 WC-135B MAC/55WRS
 3: 21809 C-130E-II TAC/7ACCS
 4: 13702 CC.137 CAF
 5: 84-09 CH-53G WGAmy HFWS
 0-24453 T-39A 1868FCS/AFCS (in dayglow)
 10: 21791/TAC,21818/TAC,21836/MAC C-130E-II
 24126 VC-135B 89MAW
 15: 136756 C.1A USNavy (VR-24Sqn)
 431 Viscount Turkish AF
 17: 31208 C-12A USAF
 18: 131616/RT C-118B USNavy VR-53Sqn

West Germany

- Noted at various W.German air bases:
 Wittmundhafen on 23 August:
 37-19(all white), 37-27(all white),37-31,37-43
 37-61, 37-86, 38-07(all yellow),38-27(all red)
 38-31, 38-35, 38-39, 38-55(all orange), 38-63
 38-67, 38-71 F-4Fs of JG-71
 Jever on 23 August:
 23-50, 24-54, 24-74, 27-01, 27-12, 27-14,27-15
 27-26, 27-29, 27-80, 27-97, 28-01, 28-16,28-32
 all T/F-104Gs of WS-10
 Wunsdorf on 24 August:
 50-08,50-10 LTG-63; 50-07,50-34,50-35,50-38
 50-42, 50-65, 50-53, 50-29 all C-160Ds of FFS
 58-33, 58-70 DO-28D TsLw.1
 Itzehoe on 25 August:
 72-24, 72-88, 73-33, 73-38, 73-54, 73-70,73-73
 73-74 all UH-1Ds of HFB-6
 Hohn on 25 August:
 50-06, 50-09, 50-17, 50-33, 50-41, 50-43,50-51
 50-52, 50-54, 50-76, 50-82, 50-85, 50-81,50-90
 50-94 all C-160Ds of LTG-63
 30-07/9901, 30-67/9903, 31-12/9905, 31-92/9907
 31-99/9908, 32-00/9909 all G-91Rs
 022 C-160D Turk.AF 72-78,72-95 UH-1D HFTr-10
 Husum on 25 August:
 30-06, 30-12, 30-17, 30-19, 30-25, 30-33,30-50
 30-51, 30-65, 31-58, 31-61, 31-75, 31-79,32-20
 32-21, 32-22, 32-27, 32-31, 32-37, 32-75,32-79
 33-13, 33-16 all G-91Rs of LEKG-41
 34-55, 34-57 G-91T LKG-41 58-76 DO-28 LKG41
 Eggebeck on 26 August:
 21-09, 21-11, 21-15, 21-16, 21-17, 21-18,21-20
 21-22, 21-25, 21-27, 21-32, 23-03, 23-05,23-06
 23-09, 23-12, 23-16, 23-19, 23-22, 24-33,26-55
 26-56, 26-79, 26-81 all F-104Gs of MFG-2
 27-92, 28-10, 28-25 TF-104Gs MFG-2
 21-30, 22-79, 22-17, 26-89 F-104Gs of MFG-1
 Schleswig on 5 September:
 22-12, 22-13, 22-14, 22-16, 22-17, 22-19,22-24
 22-25, 22-29, 22-30, 22-71, 22-73, 22-80,22-82
 22-83, 22-86, 22-88, 23-00, 23-15, 25-02,26-60
 26-69, 26-76, 26-78, 26-80, 26-88, 26-89 all
 F-104Gs of MFG-1 73-71, 73-74 UH-1D HFB-6
 27-79, 27-93, 28-15, 28-22 TF-104G MFG-1
 98-01 MRCA Tornado ES.61

RIGHT:
 The Luftwaffe
 operates some
 F-4Fs in the
 most weird' c/s
 Seen at Jever
 on 9.7, 37-25
 being all yellow
 (G.K.Mast)

LOW:
 The latest ac-
 quisition of
 the Luftwaffe
 is the VFW-614
 (G.K.Mast)



THE BELGIAN AIR FORCE

Compiled by Frank Klaassen, with thanks to Major Hoeben and Adjudant Moerman (Belgian AF), Valentijn Kenens and Leo Spiessens.

Part 14



The 3rd Tactical Wing

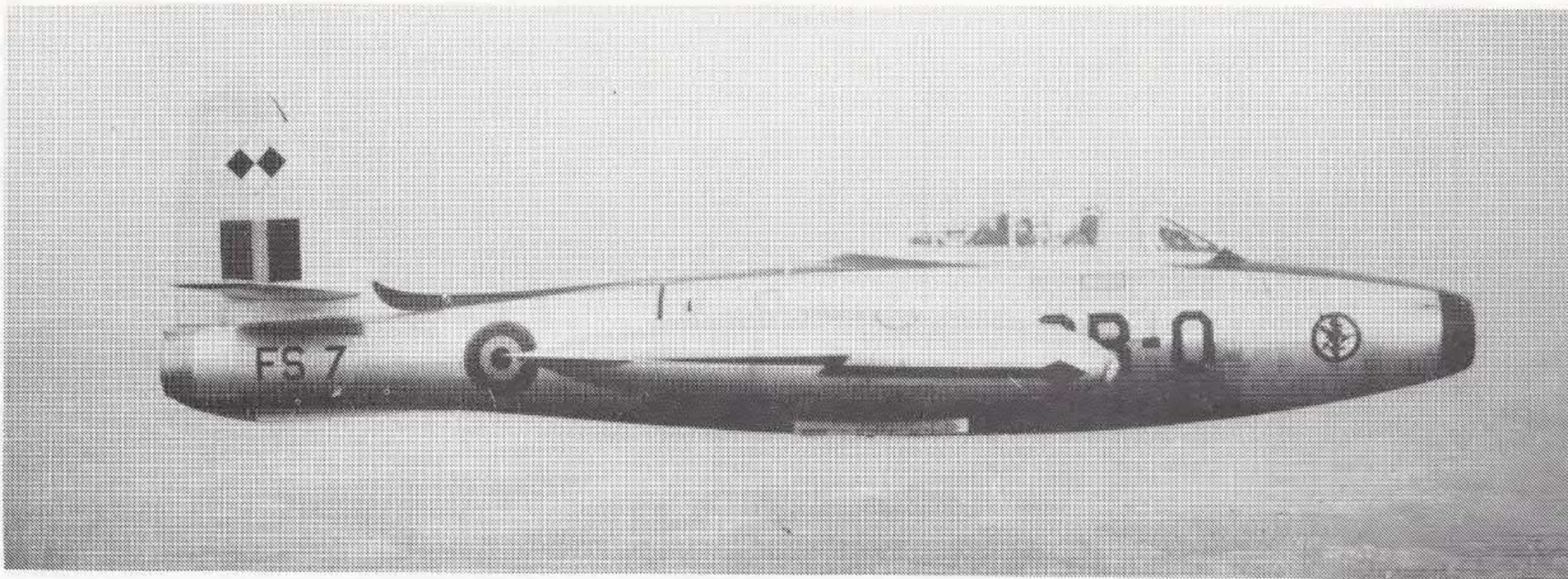
When the decision to replace the Thunderstreaks and Thunderflashes by Mirage 5s was finally taken this had a lot of implications. A major consequence was of course, that Belgium had to create a new syllabus for the flying training; we've extensively discussed that matter in earlier issues. One of the aspects of this new training programme was the need to establish an Operational Conversion Course, situated not too far from Brustum. The airbase of Bierset was chosen for this purpose and that, in its turn, resulted in a lot of reshuffling of existing units and the creation of a new tactical wing. Thus in 1968, in fact prior to the delivery of the first Mirages, the 3rd Wing saw the light. At Bierset.

The construction-works for a new military airbase near the village of Bierset started in 1920. Three years later it was completed and Bierset became the home of the 1st and 3rd escadrilles of the 7th Group, 2nd Aeronautical Regiment. At the outbreak of the second world war, the base housed the 9th and 11th escadrille. With their Renard R-31s, they flew 54 missions against the Germans but after a thorough bombardment Bierset was taken over by the Luftwaffe on 10 May 1940; during the war several Ju-88 squadrons were based here. Finally the Germans were chased away by the American 9th Air Force.

From 1946 till 1953 Bierset is an airfield of minor importance; Sabena uses it sometimes on interior flights. But in 1953 the field is militarized again, when the 9th Fighter Bomber Wing is established here; this Wing is deactivated seven years later though. The Thunderflashes of No. 42 recce squadron that arrive in 1963, make Bierset operational again and in 1967 another unit, the T-bird equipped VZZ squadron arrives from Chievres. In 1968, the till then independant 42nd and VZZ squadrons become part of the Third Tactical Wing which, apart from these two flying units, comprises all the installations and personnel of Bierset. In 1971 the two squadrons move to Florennes and Brustem respectively, in order to make place for Nos. 1 & 8 squadrons that will fly in from Florennes soon after. Presently the Wing is still composed of these two squadrons and so this seems a unique opportunity to get rid of a piece of information on these units.

No. 1 squadron was established 16 April 1913 when it was decided that the aircraft of the Belgian armed forces were to form an independant company. This company consisted of four squadrons and one of them was our 1st; it was equipped with a number of HF Farmans and based at Brasschaat. We won't bother you with the gloryfull 1913 - 1945 period, except for the interesting fact that in





1917 the well-known Scottish thistle insignia with the motto "Nemo ne impune lasescit" was adapted. The squadron thus re-appears in August 1947 when the 161st Wing was formed at Florennes. This Spitfire equipped wing comprised the nos. 351 and 352 squadrons, which became the 1st and 2nd squadrons of the 2nd Wing in 1948 (merely a redesignation). In 1951 the Spitfires were supplanted by the F84E Thunderjet and somewhat later the F84G model entered service. The unit became supersonic in August 1955 with the introduction of the Thunderstreak. On the first of July 1971 the 1st squadron was transferred to Bierset to become part of the 3rd Wing. They took along their Thunderstreak aircraft, but on 4 May 1972 the conversion to the Mirage was completed; in fact the squadron was the last unit to receive this new aircraft.

No. 8 squadron is much younger than its present sister unit and therefore it cannot boast of glorious actions. It was established at Chievres in March 1951 as part of the 7th Fighter Wing. The squadron was equipped with Meteor F.8s till 1957, when the Hawker Hunter took over. In 1963 the 7th Wing was disbanded following the decision that the majority of the fighter aircraft had to be replaced by missiles. The 9th Wing never saw the light again but one of its squadrons, the 8th, was re-activated at Florennes in 1971 as the Operational Conversion Course for future Mirage pilots.

In fact the 8th squadron has a triple task. As said, its primary task is to train pilots who are assigned to Mirage units; this includes both pilots who have just completed the AFS at the Vervolmakingscentrum of Sint Truiden and older guys who used to fly other types. Secondly, the unit must be able to operate as a trained fighter-bomber squadron in case of conflicts. And thirdly no. 8 squadron is in charge of the regular evaluation of current Mirage pilots. Redeeming a promise made in an earlier episode we devote the rest of

this article to the operational conversion tasks of the 8th squadron.

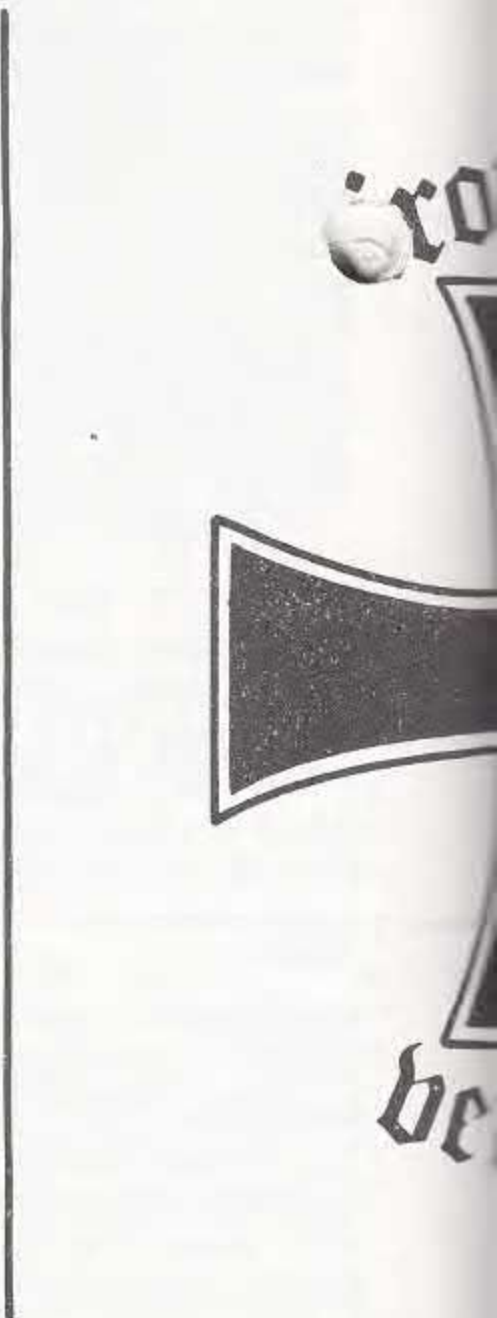
As known, the OCC is the final phase of the Belgian pilot training syllabus, as far as those who are to become Mirage pilots are concerned, that is. The course takes five months and starts with a 15 days ground-school to get acquainted with the operation of the various Mirage systems. The Belgians do not own a Mirage linktrainer; as this is nevertheless conceived to be an indispensable item of the training program, each class goes to France for one week, where a flight-simulator is available.

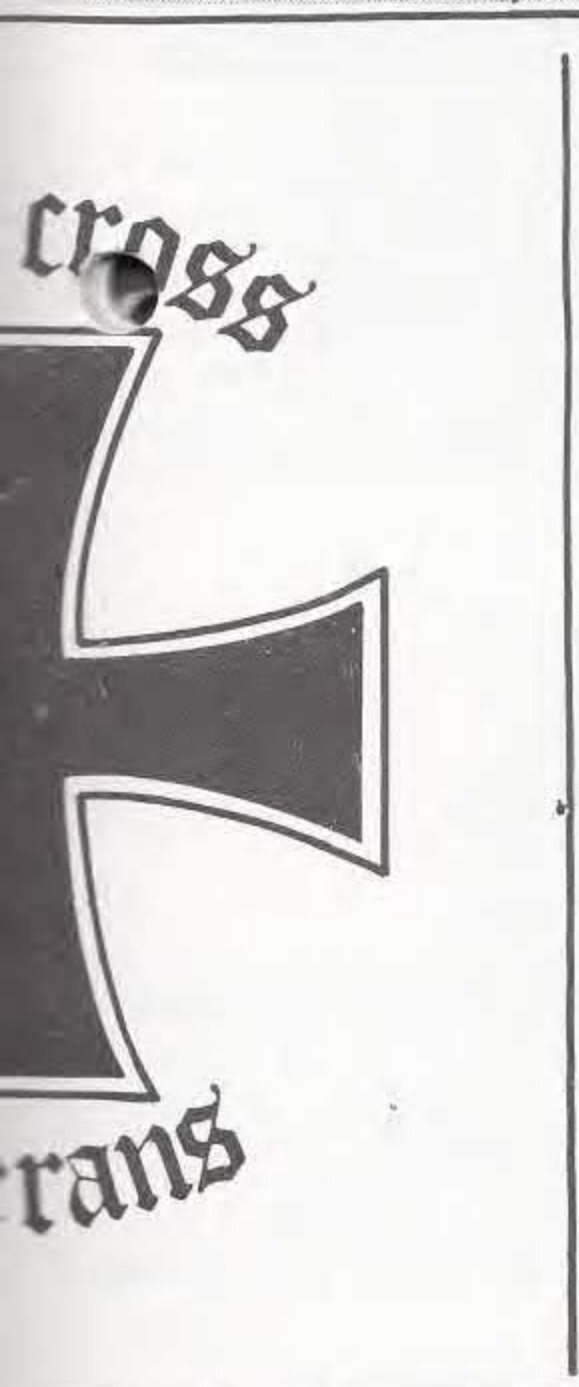
When the theoretical phase is done with, the actual flying training starts: 85 hours in the air. This program starts with a basic conversion; the majority of the pilots come straight from the T-bird and the change to the sophisticated Mirage is not easy. These flights are therefore made in the two-seaters. Once the instructor declares a pupil to fly solo, the operational part of the Operational Conversion Course comes. During this phase the pilots practise low-level navigation, formation-flying, gunnery and bombing. As a rule the latter two aspects are carried out on the isle of Corse, at Solenzara. This goes step-by-step. It starts with a demonstration flight inside a Mirage 5BD. The instructor flies and the pupil is merely a spectator in the backseat. On the second flight the two change places; yet no gunnery is practised, it is still a demonstration flight. The actual shooting starts with the third mission, also aboard a two-seater. A few days later the pupil flies solo, but with 'dry' guns; an instructor follows him closely. When he is convinced that his pupil can do the trick, the guns are loaded. Step-by-step indeed!

Solenzara is the final phase; the 85 Mirage hours (some 25 of which being solo-flights) make the pupil at last acceptable for an operational Mirage unit. The 32-months-training is done with.



Just crossing the runway of St. Truiden Mirage VBD, BD-06, of 8th Sqn. (BAF)





Aircraft of the Belgian Air Force

First of all, please take note of the following corrections and additions on previously published information.

FLASH 72: the C-47 Dakota list (for more addition see FLASH 73):

K-1 was withdrawn from use 11.12.73



The 'work-horse' of the BAF just after the 2nd World War. (J.P.v.Kempen)

K-3 was CW-C first and then became OT-CWC (not CNA); in 1972 with Rousseau Aviation as F-WSGQ, then to NASA as N18258

K-4 was broken up at Deurne mid 1976

K-5 was OT-CNA, not -CWC

K-6 crashed 9.6.57 and was subsequently w/o 25.7
K-7 construction number was 25745/14300 ex 43-48484

K-8 was sold to Egypt in 1977

K-10 on 28.1.77 from Wevelgem to Nice, and from there to Egypt as ZU-AZM

K-11 delivery-date was 18.7.46

K-15 was withdrawn from use 16.9.52

K-18 was written off 27.5.59

K-22 was sold to Rousseau Aviation in 1971

K-26 was coded OT-CWL

K-27 was OT-CWM

K-28 was OT-CNO, w/o as OO-SNC on 18.4.75

K-31 was w/o 19.10.71

K-32 went back to the USAF on 29.8.52

K-34 was the OT-CNU, ex 44-76835 (not -77101 or -76881), d/d was 9.1.51

K-35 serial with Aeronavale was 701

K-36 to FAF 25.10.52, to Aeronavale in April '70 as 716

K-37 back to USAF 25.9.52, to FAF 25.9.52

K-39 delivery-date was 29.12.50

FLASH 73: The unit-survey on page 13 & 14 wasn't correct. Squadron code of 1W/45q was GS, 1W/105q ND, 1W/115q KT, 1W/auxsqn GV, 7W/225q IS, 7W/265q JE, 13W/255q VT, 13W/295q MS, 13W/335q K5

FLASH 76: Meteor EG-162 (page 17) is a monument in the city of Dinant.

FLASH 77: Thunderjet FS-2 (page 16) is preserved at Kleine Brogel, near the officers-mess.

FLASH 80: The Canuck list on page 13 may be completed with the following, the dates on which aircraft were withdrawn from use:

AX-1 on 05.03.63	AX-27 on 05.03.63
AX-2 on 10.12.62	AX-28 on 05.03.63
AX-3 on 20.11.63	AX-29 on 10.11.63
AX-4 on 14.12.62	AX-31 on 28.02.63
AX-5 on 28.02.63	AX-33 on 28.02.63
AX-7 on 04.02.64	AX-35 on 04.02.64
AX-8 on 04.10.62	AX-36 on 18.04.63
AX-9 on 12.04.63	AX-37 on 13.11.63
AX-10 on 03.02.64	AX-38 on 04.02.64
AX-11 on 27.02.63	AX-39 on 18.04.63
AX-12 on 17.12.62	AX-40 on 04.02.64
AX-14 on 14.12.62	AX-42 on 31.10.63
AX-15 on 15.03.62	AX-43 on 13.11.63
AX-16 on 20.11.63	AX-44 on 17.12.62
AX-17 on 05.03.63	AX-45 on 19.11.63
AX-18 on 03.02.64	AX-46 on 19.11.63
AX-19 on 27.02.63	AX-47 on 17.01.64
AX-20 on 25.04.63	AX-48 on 13.12.63
AX-21 on 20.11.63	AX-49 on 16.01.64
AX-22 on 10.12.62	AX-50 on 16.01.64
AX-23 on 05.03.63	AX-51 on 20.11.63
AX-24 on 31.10.62	AX-52 on 13.12.63
AX-25 on 27.02.63	AX-53 on 17.01.64
AX-26 on 25.04.63	

The aircraft not mentioned in this survey crashed respectively at Beauvechain, Corse, Gosselies, Beauvechain and Folkstone. Did you ever see such an accurate magazine?

FLASH 82/83: The serial of Thunderstreak FU-149 on page 24 should read 53-6797, that of FU-152 should read 53-6765 (forget what I said about them last month). Delivery date of FU-155 was 28.2.57

FLASH 84: Some typing-errors slipped into the corrections and additions column: T-4 crashed 3.12.53. FU-27 was YL-B, FU-38 was w/o 1.10.57. BD-02 came down on 15.7.75.

The Thunderstreak list: serial of FU-187 is -7067A and the same goes for FU-190, 192, 193 and 194: an A is to added to the serials. Furthermore FU-187 was 3R-Q not 3R-O.

So far the corrections and additions.

Stampe en Vertongen SV-4bis



In 1948 the BAF ordered a series of SV-4bs to replace the obsolete Tiger Moths. In all 65 aircraft were delivered for the Elementary Flying School at Goetsenhoven but a number was held in store to replace the write-offs. Registrations were V-1 up to V-65, construction numbers 1143-1207 (in sequence). Although the Stamps were phased out in 1971 in favour of the SF-260M, a few examples are still present at Goetsenhoven in airworthy condition: V-4, V-21 and V-52.

V-5 became OO-PAX

V-16 was sold to England

V-18 was sold to civil

V-19 w/o in crash 11.07.70

V-20 sold to civil

V-22 sold to England

V-27 became G-AZUI

V-28 to museum Brussel

V-29 to OO-GWB

V-30 to OO-MON

V-31 sold to civil in 1977 in bad condition, probably scrapped

V-36 sold to civil

V-38 sold to civil

V-41 to OO-LUK

V-42 to OO-WIL

V-43 preserved at Goetsenhoven, possibly to become a monument

V-45 written-off in a crash

V-47 to OO-MCI

V-48 to OO-PAM

V-49 still at Goetsenhoven, used for spare-parts for V-4/21/52

V-54 to OO-KRL

V-55 to OO-RLC, PH-BOZ, OO-LEL

V-56 to museum Brussel

V-58 sold to civil in 1977, in bad condition and probably scrapped

V-61 sold to civil

V-62 stored in the museum for a while, on 4.6.77 to Denmark in exchange for a Chipmunk

V 64 to the museum

Douglas DC-6A

In 1958 the Belgian air force put two DC-6As into service for use on the Brussel-Kamina line. Two years later two more DC-6As entered service. The aircraft became part of the 21st squadron and formed the 'Long courrier flight' there. The DC-6s became superfluous when two Boeing 727-29QCs were delivered in 1976. They were put in store at Koksijde and sold to the French Secmafer company recently.

KY-1 OT-CDA c/n 45458 d/d 25.5.58 ex N7891C; to F-BYCG in August 1977

KY-2 OT-CDB c/n 45518 d/d 25.5.58 ex N7820C; to F-BYCH in August 1977

KY-3 OT-CDE c/n 44420 d/d 10.10.60 ex OO-CTO; to F-BYCI in August 1977

KY-4 OT-CDF c/n 44421 d/d 10.10.60 ex OO-CTP; to F-BYCJ in August 1977



P2V-7 212 in its early years. (MLD)



MARINE

Part 3

LUCHTVAART

DIENST

174	ex RNethAF E-31	c/n 6274	to PH-ANK
175	ex RNethAF E-32	c/n 6282	to PH-HOI
176	ex RNethAF E-33	c/n 6276	to PH-DMA
177	ex RNethAF E-34	c/n 6277	to PH-GAF
178	ex RNethAF E-35	c/n 6278	to PH-HOD
179	ex RNethAF E-36	c/n 6279	w.f.u
197	ex RNethAF E-37	c/n 6281	to PH-GRY
198	ex RNethAF E-38	c/n 6275	to PH-HOH
199	ex RNethAF E-39	c/n 6275	to PH-HOG



■ LOCKHEED SP-2H NEPTUNE ■

In October 1961 the first P2V-7B(P-2H) was delivered to the MLD. In the beginning the Neptunes were used from Biak but after the withdrawal of the Dutch forces in 1962 all Neptunes were based at Valkenburg.

Originally 15 P-2Hs were bought, later they were converted to SP-2H (in 1964 the first conversions were 201, 203 and 209).

In 1965 the MLD bought 4 SP-2Hs from France.

Due to defence cuts the Neptunes 202, 203, 207 and 214 were cocooned in 1969 but re-activated again in 1972, afterwards the Neptunes 204, 206, 208 and 217 were cocooned in 1972 and these were re-activated during 1973/1974 but two were broken up for spares, their remains are at a scrap-yard at Katwijk aan Zee.

200	c/n 7239	crashed 11.5.1962; w/o
201	c/n 7241	
202	c/n 7245	
203	c/n 7248	
204	c/n 7251	
205	c/n 7252	
206	c/n 7254	cannibalised for spares in 1974
207	c/n 7257	

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

In this last part of the article we arrive at an important period for the MLD. In June 1968 the Ministry of Defence decided that the aircraft-carrier 'Karel Doorman' would be withdrawn from Dutch service.

The carrier Karel Doorman, the second Dutch carrier with this name, came into Dutch service on 28.5.48 after having served with the Royal Navy as 'Venerable', the Karel Doorman was planned for operations until 1972.

On the evening of April 29, 1968 a fire broke out in the carrier when it was in the navy-harbour at Den Helder; vital parts were heavily damaged and repair seemed to be too expensive.

An interesting period had gone for good, obviously meaning a significant change for the MLD.

Later the carrier was sold to Argentina and nowadays the ship sails as '25 de Mayo' with Skyhawks Trackers and Sea Kings on board.

It is worth knowing that the last MLD aircraft to operate from the Karel Doorman in spring 1968 were Tracker 161 and SH-34J 135.

■ FOKKER S.11 INSTRUCTOR ■

First the MLD used S.11s on loan from the RNAF (in RNAF colours/markings) but in 1970 9 S.11s were transferred to the Navy.



SP-2H 201/V in the old c/s making a low pass during a show somewhere in Holland. Two years ago the MLD re-introduced the white top fuselage of the Neptunes. (J.Bouwmans)^x

208 c/n 7259 cannibalised for spares in 1974
 209 c/n 7261
 210 c/n 7263
 211 c/n 7265 jet explosion after take-off on 18.5.1977; repaired
 212 c/n 7267 crashed 23.1.1965; w/o
 213 c/n 7268
 214 c/n 7269 wheels-up landing on 13.1.1977; repaired
 215 c/n 7142 USN.Bu.No.144691 acquired from the French Navy
 216 c/n 7143 USN.Bu.No.144692 acquired from the French Navy
 217 c/n 7153 USN.Bu.No.146434 acquired from the French Navy
 218 c/n 7157 USN.Bu.No.146438 acquired from the French Navy

226 c/n 3032 w.f.u. 9.77; in storage at V'burg
 227 c/n 3035 damaged on 21.9.1964; repaired; w.f.u. 9.77; in storage at V'burg
 228 c/n 3017 ex I-MINU

■ ■ WESTLAND AH-12A WASP ■ ■

Initially 12 of these helicopters were ordered and on 18.4.1974 another Wasp was delivered to replace 241, which had been written-off. On 9.8.1973 the wreck of the 246 was delivered to Valkenburg in a RAF Hercules for reparations at De Kooy.

The Wasps are detached on board frigates.

235 c/n F.9680	242 c/n F.9687
236 c/n F.9681	243 c/n F.9688
237 c/n F.9682	244 c/n F.9689
238 c/n F.9683	245 c/n F.9690

■ ■ AUGUSTA BELL 204 - UH-1B ■ ■

In 1962 7 squadron at Valkenburg received 8 UH-1Bs (220-227), in August 1969 an ex-civil UH-1B was acquired as 228.

The UH-1B was also used at Hato, 1 squadron operating 2 rotational UH-1Bs.

For economical reasons it was decided that all MLD helicopter operations should be concentrated at one base and so 7 squadron moved to De Kooy in 1974.

In 1970 the MLD considered the purchase of 3 AB.212s to replace the UH-34Js. On 26.10.1970 AB.212 I-AGUR was demonstrated at Valkenburg for MLD officials and just like the S-58T affair this plan was abandoned as well.

Their replacement with the Lynx is in progress.

220 c/n 3010 w.f.u. 9.77; in storage at V'burg
 221 c/n 3012 crashed 25.1.1963; repaired, w.f.u. 9.77; in storage at Valkenburg

222 c/n 3014
 223 c/n 3016 crashed on 4.5.1964; w/o
 224 c/n 3020 crashed on 1.4.1969; w/o
 225 c/n 3023



■ ■ BREGUET 115D SP-13A ATLANTIC ■ ■

Although the MLD favoured the P-3B Orion, 9 Atlantics were ordered in 1968. The first four a/c were originally intended for the French Navy and



Forming the helicopter flight of the MLD for many years were eight UH-1Bs. This particular UH-1B (228) was once I-MINU.

SP-13A, 257/V, ditched just off the Dutch coast on 15 August 1973. After being towed into the harbour of Den Helder, it proved to be un-repairable. Hence it was dismantled and stored at Valkenburg and De Kooy.



the first MLD Atlantic (251) arrived at Valkenburg on 26.6.69.

250 c/n 55	255 c/n 62
251 c/n 56	256 c/n 63
252 c/n 57	257 c/n 64 ditched on
253 c/n 58	15.8.73;w/o
254 c/n 61	258 c/n 65

■ WESTLAND UH-14A - SH-14B LYNX ■

Six Lynx UH-14As (Mk.25) were ordered to replace the UH-1B and the first two (260 & 261) were de-

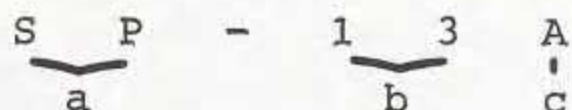
livered to De Kooy on 13.5.77 after having served with Royal Navy 700L squadron. This unit had been formed in September 1976 as a joint British/Dutch Intensive Flying Trials Units at Yeovilton, the 2 Dutch Lynx served together with 6 RN Lynx. The c/n's for the 6 UH-14As are reported as 003, 007, 042, 049, 053 and 063 resp. This report is not confirmed.

After these 6 UH-14As, 2 ASW Lynx were ordered, later this order was extended by another 8 SH-14Bs. The ASW Lynx will be operated from the new frigates. More orders are expected.



■ DESIGNATION ■

For American-built aircraft the MLD is, of course, using the U.S. designation e.g. SP-2H Neptune. But the MLD is even applying this U.S. system for their non-American aircraft. Below an example illustrates the MLD's own designation system:



- a) Type symbol, in this case SP = anti-submarine and patrol
- b) Allocated MLD number, in this case the 13th type of aircraft in MLD service without an official U.S. designation.
- c) Version indication, in this case 'A' being the first version of the Atlantic used with the MLD

So the Lynx is the 14th non-American built machine in use with the MLD; the UH-14A is an utility helicopter and the first (A) version in use. the SH-14B is an anti-submarine helicopter and the second (B) version for the MLD.

■ PRESENT SQUADRONS ■

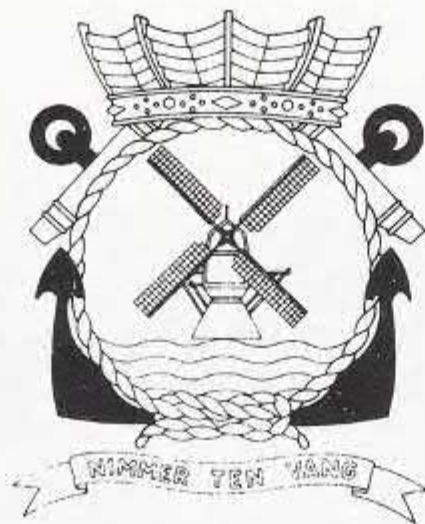
- 2 squadron (operational training unit) Neptunes and Atlantics on loan from resp. 320 & 321 sqdns - Valkenburg
- 7 squadron Iroquois 204 (i) UH-1B, re-equipping with Lynx UH-14A in progress - De Kooy
- 320 squadron Neptune SP-2H - Valkenburg and a detachment of 3 rotational aircraft at Hato
- 321 squadron Atlantic SP-13A - Valkenburg
- 860 squadron Wasp AH-12A - De Kooy and detachments on board frigates

For MLD crew training (navigators, tactical operators) RCAF 334 squadron at Soesterberg has 3 F.27 Friendships fitted with special equipment, the same squadron also has F.27s available for logistic support of MLD units.

General pilot training is done at Eelde on the Cessna 150, Safir and Citation of the Dutch civil aviation authority. Afterwards the future fixed-wing pilots go to Soesterberg for advanced training on the F.27 and their schooling is completed either on the Neptune or Atlantic with 2 squadron at Valkenburg.



2 SQUADRON



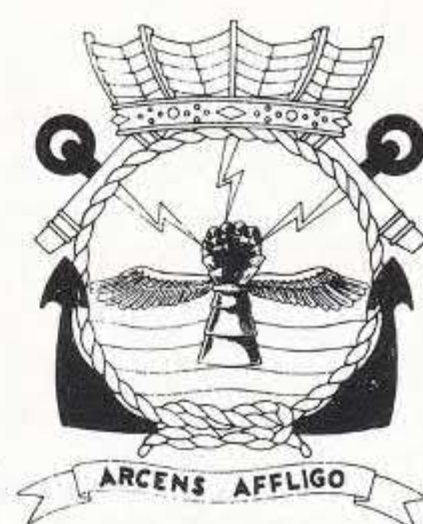
7 SQUADRON



320 SQUADRON



321 SQUADRON



860 SQUADRON

The helicopter pilots are going from Eelde to Deelen for a course on the Alouette 3 and finally to De Kooy for the Wasp or UH-1B/Lynx conversion.

Both Valkenburg (Atlantic & Neptune) and De Kooy (UH-1B/Lynx) are assigned for the Dutch Search and Rescue (SAR) organization. The Rescue Co-ordination Centre is located at Valkenburg from where all SAR missions within the Dutch control area are conducted.

As written before, the MLD is now a force purely specialised in the ASW role; today's MLD consists of long-range aircraft.

Due to the newest techniques not too many aircraft are needed. One ASW aircraft can remain in the air for approx. 20 hours and handles the same workload for which formerly more aircraft had to be used. The Defence White Paper of 1974 stated that the MLD should have 21 long range aircraft: 8 Atlantics and 13 of a new type of which the MLD favoured the P-3C Orion.

■ ■ FUTURE ■ ■

In June 1975 the press suddenly reported that 4 Orions were ordered. This news was caused by the fact that Lockheed had requested Congress approval for an eventual purchase of Orions by Holland. Soon afterwards came the Lockheed scandal and more defence cuts.

Also in 1975 the government decided to withdraw the Neptunes. 'By coincidence' a low flypast of four Neptunes on 17 September 1975 over The Hague the political centre of Holland, was performed and this provoked attention to this decision. There were protests both within the government and by NATO and eventually the decision was reversed. The Neptunes remained in service.

Up to now nothing is known about an eventual successor, some sources don't expect a successor at all, so leaving the job to the Atlantics only. Other sources talk about less than 13 aircraft being ordered and eventually of another type.

Other plans, acquiring second-hand German Atlantics and using RAF Nimrods on a part-payment base, weren't successful either.

On the helicopter-front everything seems to be steady, the UH-14A Lynx helicopters are now in service, the AB.204s will be gone soon and 10 SH-14Bs for use on board the new frigates are on order.

More SH-14Bs are expected to be ordered later to replace the Wasps around 1983.

In sequence, a small survey on all types of a/c discussed in the three articles. Also given is the period they served with the MLD:

De Havilland DH.82A Tiger Moth	1957 - 1966
Fairey Firefly	1946 - 1961
Douglas C-47 Dakota	1960 - 1961
Grumman TBM-3 Avenger	1953 - 1961
North American UT-6 Harvard	1950 - 1971
Martin PBM-5A Mariner	1955 - 1960
Sikorsky UH-19F/S-55	1953 - 1963
Beechcraft TC-45J Navigator	1953 - 1974
Lockheed P-2E Neptune	1953 - 1961
Hawker FGA.50 Sea Hawk	1957 - 1964
Gloster Meteor T.7	1957 - 1961
Sikorsky SH-34J/S-58	1960 - 1972
Grumman (C)S-2A Tracker	1960 - 1975
Fokker S.11 Instructor	1960-current
Lockheed SP-2H Neptune	1961-current
Agusta Bell 204 (i) UH-1B	1962-current
Westland AH-12A Wasp	1966-current
Breguet 1150 SP-13A Atlantic	1969-current
Westland UH-14A/SH-14B Lynx	1977-current

Thanks for co-operation in compiling this article: J. Dubbeldam, N. Geldhof, R. Thornley and Bur. Marine Historie van de Marinestaf, for their information; K. Verloop and Fotodienst M.V.K. Valkenburg, who provided a large number of photos.

Still with the batch and code of Royal Navy's 700L sqn, UH-14A 261. (K. Verloop)^x



ON 2nd THOUGHT

By J.P. van Kempen with special thanks to P.A. Jackson, R. Ruffie all all the others.

On the static park of El Toro Open Day on 14 May '77, this F-15A with a remarkable registration presentation. (H. Zomers)



Something new to rectify something old. That is more or less what this brandnew column is about. Of course this doesn't mean that we print all kinds of entirely false things, but every once in a while some sort of minor incompleteness (call it a beauty-spot) slips in. So therefore we proudly present you: ON 2nd THOUGHT.

MLD

- The correct c/n of Dakota 018 is 26996/15551. This aircraft saw first service with the RAF as KK215; during the 1940s it went to the Belgian AF as K-27; after that it went back to the USAF on 29.08.52 but was shortly thereafter delivered to the Klu as ZU-4, later reseried as X-4. After the MLD-period, which started on 23.02.60, it returned to the Klu only to be sold as PI-C643 as the Friendship entered service.

- Only mentioned briefly in the first part of the article is the fact that the MLD had used two other serial-systems prior to the current system. The first system resembled in some way the Klu-system: a letter followed by a number. This pre-war system was also introduced in the 'new' post-war MLD. The letter carried by an aircraft referred to the task it was used for, e.g. Mitchells were serialled B-1, B-2 etc.

Only two years later, in 1948, the letters were replaced by their corresponding number in the alphabet, so B-2 became 2-2. The principle however remained the same, so the Avengers serialled 1-1 etc. were used in the attack-role, the Neptunes serialled 19-21 etc. were sub-hunters, and so on.

Movements at Lann-Bihoué:

- First of all a plea for all those who send us movements (we are grateful), particularly French and Italian: please make sure that the code tie-ups and c/ns are correct as especially the Air Forces mentioned above have the nasty habit of changing the entire situation from top to bottom more than once!

- 8-3-1977: 314-YS/21033 T-33AN is not correct as this a/c is coded 314-YL while being used at Le Bourget as instructional airframe. The correct serial is 21177.

- 11-3-1977: 314-YZ/21111 T-33AN doesn't exist anymore as it crashed in January 1965. The correct serial is 21031.

- 25-3-1977: 314-UH/14349 T-33A has to be 14348. 14349 is coded 314-UQ.

- 7-4-1977: 314-YI/21004 T-33AN crashed at Chateauroux on 19.11.70, so serial is incorrect.

- 15-4-1977: 338-HE/16609 T-33A has to be 16909

- 23-5-1977: Noratlas XG/27 of CoTAM-56 has to be 21. 27 is 62-QA and is stored at Chateaudun. Noratlas XH/72 of the same unit has to be 81. 72 is 62-WO.

F-100 42223, which arrived at Sculthrope on 24.6 has to be 11-YK. 11-MK is 42148.

Eagles

- A rectification to the serial-blocks in the article (Nr. 82/83) to begin with: 76-0088/0120 has to be 76-0008/0120.

- These blocks may as well include the 25 Israelian F-15s, and certainly include the first four F-15As already delivered to the IDF/AF, which were refurbished ex-USAF aircraft. IDF/AF are poss. 821 to 824.

- The F-15A at the Hechtel Air Show (some show!) on 3-7 was BT75-077.

- BT76-032 was the Eagle that visited Nellis AFB on 9.5 (not as otherwise mentioned). The aircraft was delivered to Bitburg on 17.8.1977.

- A serial that caused a lot of confusion was that of the F-15A at MCAS El Toro Open Day: LA74-4082 (not -4028). The serial doesn't seem to fit in any block and the reason for this is that 74-4082 is not the 'genuine' serial. It has to be 74-0082. The reason for the repetition of the last number of the FY is not clear, but it might have been done to avoid any confusion with another resembling serial.

Loose ends

- Coningsby (81-17): Phantom XV407/X has to be XV399/X

- Nellis (82/83-11): F-4E NA74-057 is wrong as this aircraft is operating with 10TFS/50TFW as HR74-057. Other 'new' F-4Es with this wing are: HR74-044, 056, 059, 060, 061, HR74-620, 622, 623, 626, 628, 629, 630, 632, 633, 634, 635, 636 all with 10TFS.

- Offutt (82/83-26): all RF-4Cs listed FY66 are FY65

- Mont-de-Marsan (82/83-29): CM-170R 118-DF has c/n 135.

- Text to picture under column Italy (84-5): '32-13 G-91Y is an aircraft of the 8th Stormo'. This is the most stupid remark I ever read in this magazine (how about ending your subscription then?).



This time our centerpage offers you a glance back into the 1960s when the German Air Forces were still using a code system with both letters and digits. All photos have appeared out of the dusty archives of Mr. Jan van den Oever.

Featuring: above left to right: T-33A DB-397; Sycamore GD-113. Middle left to right: H-34 WE-554 TF-104G KF-239. Below left to right: F-104G DB-251; C-47 XA112.

All photos can be ordered with FLASH Photo Service

NEWS REPORT



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

SCHIPHOL

Movements during September (continued):

17: N912CL DC-8-61 Capitol	EC-CQT HS.125
N866F DC-8-63 ONA	G-ALZG M.65 Gemini
19: TC-91 B.707 Argentina AF	LN-MAM CV.440 N-F
20: N99862 DC-8 Cyprus Aws	F-BJLY MS.760
21: G-BEOZ HS.650 Argosy ABC	I-FKET Mystere 20
22: N794RN B.707	SP-LGC Tu.134 LOT
23: N8960T DC-8-61F PIA	OO-YCK B.707 Young
24: C-FALH S.58ET Okanagan Hel.	HB-CRT C.172C
G-SXMG BAC.1/11-518FG (201) Monarch Airlines	
HB-IDF DC-8-62 Swissair	TR-LVK DC-8
YU-AJF DC-9-51 Inex Adria	N8731 B.707
25: XT201 XT151, XT545, XT505 Sioux AH.1 AAC (from Copenhagen, XT250 made an emergency landing near Ouderkerk; no oil pressure)	
XT618 XR603, XT642 Scout AH.1 AAC (also Kop.)	
G-AOVS Britannia Redcoat	OO-MAT RC.690 (?)
22262 U-25A US Army	N43N G.1159
26: JY-AFB B.747 (21252) Alia	XW789 HS.125 RAF
LN-KLV CV.440 Nor Fly	24201 VC-140B USAF
27: XX370 XX375/377/378/379, XW905 SA.341s AAC	
24200 VC-140B USAF 89MAW	N2118L Beech A36
28: XR630 Scout AH.1 AAC	LN-SUE F.27 B/B
29: G-AWDK Cl.44-D4 Tradewinds & G-AWOV (32)	
F-GAJD Learjet 24 Uni Air	
30: HB-IHH DC-10-30 Swissair	G-BCNT P.68B
G-AWGT CL.44-D4 & N5772T B.707 of Tradewinds	
N524AC BAC.1/11 Amway	N49MZ Merlin
OO-YCK B.707 Young Cargo	SE-DDE Cessna 500

October movements:

11: N796T DC-8 Flying Tigers	G-BDLT RC.112
F-BYAL Learjet Euralair	OO-DLH PA.22-150
OO-LFI Cessna 404 for Air Sprinter	
2: G-AOVS Britannia 312F IAS	EA-LCH Tu.154 Mal.
N781FT DC-8-63F (45991) Flying Tigers	
3: OO-YCE Britannia 23F Young	SX-AGQ MU-2
OO-YCH Britannia 253F (13399) Liberian World	
C-GOKT Bell 212 (30722) Okanagan Helicopters	
4: OY-ASA VFW-614 Cimber Air	XS794 HS.748 RAF
F-BVPU SE.210 Aerotour	N500WW RC.500S
9V-SQG B.707 Singapore Al	OO-YCH B.175F LWA
6: EC-DBE DC-8 (45824) ex PH-MAS del. to Aviaco	
N107AL L.382G (4472) A/A	G-BEHR Beech 200
C-GAZU L.1329 Jetstar	G-ARBE dh.104
JY-AFB B.747 Alia	G-BEOZ HS.650 ABC
D-IJON & D-INCI Ce.500	N2600 G.1159 Mobil
G-AKNB DC.3 Intra EAF	HB-IDT DC.9 Balair
7: HB-IHF DC-10-30 Swissair	D-CAVW Sabre 75A
D-ABUJ B.707-330C Condor	G-AMPY DC.3 Intra
G-ASGP VC.10 British Aws	OO-YCE B.175 Young
F-BRNZ SN.601 Corvette Aerospatiale	
8: N617US B.747-251F (21121) Northwest Orient C.	
N8960T DC-8-61F PIA Cargo	D-IBVW Beech 200
G-BBRO & G-BARR HS.125	D-IANE Cessna 500
HB-IBS DC.6A Balair	D-EIIN Dr.480
N15ST LL.382G T.I.A.	D-EGRR Moony
D-EEKC Wassmer LE-43	HB-LFX Cessna 414

9: N5101 G.1159 (84) General Motors	
5X-UAL B.707 Simbair (??)	
10: LN-FOE Mystere 20C (125)	F-GAPY HS.125
N500WW RC.690 (?)	
11: OO-YCH Britannia L.W.A.	SE-GUG Piper 31
N5879X DC-8 TMAC	G-JEAN Cessna 500
12: D-IFZD DO.28D (VIP c/s)	N888SW G.1159
D-CLUB Sabre 75A	
13: 726 & 87 C.47D Fr.Navy	G-BDWG BN.2A
N107AK L.382G (4472) Alaska International Air	
N1636 B.727 (19252) Tiger Air	
14: HB-IHG DC-10-30 (46581) Swissair	
15: OH-LYS DC-9-51 (47737) Finnair	
G-AMPY DC.3 (26569) Intra	HB-LIK Cessna 310
G-BEBU Rockwell RC.114	OY-TOE PA.28
16: OE-DPG Piper PA.28	
17: G-BEYF Herald (175) BAF	
18: LN-KLV CV.440 Nor Fly	EC-CKR Learjet 25B
19: PK-GIC DC-10-30 Garuda	G-BAML AB.206
OO-JPN SA.226AT Merlin (AT-002) EAT	
20: G-AMCA DC.3 Air Atlantique	
HZ-AHC L.1101-1935 (1137) Saudia	

BRUSSEL

Seen on 29 October:

96609 UH-1N USAF (VIP)	51-12 C-160 WGAF
HB-VAV and HB-VED Mystere 20Cs of Aeroleasing	
9Q-CLI DC-10-30 (47886) full Sabena c/s	
OO-SJP B.707 Sobelair	OO-PSF F.27 CE
CCCP86457 Il-62 Aeroflot	N3541J PA.28
Cessna Europe:	
N96103 C;F.150M	N731FU C.A.188B N46297 C.337
N96069 C.FA.150	N731KC C.A.188B N3731Q C.340
N31064 C.FR.172	N731KD C.A.188B N4117G C.340
N96098 C.172Hawk	N8780Q C.U.206F N73325 C.340
XP-11	N7660N C.U.206F N3904G C.340
N96106 C.F.177RG2	N7344C C.U.206F N4181G C.402B
N96094 Cessna 182	N7585 C.U.206F D-I... C.404
N93342 Cessna 185	N7234N C.U.206F D-ILOO C.4..
N7302H C.A.185	N164CC/D-EDYN OE-FLW C.421
Agcaravall	C(T).210L N4641G C.421
N6968H C.A.185	D-EARK C(T)210L N1039X C.421
N93423 C.A.185	N732TD C(T)219L I-CCRR C.421C
N731FA C.A.188B	N1647C C(T)210L
N731FC C.A.188B	N732LV (C(T)210L

SHANNON

Deliveries during September (most aircraft coming from Gander).

4: N43SC PA.31 Reykjavik-Shannon-Tenerife
9: N213WW IAI-1124 (213) to Rome on same day
13: N38856 PA.34 14/9 to Gatwick
N77TA Piper PA.23 Reykjavik-SNN 14/9 to Hurn
17: N27355 Piper PA.31 to Rotterdam
20: G-AYPL BN.2A (253) ex ZS-IJC Stornoway-SNN

TOP PAGE PHOTO: Seen at Toussus le Noble (France) on 9 June was this Polish AN-2

22: N1037F Mystere 20 (369) Bordeaux-SNN-Reykjavik
 24: LN-PAG PA.31 (7712035) 25/9 to Partnair/Oslo
 70-ACD Piper PA.28 (7716269) 25/9 to Nice
 70-ACC Piper PA.28 (7716250) 25/9 to Nice
 26: N47440 Piper PA.28 27/9 to Kassel
 N47381 Piper PA.28 27/9 to Gatwick
 27: N27339 Piper PA.31 to Gatwick
 29: HB-EHY Beech 33 30/9 to Geneva

FOKKER-VFW

F.28 FELLOWSHIP

Additional F.28 first flight dates:

11091 19-06-75	11092 01-07-75	11093 17-09-75
11094 15-07-75	11095 13-08-75	11096 18-09-75
11097 07-10-75	11098 04-11-75	11099 18-12-75
11100 13-11-75	11101 21-10-75	11107 05-08-76
11109 07-09-76	11110 29-09-76	11111 20-10-76
11112 12-11-76	11115 21-11-76	11116 13-01-77
11120 01-02-77	11122 05-04-77	11123 31-05-77

DUTCH REGISTER



CANCELLED

PH-AUK F.177RG (F.0079) 24-10-76 to U.K., G-...
 PH-APB PA.25-260 (25-5276) crashed 24-8-77
 PH-DSS PA.31-310C (7712082) 23-8-77 to 5N-ASH
 PH-EEO P.68B (62) 9/77 to U.K., G-....
 PH-ELF F.150G (F.0150) 13-9-77 to 4X-...
 PH-GVP F.172M (F.1251) to OO-JEL
 PH-MAS DC-8-55F (45824) 6-10-77 to EC-BDE Aviaco
 PH-NAZ PA.34-200 (7350318) to U.K., G-....
 PH-OTC PA.18-150 (18-8187) 15-10-77 to U.K., G-...
 PH-SDW PA.28-180 (7405098) to G-BEYL
 PH-SRF PA.28-140 (7325240) to G-BFBE
 PH-SRK HR.200/100 (12) to G-BFBE
 PH-TES PA.32-260 (7700021) reservation NTU (PH-LMR
 PH-AVM to EI-BCD to G-BETT PH-LTW to F-GAMH
 PH-MDH to 5N-AKU PH-SCD to 5N-AKW
 PH-NVB to D-IDWM to OY-DLS

PH-BAG Mystere 20C (126) ex HB-VBL, 4-11-77 the
 reg. was painted, owner B.A.S.
 PH-KAD C.F.172N-100 (ex PH-AXD ?) KLM Aero Club
 PH-LTY F.150L (F.0682) ex D-ECPH, ASH BV
 PH-LUN RES C.404 (0102) ex OO-LFI Airborne AS
 PH-MBR Beech C.23-180 (M-1977) del. 3-10-77 to
 Martinair Holland (second Sundowner)
 PH-NZJ MBB.105D (S-137) ex D-HDEE 10/77 KLM Heli.
 PH-PFS RES BN.2A (788) ex G-BDRV Proppelor Flight
 services BV (should have been delivered)
 PH-REL RC.114B (14211) ex N4881W del. 10/77 G.L.M.
 PH-SRP PA.28-151 (7715209) ex OO-HCA, del.27-9-77
 to NEAS, 5/10 reg painted, to St.Vl.R'dam
 PH-VER (Verlaan) Boomerang (-) K.Verlaan

PH-BSK C.210L (61202) to H.A.Kateyns BV
 PH-CIA F.172M (F.1396) operating for Vliegschool
 Zestienhoven (owner ASH BV)
 PH-GAV PA.18-125 (18-559) received Lycoming O290D
 PH-HAI FR.172E (F.0022) stored engineless Teuge
 PH-HAK C.182P (F.0027/63986) AAS BV to Grootland
 Holding BV
 PH-JOS F.150L (F.-016) AAS BV to Hr.v/d.Wou
 PH-LEG F.150M (F.1403) to W.J.Groen (Vlc Flevo)
 PH-LMR PA.32-260 (7700021) 29-9-77 to Tessel Air
 PH-LNS A.188-300 (0258) wreck now at Seppe!
 PH-MVA PA.28-181 (7790437) to GLM BV
 PH-NOA PA.27-250 (7305142) 10-10-77 to Ireland
 PH-PCV PA.200/180AO (271) to Martinair Holland
 PH-TGO F.150H (F.0370) to ASH BV
 PH-TWE F.172H (F.0376) to GLM BV
 PH-VRL F.150D (F.0292) to Vergunst Aviation BV
 PH-WEC C.T.210L (59793) to Duikbedrijf VriensBV
 PH-ZLD G.164 (287) 13-9-77 heavily damaged, due
 to a forced landing at Aardenburg/Ede.



11124 4000VIP	regd PH-EXY, for Ivory Coast/TU-VAZ
11125 3000VIP	f/f 20/9 - PH-EXP for GhanaAF/G-530
11127 4000	for Parsair
11128 4000	for Linjeflyg/SE-DGM
11129 3000C	for Garuda/PK-GFT
11130 4000	for Linjeflyg/SE-DGN
11131 3000C	for Garuda/PK-GFU
11132 3000C	for Garuda/PK-GFV
11133 -	for Saudia
11134 3000C	for Garuda/PK-GFW
11135 -	for Saudia
11136 3000	for Swazi Air/3D-ALN
11137 3000VIP	for Tanzania Government
11138 4000	for KLM/NLM Cityhopper (PH-KFI ?)
11139 4000	for KLM/NLM Cityhopper (PH-KFK ?)
11140	
11141 4000	
11142 4000	

F.27 FRIENDSHIP

10113 102 VH-TFC/TAA, 8/77 to Australian a/c
 sales, 9/77 to Uni Air
 10127 102A VH-EWA/EWA, 9/77 to Uni Air
 10136 213 VH-FNB/Ansett, 28-8-77 to Merpati
 10217 239 5N-AAW/Nigeria Aws, crashed 25-4-77
 10264 268 VH-FNJ/Ansett Al of SA to Ansett ANA
 10318 6108 VH-FNS/Ansett Al, 29-7-77 to P2-ANS
 of Air Niugini
 10328 1118 '10328'/PhilippineAF from 2/9 at Ypen-
 burg for conversion to Mk.200
 10421 6157 stored at Ypenburg, 19/8 regd PH-EXT
 for ferry flight Yp-Avio. For Royal
 Iberia
 10423 6157 stored Ypenburg, 24/8 regd PH-EXT for
 ferry-flight Yp-Avio. For TAAG-Angola
 as D2-TAE
 10424 6157 stored Ypenburg, for TAAG as D2-TAF
 10425 5161 F-BYAF/Air Rouergue to East West Al.
 10429 6157 stored Ypenburg, for Royal Iberia
 10430 6157 PK-GFT/Mandala, 5-2-77 back Garuda
 PK-GFN, 23-5-77 Fokker, for Air Alpes
 10548 4232 Maritime, f/f 14-6-77 PH-EXD, 17-9 to
 AE-560 of the Peruvian Navy
 10561 4246 PH-EXI, Algerian AF cancelled
 10562 600 PH-EXK, Air Algerie cancelled
 10563 600 PH-EXM, Air Algerie cancelled
 10564 4242 PH-EXA, for Senegal AF 6W-STA ('ASFA')
 10565 4242 PH-EXB, for Senegal AF 6W-STB
 10566 6249 PH-EXC, for Air Tanzania 5H-MPT
 10567 6244IP for Iran Army (VIP) as 5-4041
 10568 4245 for Iran Army as 5-4042
 10569 6249 for Air Tanzania 5H-MPU
 10570 5241 for Air Rouergue
 10571 6251 'export'
 10572 6254 for Burma Airways Corporation
 10573 6253 'export'
 10574 6254 Burma Airways Corporation, cancelled
 10575 400M TNI-AU 10576 -
 10577 400M TNI-AU 10578 400M TNI-AU
 10579 - - 10580 400M TNI-AU
 10581 200 Maritime Spanish Gov't/SAR
 10582 400M Senegal AF 6W-STC
 10583 400M Senegal AF 6W-STD
 10585 200 Maritime Spanish Gov't/SAR
 10587 200M Maritime Spanish Gov't/SAR
 10600 400M Senegal AF cancelled
 10601 400M Senegal AF cancelled

Seen in the Fokker buildings lately:

5H-MPU F.27	AirTanzania	5-4041	F.27 IIAA
5-4042	F.27 IIAA		5H-MPT/PH-EXC F.27 AirT.
-	F.27 Burma AC		- F.27 'export'
-	F.27 'export'		- F.27 'export'
6W-STA/PH-EXA	F.27 SenAF	6W-STB/PH-EXB	F.27 SenAF
TU-VAZ/PH-EXY	F.28 Ivory	SE-DGM/PH-EXR	F.28 Linj
G-530/PH-EXP	F.28 Ghana	PK-GFT/U/V	F.28 Garuda
561/PH-EXA	F.27 Maritime	(10549)	Peru Navy

NEWS

ACCIDENTS

- CANADA. DC-3 C-FSAW crashed near Sabzevar on 23 October and was written off.
- Beaver C-FJKG was found in Knee Lake on 3 October, The crash date is not known.
 - Bell 206B C-GHFT crashed at Vancouver Island on 3 August. Aircraft destroyed.
- INDONESIA. HS.748 PK-RHS of Seulawah-Mandala A1 crashed before landing at Manila Airport on 18 October.
- SAUDI ARABIA. B.720-068B HZ-ACB of Saudi Arabian Airlines crashed while landing at Kuwait Int. Airport on 19 October. Some passengers were (not seriously) injured.
- U.K. Jodel D.117 G-ASZH (795) crashed while taking off from Derby on 9 October.
- C.U.206C G-AZVW crashed during take-off with some parachutists from Dubai Int. Apt. where the a/c was based. The accident took place on 29 September.
 - S.61N G-DBHN ditched into sea on 1 October, the crew was saved by other S.61Ns. Aircraft was towed to Aberdeen Harbour later on.
- WEST GERMANY. S.58 D-HAUB crashed while towing concrete near Garmisch-Partenkirchen on 30 September. The a/c had an engine failure.
- F.150L D-EGCL (F.0970) had a collision with C.305 OE-CCV while flying near Innsbruck, Tirol Both a/c were completely destroyed.
 - Bell 206 D-HDRF crashed while landing at Forchheim airfield, when it hit some power-lines on 19 October

- FINLAND. 'For Sale': the DC.6B OH-KDA (with a swing-tail) and DC-3 OH-VKB of Kar Air
- ISRAEL. El-Al is leasing B.747-123F N801FT from Flying Tiger Line for exact one year. Lease will be ended 15 August '78. Their 747 4X-AXZ (19735) is leased to Cargo Airlines.
- JAPAN. TDA's three DC-9-41s on border are JA8439 /40/41/42 c/n 47759/60/61/62 respectively.
- LIBERIA. Liberia World Airways is leasing Young Cargo's Britannia OO-YCH. For a short period it wore the reg EL-LWG, but it's now normally regd OO-YCH.
- NETHERLANDS. Air Sprinter temporarily uses OO-LFI, a C.404, until they have bought one.
- KLM Aerocarto leases Cessna 310 N66MC as their PH-OTH & /I went to ?? for some time.
 - The PTT has leased a SA.341G (D-HOYE c/n 1043) for checking their equipment (transmitters, etc) on the towers near Goes, Markelo, Mierlo, Roermond, Smilde & Wieringermeer during September.
 - Rotterdam Airlines seems to come alive someday after all! They have permission for a few routes and it's said that the two F.28s will have c/n 11135 & 1138 (although Fokker planned them for Saudia !?). Meanwhile KLM/NLM Cityhopper's F.28 4000s will have c/n 11138 & /9. They also have an option on two more F.28-4000s.
- NIGERIA. 5N-ANP & 5N-ANQ both B.727-2F9s (c/n 21426/7) were delivered resp. on 19 August and 5 October to Nigeria Aws, another one will follow soon.
- NORWAY. Bergen Air Transport sold its DC-4s LN-MOB (27373) & LN-MOJ (27336) to Zaire Air Services. LN-MOB 'Moby Dick' on photo below.



MISCELLANEOUS

- FRANCE. A new french operator is Midair, home-base will be Le Bourget and the equipment are six Swearingen Metros & Merlins.
- NETHERLANDS. Except for the Export registration series PH-EX. (for the F.27 & F.28) we now have an Import series for Air Service Holland; the PH-AX. series for its (one prop) Cessnas, while the PH-LT. might be such a series too, but mainly for twin prop Cessnas.
- For the ones who didn't know: NV NLS (Nederlandse Luchtvaart School) exists 50 years now. During 1927 they started with Panders. Founded by the Rotterdamse Aero Club; in the fifties it is taken over by the KNVvL and in 1968 by the Schreiner Vliegschool.
 - For the second time (the first failed due to an accident with the a/c) Rob Kok left Teuge on 29 October for Indonesia. This time with Cessna 182P PH-CAS (F.0033/64076). Good luck Rob.
- USA. Boeing cancelled the development of the 7X7 (with Aeritalia) due to the lack of possible buyers.
- USSR. The first regular service with the Tu.144 started on 1 November (Moscow-Alma Ata).

ACQUISITIONS

- ANTILLES. ALM bought a B.727 from World Airways.
- BELGIUM. Delta Air Transport rereg'd its FH.227B OO-HTC into OO-DTC (559) and received a 4th which is regd OO-DTD (555) ex N4232 of Ozark, delivery was during October.
- CEYLON. Air Ceylon leases DC-8-43 CF-TJD (45445) now regd 4R-ACT from Templewood Aviation.
- CHINA. The People's Republic of China ordered four MBB.105s for use in supporting offshore oil explorations.

- OMAN/UAE: Gulf Air's three B.737-2P6s were del. as follows: A40-BE (21357) on 3 August
A40-BF (21358) on 9 August
A40-BG (21359) 13 September
- Gulf Air is to lease two Tristars from TWA and a DC-8-63CF from Seaboard World.
- SAUDI ARABIA. L.1011s HZ-AHH/I/J will be delivered December '77, December '78 and again December '78 respectively.
- U.K. Tradewinds will buy a B.707 next to the leased 707 from TWA (N5772T).
- Loganair traded three 'old' BN.2As for new ones; back to Britten Norman went G-AWNR (30) G-AXKB (95) & G-AXVR (139). To Loganair went: G-BDVW (522), G-BEDZ (544) & G-BEEG (550) the last three are BN.2A-26s.
 - British Airways is leasing a B.737 from Transavia for a few months. Crew is from Holland but the stewardesses are from British Airways (they say they look prettier.. bah).
 - BMA is using B.707-344 ZS-SAB (17929) of SAA for spares at Castle Donington.
 - Miller Aircraft Hire Ltd. has four new PA.25-235Ds: G-BFEV/W/X/Y c/ns 25-7756060/62/42 & 39 respectively.
 - ABC has an option on the last two Heralds of Arkia (4X-AHN/O), their Viscount G-BBDK (291) is withdrawn from use.
 - The ex-Malaysian Heralds of BAF are slowly coming into service. After modifications and maintenance G-BEYF & /G are already flying around. BAF leased their Herald G-BAVX (194) to Nile Valley/Egyptian Oil Comp. while Heralds are regularly leased to Dan Air, Meanwhile they are leasing IDA's DC.6B OO-IFA from 1 November on for at least one month.
- USA. Itael Corporation bought the seven 'old' B.747s of Lufthansa which will be replaced by five new B.747-200Bs.

Special thanks to F.Schaefer, ITASW, Aero Review, A.P.I.,
W.Zwakhals and last but not least Fokker-VFW.



- 10226 242 PH-FER, f/f 10-05-63, 24-05-63 to 9M-AMJ of Malayan Airways, 11/63 transferred to Malaysian Airways and 12/66 to M.S.A., 26-05-72 to PK-JFK of Sempati Air Transport 'Anugerah', 04-07-72 leased to Royal Air Cambodge, 12-10-72 back Sempati AT, current.
- 10227 241 PH-FES, f/f 22-05-63, 31-05-63 to JA-8616 of All Nippon, 31-02-72 as Mk.241A to F-OCSH of Air Polynesie, 02-03-74 to F-BVTA of TAT, 01-11-75 leased to Somali Airlines, back 28-02-76, 01-04-76 again leased to Somali Airlines, current.
- 10228 241 PH-FET, f/f 06-06-63, 19-06-63 to JA-8617 of All Nippon, 18-09-66 crashed Kagoshime, repaired, 14-05-73 to F-BUFU of TAT, 29-05-73 leased to TAF (Taxi Avia France), back 01-07-76, 27-03-77 on long-term-lease to Air Senegal, current.
- 10229 241 PH-FEU, f/f 21-06-73, 04-07-63 to JA-8617 of All Nippon, 28-07-73 as Mk.241A to F-BUTA of TAT (Touraine Air Transport), current.
- 10230 241 PH-FEV, f/f 05-07-63, 25-07-63 to JA-8619 of All Nippon, 24-05-72 as Mk.241A to F-OCSI of Air Polynesie, 02-03-74 to F-BVTE of TAT, 01-09-75 leased to Somali Airlines, back 20--5-76 to TAT, current.
- 10231 242 PH-FEW, f/f 19-07-63, 08-08-63 to 9M-AML of Malayan Airways, 11/63 transferred to Malaysian Airways and 12/66 to M.S.A. & rereg'd 9V-BAQ, 07-06-72 to Fokker, 10-06-72 to PK-KFG of Nusantura AS/Bouraq, 01-04-74 renamed Bali Int. Air Service, current.
- 10232 242 PH-FEX, f/f 15-08-63, 29-08-63 to 9M-AMM of Malayan Airways, 11/63 transferred to Malaysian Airways and 12/66 to M.S.A., 04-05-71 to Fokker, reg'd PH-EXC (8-5-71/10-5-71), rereg'd PH-FEX (20-9-71/15-5-73), 25-04-73 to Australian Dept. of Supply, 27-04-73 to Bangladesh Biman as PH-FEX, rereg'd S2-ABK, 24-03-76 to G-BVDS of Air Anglia, current.
- 10233 242 PH-FEY, f/f 03-09-63, 12-09-63 to 9M-AMN of Malayan Airways, 11/63 transferred to Malaysian Airways and 12/66 to M.S.A. & rereg'd 9V-BAR, 17-09-72 to Fokker, reg'd PH-EXI rereg'd PH-FEY (27-3-73/18-5-73), 11-05-73 to Australian Dept. of Supply, 14-05-73 to Bangladesh Biman as PH-FEY, rereg'd S2-ABL, 19-04-76 to G-BDVT of Air Anglia, current.
- 10234 258 PH-FEZ, f/f 13-09-63, 02-10-63 to JA-8621 of All Nippon (ordered by Fujita AL), 01-07-73 to PH-OGB (10-8-73/26-4-74) of Limburg Airlines, 31-05-74 to G-BCDO of Air Anglia, current.
- 10235 248 PH-FFA, f/f 01-10-63, 10-10-63 to XY-ADK of Union of Burma Airways, 01-05-72 transferred to Burma Airways Corporation, current.
- 10236 248 PH-FFB, f/f 10-10-63, 29-10-63 to IX-ADL of Union of Burma Airways, 25-06-66 crashed Moulnein, South Burma and written off.
- 10237 248 PH-FFC, f/f 05-11-63, 18-11-63 to XY-ADM of Union of Burma Airways, 01-05-72 transferred to Burma Corporation, 30-04-74 crashed and written off.
- 10238 255 PH-FFD, f/f 14-11-63, 03-12-63 to ST-AYY of Sudan Airways, 08-12-71 crashed Tirkaka.
- 10239 253 PH-FFE, f/f 25-11-63, 20-12-63 to HL-5201 of Korean Airlines, current.
- 10240 240 PH-FFF, f/f 13-12-63, 03-01-64 to HL-5202 of Korean Airlines, current.
- 10241 252 PH-FFG, f/f 24-12-63, 16-01-64 to VP-KTK of E.A.A., rereg'd 5X-AAP, 04-01-71 crashed Embaska (while landing), repaired, 31-01-77 to Air Tanzania (5X-AAP), current.
- 10242 250 PH-FFH, f/f 07-01-64, 19-02-64 to JA-8622 of All Nippon, 11-02-73 to F-BUFA of TAT/Air France service, 03-12-76 leased to Air Senegal, 29-03-77 back TAT, current.
- 10243 250 PH-FFI, f/f 24-01-64, 26-02-64 to JA-8623 of All Nippon, 09-03-73 to F-BUFE of TAT, current.
- 10244 250 PH-FFK, f/f 04-02-64, 06-03-64 to JA-8624 of All Nippon, 17-10-72 as Mk.250A to Pertamina AS reg'd PK-PFV, current.

BELOW: PH-OGB (10234) of the late Limburg Airlines. (photo Frans Uytendhout)

