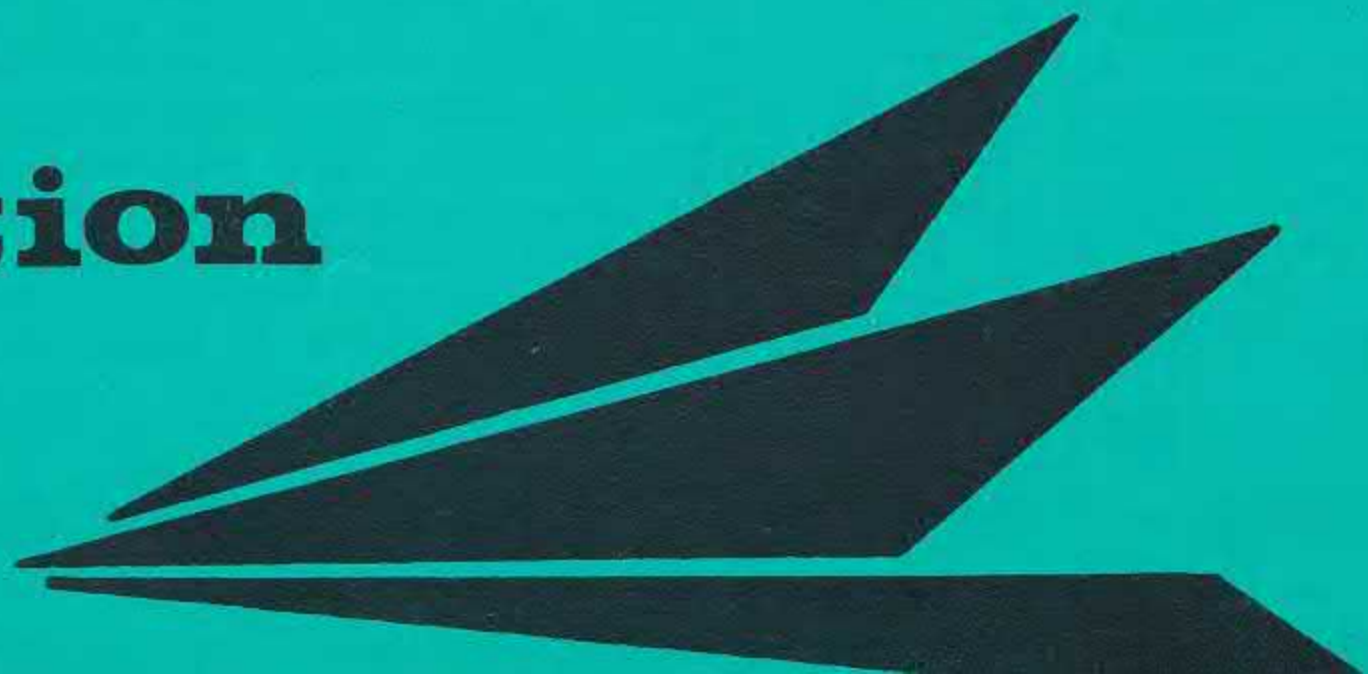




aviation

magazine





The time of sending Christmas and new year cards is nearing again. Below are some cards to illustrate what the Dutch squadrons sent each other at the end of the year.

TOP PAGE: 323sqn wishes you a smooth 1974.
ABOVE: 315 wishes you a Merry Christmas and a Happy New Year.
RIGHT: No comment.



"DEURNE AERONEWS" is een tweemaandelijks luchtvaarttijdschrift dat in het Nederlands wordt uitgegeven door de AVIATION SOCIETY of ANTWERP (ASA) de vroegere Delta Fan Club.

Deurne Aeronews brengt zijn lezers de laatste informatie, gegevens en artikels betreffende de militaire en burgerlijke luchtvaart in België, terwijl ook de internationale luchtvaart niet wordt vergeten. Ieder jaar wordt ook een zo volledig mogelijk luchtvaartkalender samengesteld van alle binnen- en buitenlandse luchtvaartevenementen.

Leden van de AVIATION SOCIETY of ANTWERP hebben in Deurne Aeronews een eigen rubriek, met daarin namen van de nieuwe leden, clubactiviteiten, de gratis plaatsing van zoekertjes en advertenties en de bespreking van de nieuwste luchtvaartboeken en registers.

Voor informatie betreffende een abonnement op DEURNE AERONEWS, een gratis proefnummer of het lidmaatschap van de AVIATION SOCIETY of ANTWERP kan men zich wenden tot:

Marc van Loon, Pieter de Koninckstraat 37, B-2600 Berchem, België
Jan Schotmans, Gebr.de Wachterstraat 67, B-2610 Wilrijk, België

Following the French Military Aviation and German Military Aviation, the latest publication by Paul A. Jackson is undoubtedly the best. With a very good lay-out and excellent photos it gives all there is to know about military aircraft in Belgium. The book deals with all the small delen/wings that ever existed and all the aircraft serving after World War II. It even contains an introduction in Dutch.

Copies can be obtained from: Midlands Counties Publications, 17 Woodstock Close, Burbage, Hinckley, Leicestershire LE10 2EG, England.

WANTED: Negs, slides, rare pictures & information on French F-100s. Info about service with 11th and 3rd Escadres. I'm willing to exchange, buy or borrow. I can use all info, so don't hesitate. Write to: Harry Berger, Brinkstraat 34, Hengelo 7700, Netherlands.

FLASH

AVIATION MAGAZINE

P.O. BOX 855 EINDHOVEN HOLLAND

NUMBER 87

DECEMBER 1977

VOLUME 8

Ladies and Gentlemen: A HAPPY NEW YEAR

For this moment I have waited 52 weeks long, not only to say happy new year to you, but now we finally can see if you like Flash New Style. Many of you have to renew their subscription in December/January.

A year ago we started to work on a complete new outlook of Flash and in March the first copy was completed, of course we had some teething troubles like photosizes, but now we left that period, we are working at full speed. We know by the increasing number of readers that we didn't took a wrong step, but what about our 'old' readers, do you still like Flash? Or do you even like it better? Prove it and renew your subscription for 1978.

But if you like Flash or not, if you are balck or white, military or civil spotter, the editorial team still wishes you a Happy New Year.

Did I hear the word civil? As civil editor I have good news for real military spotters. Last week I worked out a plan which just has to result into a Flash without having a civil section! Hereby I will give you the four heading points of this plan. (please stick to this sequence)

- ONE Go to a civil airfield (like Gatwick or Schiphol)
TWO Tell the civil spotters who are there that Flash has an excellent civil section (I won't discuss the fact you have to lie to say this).
THREE If we get a lot of new civil subscribers I can start a magazine on my own (sounds nice doesn't it).
FOUR Don't take your camera with you; you might accidentally photograph a civil aircraft.

However, the best thing you can do is to write on your list of good intensions for 1978 that you will become an allround aircraft spotter. After all, do you know the difference between an Imperial Iranian Air Force B.747 and a B.747 of Iran Air?

Coen van de Heuvel

NOTE: Due to an unexpected great success of our 'FLASH Photo Service', we are now suffering from a delay in deliveries of the ordered photos.

In order to give our man in the dark room the possibility to catch up again, no photo service this month. But we'll be back with you next month, that's a promise.

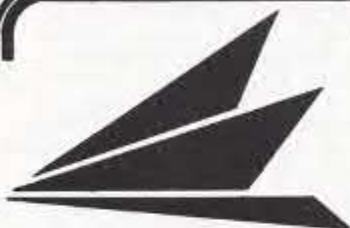
COVER PHOTO: Illustrating our special feature of December 1977, Jac van Tuyn's 'USAF Exercises', is F-4E MY69-253, seen at Bremgarten (W.Germany) on 2 November. (A.Booy)

BACK PAGE PHOTO: And again. This Lightning XM139 belongs to the Target Facilities Flight from RAF Wattisham. The TFF's at both Leuchars and Wattisham, as the name suggests, a.o. provided interceptor targets for the Lightning sqns at the other bases. (J.M.Bowdler)

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

F.Bellilli	V.Greco	H.Rijsdijk	F.Willemsen
H.Berger	G.Lang	J.Schets	N.A.Wiltens
J.P.Bergmans	T.Liu	J.Struben	P.Zoetmulder
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R.Breur	R.Portengen	G.Vieth	
F.Cooper	A.Palma	G.Weinmann	
R.Del Bianco	C.Russell	A.Wilderdijk	

Credits: BAR, Flight, Airnieuws Rotterdam and Fokker-VFW.



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SUBSCRIPTION RATES:

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

PAYMENTS:

All payments must be addressed to P.v/d.Krommenacker;

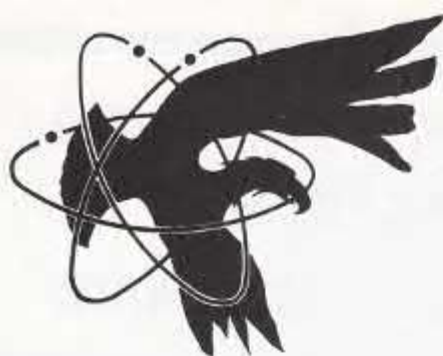
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British and Italian subscribers can also pay direct to their agent.

FLASH is a monthly appearing, non-professional magazine.

If you publish any information out of FLASH elsewhere please mention the source.

Sample-copies are free obtainable on request.



MILITARY NEWS

Holland

The visitors-rate at Eindhoven is steadily increasing with nearly every day a foreign aircraft. Unfortunately there is nobody left to registrate all those visitors:

- Nov. 4: FX-61 and FX-34 F-104G BAF 10Wing
 11: two Canadian CF-104Gs visited Eindhoven because of a party on November 11th, According an old folk-customs in the south of Holland (and Belgium,W.Germany and even Brasil) on this day a committee must be elected to organize the annual feast called: Carnival.
 Next year's Carnival lasts from 5 till 8 February so on 4 February 1978 four Canadian Starfighters are bound to arrive again. Just like they did last year
- Nov.17: 28-16 and 27-97 TF-104G WGAF WS-10

Movements at Leeuwarden included:

- Sep.30: RS74-055 F-4E USAF 86TFW
 50-71 C-160D WGAF LTG-61
- Oct. 3: 20-58 and 25-82 F-104G WGAF JABOG-33
 K-4027 NF-5B 315Sqn
 5: 104636 CF-104D CAF 439Sqn
 7: D-8051 and D-6699 F-104G Volkel Wing
 11: K-3054, 3063 and 3073 NF-5As 316Sqn
 13: 071 Sea King Mk.43 RNoAF Skv.330
 30-78 and 32-46 G-91R WGAF LEKG-43
 18: XX819/BD Jaguar Gr.1 RAFG 175sqn
 19: K-3015, K-3045 NF-5A 314Sqn
 24: 21-63 F-104G WGAF JB-31 CR74-049 F-4E
 25: Squadron-exchange between 322Sqn and No.11Sqn (RAF).Based at Leeuwarden till 3 Nov. were: XR720/M, XP741/N,XP764/O all Lightning F.3 and XS452/T Lightning T.5. F-104s to Binbrook were: D-6653, D-6657, 8272, 8286 and 5813.
 K-3004(313),3028(313),3058(314) NF-5As FC-06 TF-104G BAF 1Wing
 XV186 C-130K Hercules RAF(also on 26.10)
 26: XS417/W Lightning T.5 RAF LTF (stayed till 31.10)
 31: R-756, 819, 896 C/F-104G RDanAF Esk.723
 D-8065, 8107 RF-104G 306Sqn

- Nov. 1: D-8084, 8326 F-104G 311/312Sqn
 3: XV183 C-130K Hercules RAF LTW
 CF-04 Merlin IIIA BAF 15Wing
 38-01 and 38-29 F-4F WGAF JABOG-36
 4: 21-49 and 22-56 F-104G WGAF JABOG-31
 CF-01 Merlin IIIA BAF 15Wing

- Movements at Soesterberg included:

- Jul.22: HR68-406(bl), 68-517(bl) F-4E USAF 86TFW
 25: 22-89 and 25-02 F-104G WGNavy MFG-1
 26: RS74-650 and 74-653 F-4E USAF 86TFW
 27: 37-61 and 37-27 F-4F WGAF JG-71
 83811 OV-10A USAF 601TCW/20TASS
 28: 96606 UH-1N USAF 7086Oper.Squadron
 29: XZ385/AG Jaguar Gr.1 RAFG 145sqn
- Aug. 1: RS74-055, 74-653, 68-497 F-4E USAF 86TFW
 2: 21-17 and 23-17 F-104G WGNavy MFG-2
 42061 C-130H 463TAW (41687 on 5.8)
 8: RS74-650 and 74-652 F-4E USAF 86TFW
 17: BT76-022 and 75-053 F-15A USAF 36TFW
 XZ367/H Jaguar Gr.1 RAFG 2Sqn
 23: XV484/G and XV439/A Phantom FGR.2 19Sqn
 XV501/W Phantom FGR.2 RAFG 92Sqn
 24: AR66-424 RF-4C USAF 1TRS/10TRW
 25: BA-20 and BA-26 Mirage VBA BAF 2 Wing
 CS-02 HS.748A.2 BAF 15Wing
 26: A-43 Alouette II Belgian Army
 31: 37-40 F-4F WGAF JG-74
- Sep. 1: 41687 and 42069 C-130H USAF 463TAW
 58-63 DO-28D WGAF
 7: BT75-066 F-15A USAF 36TFW
 76 C-47A R.SwedishAF
 8: 72-245 A-7D NewMexico ANG
 13: 22-06 and 25-44 F-104G WGAF JABOG-33
 575 F-5A and 135 F-5B both RNoAF
 29: HR74-060 and 68-496 F-4E USAF 50TFW
 UH68-012 F-111E USAF 20TFW
- Oct. 5: D-8324, 8288 F-104G 322/323Sqn
 10: SP66-715 and 66-585 F-4D USAF 52TFW
 LN71-889 and 73-714 F-111F USAF
 11: BT75-088 TF-15A USAF 36TFW
 10951 C-130E USAF 314TAW
 13: 20-3 TF-104G IAF 20Gruppo (*another one)
 19: BT76-026 F-15A USAF K/222 UH-1B MLD
 20: 26-33 F-104G WGAF JABOG-33
 40551 C-130E-II USAF 7SOS
 21: TJ63-569 F-4C USAF 401TFW(eng.troubles)
 25: WV746 Pembroke C.1 RAFG 60Sqn
 22-73 and 22-11 F-104G WGNavy MFG-1
 28: 10947 C-130E USAF 317TAW

Operating with the 7th Special Operations Squadron at Frankfurt this C-130E-II 40561. Here seen at Soesterberg. Colours are black & dark green. (A.Wilderdijk)



For long-range VIP transport the CAF uses 8 CC.117 Falcon 20s. 117503 here seen at Shannon IAP, Ireland. (D.O'Mahony)



- Movements at Valkenburg included:
- Oct.28: VP976 Devon C.2 RAF (VP962 on 18.11)
- Nov. 2: XX508 HS125CC.2 RAF 32Sqn(also on 15.11)
- 4: XR445 Sea Heron C.1 Royal Navy 781Sqn
- M-1/OT-ZPA Alouette III Belg.Navy 40Sqn
- 7: XV732 Wessex HCC.4 RAF Queens Flight
- 8: 60166 C-12A USAF 7086Ops.Sqn
- 10: 59-09 DO-28D WGNavy MFG-5
- 15: XW788 HS.125 CC.1 RAF 32Sqn
- 18: 22550 C-12A USAF HQ.USEC
- 22: 158922/LF-2 P-3C Orion USNavy VP-16Sqn
- XV250 Nimrod Mr.1 RAF 201Sqn
- 23: 59-11 DO-28D WGNavy MFG-5
- 25: 61-16 Atlantic WGNavy MFG-3

- Movements at Volkel included:
- Nov. 3: K-4020(316), 4026(-) both NF-5Bs
- 7: K-4017 NF-5B 314Sqn C-12 F.27M 334Sqn
- 9: 35-81 RF-4E WGAF AKG-51
- 37-37 and 37-89 F-4F WGAF JABOG-36
- 10: XZ111/A Jaguar Gr.1 RAFG 2Sqn
- XX150/CY Jaguar T.2 RAFG 20Sqn
- 12: K-3073 NF-5A 316Sqn
- 15: XF967 Hunter T.8B RAF 237Op.Con.Unit
- 3-45/MM6518 and 3-41/MM?? F-104G ItAF
- (departed for Villafranca with Orpheus-reconnaissance pods)

Eire

- Movements at Shannon included:
- Sep. 1: 468 (c/n 4751) C-130H Royal Saudi AF
- (on delivery from Marietta to Jeddah)
- 2: 0-37818 C-130E USAF 314TAW
- 3: 13702 Boeing CC.137 CAF 437Sqn
- 9: 1617 (c/n 4750) KC-130H Royal Saudi AF
- (on delivery from Marietta to Jeddah)
- 19: 4X-FBX/428 (c/n 4692) C-130H IDF/AF
- 20: 215(c/n 357) and 217(c/n 359) CM-170R
- 30: 1618 (c/n 4755) and 469 (c/n 4754) both
- C-130Hs Royal Saudi AF (on delivery)
- Oct. 1: 117503 CC.117 Falcon CAF
- 19: 1619 (c/n 4756) and 470 (c/n 4758) both
- C-130Hs Royal Saudi AF (on delivery)
- Nov. 2: 112 (c/n 4737) VC-130H R.Saudi AF
- (on delivery from Marietta to Jeddah)

A somewhat mysterious Beech T-34 Mentor passed through Shannon Apt. on 4 and 5 November. It was painted in standard USAF TAC style camouflage but had dayglow drop tanks and carried

no markings except for a civil US registration N23789. The aircraft came from the USA and was on its way to Paris. It is not known where it was going after that, but one report said that the aircraft was on a demonstration tour for several NATO countries, which seems unlikely. There was no supporting transport aircraft and the version currently being marketed by Beech is the T-34C Turbomenter.

France

- Movements at Bordeaux-Merignac included:
- Sep.13: BX/51 and CA/54 Mirage IVA FAS
- AOZ(ALAT) & F-ZBAD (Prot.Civ.) Al.IIs
- 43-BA/51, -BB/29, -BC/45 MS-760 Paris
- DH/442, LJ/453, LK/454, LL/455 Guepards
- /70 Broussard -/516 CM-170R
- AQ/94 Nord 262D 316-KS/291 Flamant
- /156, -/262 Flamant
- 1038 Mirage 5SDE EgyptAF
- 15: 148331 SP-2H Neptune Aeronavale
- 43-BT/180, 43-BL/251 MH-1521M Broussard
- CN/60 and NL/119 Paris II
- 33-15 and 34-53 G-91R/T WGAF LEKG-43

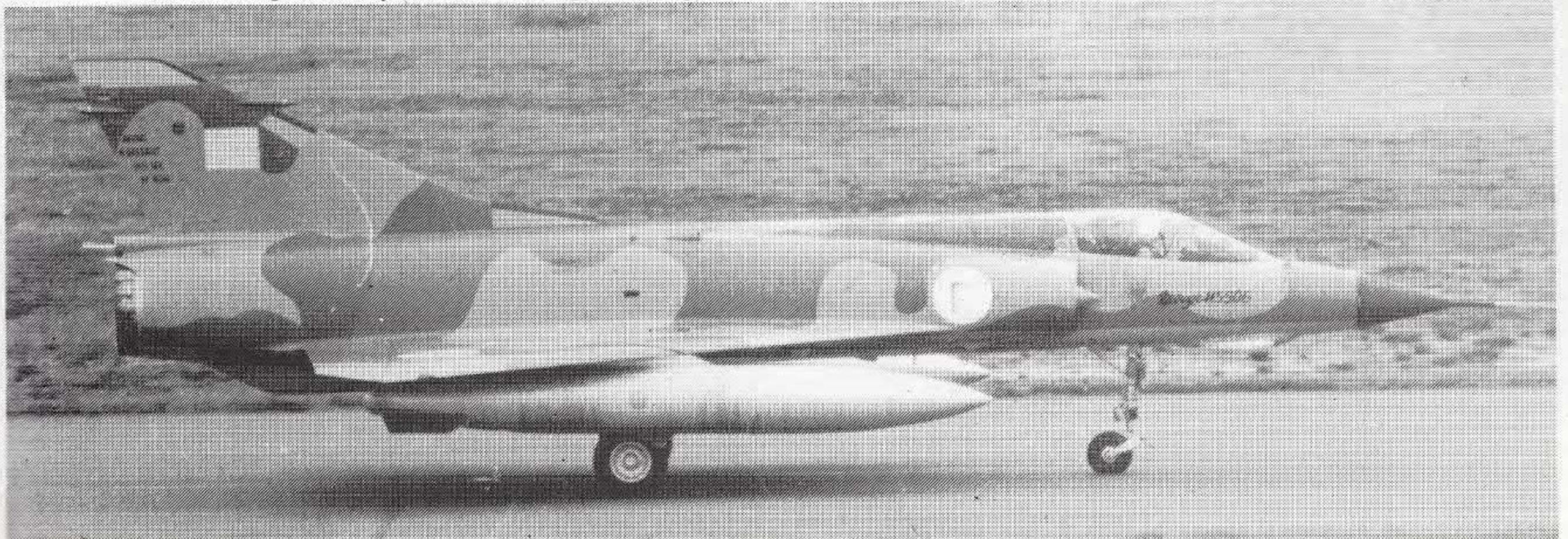
Based here is CIFAS-328 for training of pilots for the Force de Frappe. This unit has the following aircraft on strength:

- DA/241, DB/248, DC/249, DD/250, DE/244, DF/245
- DG/201, DK/214, DL/205, DM/218, DN/242, DO/243
- DP/246 and DQ/247 all Mirage IIIBs
- 328-EA/85, -EB/104, -EC/128, -ED/132, -EE/135
- EF/154, -EG/155, -EI/180, -EJ/186, -EL/203
- all N-2501SNB Noratlas



Unit-badge of CIFAS-328

Something really interesting: Mirage 5SDE 1038 of the Egyptian AF at Bordeaux. (A.Booy)





Italy

Noted at Pisa on 8 August were the following derelict/cannibalized C-119 Packets:

C-119Js:
 MM51-8040 coded 46-54 MM51-8113 coded 46-69
 MM51-8128 coded 46-52 MM51-8130 coded 46-53
 MM51-8152 coded 46-56 MM51-8156 coded 46-58
 MM52-5866 coded 46-61 MM52-5896 coded 46-64
 MM52-5897 coded 46-65 MM52-5947 coded 46-66
 MM51-8125 coded 46-51 MM53-8098 coded 46-67
 MM53-8103 coded 46-68 and o-18046 C-119J ex
 USAF cannibalized by ItAF

C-119Gs:
 MM51-17367 coded 46-27 MM52-6003 coded 46-34
 MM52-6004 coded 46-22 MM52-6008 coded 46-20
 MM52-6010 coded 46-23 MM52-6041 coded 46-28
 MM52-6048 coded 46-92 MM52-6049 coded 46-83
 MM52-6057 coded 46-90 MM53-3219 coded 46-96
 MM53-7828 coded 46-97

Movements at Milano-Malpensa included:

Jul. 12: CN-AKV AB.205 R. Morocco AF (delivery)
 13: 46-31 C-119G ItAF RS-38 G.222 ItAF
 '12' AB.205 R. Morocco AF (re-delivery
 after repairs by Agusta. This helicopter
 was damaged in Morocco and taken to
 Malpensa for repairs on May 29, 1974 on
 board Moroccan C-119G 22121)
 19: TCB-36 AB.212 TurkishAF (test flight)
 20: 46-26 C-119G ItAF SST-2 T-33A ItAF
 22: I-ATJB DC-9 ATI (used by the ItAF for
 calibrations)
 26: 1273/SU-BAD C-130H Egypt AF
 Aug. 1: AF-721, 722, 723 and 724 AB.47G.4As
 Zambia AF (delivery; loaded on a C1.44)
 TS-BFI MB.326 Tunisia AF (overhauled)
 2: Y81028 'BB' MB.326 TunisiaAF (delivery)
 30: HE-471 AB.212 Spanish Navy
 15-03 HH-3F ItAF (test flight)
 Sep. 4: 5-4083, 5-4084 CH-47 Chinook IIAF (del)
 6: 5-8039 B.707 IIAF
 7: RB-61/MM61883 and RR-31 P.166Ms ItAF
 8: 4717 C-130H R. Morocco AF
 Oct. 3: 31-49/MM61949 PD.808 ItAF
 465 and 1604 C-130H R. Saudia Arab AF
 23: Y81021/TS-RAU MB.326 Tunisia AF (on
 delivery; camouflaged)

Late October, Aermacchi was officially asked to assist Turkey in establishing a national aircraft industry (TUSAS) at Kayseri. The first work for this new industry will be the production of 60 Aermacchi MB.339 commencing within a few months. As a result of this relation the Chief of Staff of the Turkish AF visited Istrana AB on 19 November. Here two MB.339s (I-NOVE/MM588 and I-NINE/MM589) were shown as well as a Fiat G.222 (RS-34) and an interception demonstration of two P-104Ss (51-20 and 51-21). Bringing some high officials of the ItAF was CV.440 31-1/MM61833.

Spain

Recent crashes included P-3A Orion coded 221-21 of the SpAF which caught fire while landing at La Parra de Jerez on 8 June, killing five crew members. Super Saeta C10C-108 crashed into the Bardenas Reales shooting range on 9 September.

ABOVE: Can anyone tell where this C-119J comes from. It was seen at Pisa in August. (A. Palma)
 BELOW: AB.205, CC-39/MM80783 c/n 4259, seen at Feligno on 18 September. One month later it crashed. (R. Tamburini)



United Kingdom

At the moment RAF Bruggen houses no less than 68 Jaguars. On a normal flying-day over 30 Jaguars can be seen here. Two squadrons flying in the morning and the other two in the afternoon.

14Sqn: XX760/AA, XX824/AB, XX825/AC, XX826/AD
 XZ376/AE, XX955/AF, XZ385/AG, XX958/AH, XZ386/AJ
 XX960/AK, XX963/AL, XX965/AM, XZ368/AN, XZ369/AP
 XZ372/AQ, XX847/AY, XX836/AZ
 17Sqn: XX768/BA, XX817/BB, XZ383/BC, XX819/BD
 XZ382/BE, XX821/BF, XX823/BG, XX956/BH, XX961/BJ
 XZ388/BK, XX964/BL, XX966/BM, XZ370/BN, XZ371/BP
 XZ373/BQ, XX147/BY, XX840/BZ, XX744/S (the latter
 is the Station Commander's aircraft)
 20Sqn: XZ374/CA, XZ375/CB, XX818/CC, XZ381/CD
 XX820/CE, XZ377/CF, XX957/CG, XZ378/CH, XX959/CJ
 XX962/CK, XX827/CL, XZ384/CM, XZ389/CN, XZ393/CP
 XZ394/CQ, XX150/CY, XX833/CZ
 31Sqn: XX967/DA, XX968/DB, XX969/DC, XX970/DD
 XX971/DE, XX972/DF, XX973/DG, XX974/DH, XX975/DJ
 XX976/DK, XX977/DL, XZ390/DM, XZ387/DN, XZ391/DP
 XZ392/DQ, XX844/DZ

Although they were just guests the USAF A-7D Corsairs of 23TFW took all the first places at the annual RAF Strike Command's Tactical Bombing Competition.

This competition, held at Lossiemouth, lasted from 2 till 10 October. The Corsair team took the first place in the team contest. Its pilots the top four places in bombing as well as in gunnery and two pilots were first and second in the overall individual placings.

The Fincastle Trophy has been for the fifth consecutive year by a Royal Air Force Nimrod. The competition was held this year in Australia, against the P-3 Orion and Canadair Argus of the CAF, RAAF and RNzAF. The winning Nimrod was from 206Sqn at Kinloss, having qualified for the competition by beating 5 other Nimrod teams in a competition earlier this year.

Based at RAF Brawdy is the Tactical Weapons Unit operating Hunter F.6/T.7/FGA.9. This unit is the last link in the training programme of all fighter pilots of the RAF.

Noted at Brawdy on 25 November were:

XE606/11, XE608/12, XE627/13, XE653/14, XF382/15
 XF418/16, XF515/18, XF516/19, XG152/20, XG158/21
 XG172/23, XG196/25, XG197/26, XG225/27, XG226/28
 XJ639/31, XJ676/32, XK141/33, XK149/34, XE656/35
 XG164/36 all Hunter F.6/F.6As
 XG261/40, XJ686/41, XF431/43, XF519/44, XG252/45
 XG207/46, XJ688/B, XE546/C, XF376/D, XG228/E
 XE597/F, XE624/G, XK138/I, XG155/J, XF435/L
 XG154/M, XK140/N, XJ687/O, XE649/P, XF445/Q
 XE552/R, XF511/S, XG264/T, XF416/U, XF442/V
 XG291/Y, XJ695/Z all Hunter FGA.9s
 XL577/82, XL572/83, XL592/84, XL569/85, XL618/87
 XL586/90, XL583/91, XX467/92, /94, XL617/95
 XL593/96, XX466/97, XL595/98, XL571/99 all
 Hunter T.7s

Furthermore the TWU operates some a/c as target-
 tuqs: XP547/03, XP564/04 (both camouflaged) and
 XS177 (red/white c/s) all Jet Provost T.4
 VZ467/01 Meteor P.8 (615Sqn marks) and WA669/02
 Meteor T.7

During the last week of November this unit was
 to receive its first Hawks. All Hunters will be
 replaced by this new type. The word goes that
 the TWU will move to its former home-base
 Chivenor.



Hawk T.1 XX177 of 4FTS at RAF Valley. Recently
 TWU also took the Hawk in service. (D.O. Mahony)

United States of America

- Just before the start of the big NATO Conference
 early December, a Boeing E-3A AWACS, 50558,
 started a demonstration tour through Europe.
 During its stay it operated from Köln/Wahn and
 Ramstein and departed again on 13 December.
 On this NATO conference a Defence Planning Com-
 mittee was to report the possibilities of the
 purchase of the E-3A following the British
 withdrawal. Britain decided earlier this year
 to proceed with the Nimrod AEW.

- Making good photos is one thing but to satisfy
 the customer is another. The same goes for
 26TRW at Zweibrücken. Because of the reconnais-
 sance task, they need a good and fast communi-
 cation with various army troops. As a result
 this wing operates 5 U-21As of the US Army incl.
 66-18034, 67-18059 and 70-15897.
 Before the U-21A three U-8F Seminoles used to
 do this job. These three U-8Fs 23843, 23872 &
 23873 were the last Seminoles to operate in
 Europe. On 15 September a C-5A Galaxy took them
 back to the States.



U-21A 18034 at
 Zweibrücken on 23
 September.
 (J. Schets)

- Movements at Frankfurt included:

Sep. 27: 17-01 VFW-614 WGAF FBS (17-02 on 8.10)
 64-IC/III N2501 FAF 5-8548 C-130H IIAF
 28: 5-8101 B.747-131 IIAF
 XX105 BAC.11/11 RAF RAE Establishment
 29: TC-63 C-130E Argentine AF
 Oct. 4: 50-46 C-160D LTG-61 AP/93 N.262D FAF
 K-684 C-47A RDanAF Esk.721
 7: 50-41 C-160D WGAF LTG-63
 11: 118-IF/184 N.2501 PAF CEAM
 46-38/MM53-3200 C-119G ItAF 46A/B
 10282 EC-135H 'Silk Purse' 10ACCS
 13: 146049/JM C-1A USNavy VR-24Sqn
 17: CF-04 Merlin IIIA BAF
 18: 71-41 UH-1D WGAF SAR
 20: 6704 C-118B Port.AF
 21: 144852/18 EA-3B Skywarrior USNavy VQ-2
 24: K-687 C-47A RDanAF (K-685 on 7.11)
 26: 62-WD/205 N.2501 Noratlas PAF ET.62
 27: XV728/BR Wessex HC.2 RAF 18Sqn
 Nov. 13: X8789 Andover CC.2 RAF Queens Flight
 16: 5-8540 C-130H IIAF
 18: 50966 WC-130H MAC
 74/F-BSUP N.262 FAF
 24: 80723 C-130B AFRES

- During the summer all T-39As of 7086 Operations
 Squadron at Ramstein were flown back to the
 States for a major overhaul. By now all will
 have been returned. Following the overhauls
 a complete new T-39A was added to Ramstein's
 fleet: 03483.
 Apart from being used as VIP transport, these
 Sabreliners are also used by officers of high
 rank enabling them to make some flying-hours.
 Therefore one can see at Ramstein T-39As making
 approaches over and over till it bores you stiff
 But watch out: a CT-39 might slip in between the
 T-39As.

- Movements at Aviano included:

Sep. 5: LN74-177 and 74-183 F-111F 48TFW
 146453/15 EA-3B Skywarrior USNavy VQ-2
 35-03, 35-63 RF-4E WGAF AKG-51
 6: 21-02 and 24-49 F-104G WGAF JABOG-32
 7: HR68-508, 68-536, 74-620 F-4E 50TFW
 35-17, 35-47 RF-4E WGAF AKG-52
 8: 35-21 RF-4E WGAF AKG-52
 9: HR68-513 and 68-515 F-4E 50TFW
 WR65-780 F-4D 81TFW SA-23/MM6323 G-91T
 10: TJ63-537 and 64-918 F-4C 401TFW
 16: LN71-890 and 71-891 F-111F 48TFW
 TJ64-646, 64-775 and 64-923 F-4C 401TFW
 24201 VC-140B 89MAW
 19: 24125 VC-135B 89MAW
 20: 104866 and 104751 CF-104G CAF 1stCAG
 21: TJ64-775 F-4C 401TFW 67953 C-141A 438MAW
 42061(463TAW), 21294(314TAW), 21295(314
 TAW), 37658(317TAW), 37835(317TAW),
 01271(317TAW) all C-130E/Hs
 22: TJ64-888 and 63-420 F-4C 401TFW
 23: LN70-415 and 70-419 F-111F 48TFW
 3-37/MM6598 and 3-41 F-104G ItAF 132Gr.
 24: RM-1/MM54142 T.6H-2 ItAF 1RA
 25: AR66-413, 66-418 and 65-935 RF-4C 10TRW
 TJ63-479 F-4C 401TFW 90021 C-5A 436MAW
 51-03/MM6812 P-104S ItAF
 28: HR74-632, 74-636, 68-530, 69-264, 68-517
 68-495, 68-536 tutti F-4Es of 50TFW



F-4F GA72-1120 at George AFB on 2 November 1976 when still with 20TFTS. Actually it is serving in Germany in Luftwaffe colours. (A.Wilderdijk)

- Phantom news-flashes:

The two missing F-4Es of 347TFW of the last deployment that had to diverted to Gander AB were MY79-(7)210red and MY69-(7)300green.

While on deployment at Ramstein an F-4D of 8TFS/49TFW caught fire before taking-off. Both pilots managed to get out with only light injuries but the aircraft was severely damaged. The accident took place on 13 September.

Noted at Seymour-Johnson on 9 September:

SJ71-0243, 71-1397, 72-0122,0125,0140,0167
72-1407,1476,1482,1483,1493, 73-1160,1166
73-1171,1176,1180,1184,1187, 1188, 1189, 1194
74-1625,1631 and 66-377 all F-4Es of 4TFW

Recently the F-4G Wild Weasel made its first flight. This brandnew version of the Phantom is to replace the older F-4C Wild Weasels. In Europe they will enter service with 52TFW at Spaangdahlem.

Wild Weasel a/c were born out of the need to destroy the SAM missile sites during the war in Vietnam. Mounted with all kinds of electronic equipment, resp. F-100 Super Sabres, F-105F Thunderchiefs & F-4C Phantoms formed squadrons to specialize on this subject.

At Hill AFB all F-4Gs will be converted from standard F-4Es being executed by the Ogden Air Logistic Centre. The first conversion was 69-7254. Other a/c being 69-0298 and 69-7290.

Noted at Luke AFB on 6 October:

LA63-7411,7417,7418,7426,7428, 7432, 7439, 7448
7454,7455,7457,7463,7465, 7468, 7471, 7477
7497,7501,7510,7516,7517, 7519, 7520, 7522
7536,7541,7545,7550,7553, 7559, 7566, 7583
7591,7595,7601,7602,7611, 7617, 7622, 7623
7629,7630,7631,7644,7655, 7662, 7667, 7670

LA64-0659,0660,0676,0677,0699, 0702, 0706, 0712
0724,0747,0763,0766,0777, 0780, 0783, 0784
0816,0826,0827,0828,0836,0838, 0892, 0893
0913,0916 all F-4C of 58TFTW

Noted at George AFB on 11 October:

75-00628 upto 00637 P-4Es used as trainer by the WGAF (the F-4Es have gone to Germany to take up their active role).

GA63-7473,7514,7546,7555,7556, 7588, 7626, 7689
7540

GA64-0672,0673,0726,0745,0761, 0781, 0794, 0802
0815,0820,0847,0896,0928 all F-4C of 35TFW

GA66-0329, 67-0216,0235,0260,0266,0308,0324
0331,0336, 69-0243,0246,0248,0253,0254
0257,0267,0269,0273,0275, 0280, 0281, 0286
0289,0292,7213,7214,7233, 7235, 7259, 7266
0285,0259 and 69-257, 69-237 all F-4Es

- Movements at Mildenhall included:

- Aug.28: 136759 C-1A USNavy USS Saratoga
- 30: 63626 KC-135A New Hampshire ANG
- 157315/LR-6 P-3C Orion USNavy VP-24Sqn
- Sep. 6: 157324/LR-1 P-3C Orion USNavy VP-24Sqn
- 23545 KC-135A 380BW
- 7: 80123 KC-135A 379BW;27-80 TF-104G WS-10
- 8: 15956 OV-1B USArmy (on del. to Korea)
- 12: 71458(Wash.ANG) & 23527(384BW) KC-135As
- 15: 35-65 RF-4E WGAF AKG-52
- 38010 KC-135A 22BW
- 16: 157312/LR-4 P-3C Orion USNavy VP-24Sqn
- 152728/LE-2 P-3B Orion USNavy VP-11Sqn
- 71472(22BW) and 91464(100ARW) KC-135A/Q

- 17: 80104(92BW) and 38026(305BW) KC-135A
- 18: 4X-FBX/428 C-130H IDF/AF
- 19: 72601(97BW) and 80046(380BW) KC-135A
- 157315/LR-6 P-3C Orion USNavy VP-24Sqn
- 21: 50969 WC-130H 920WRG/AFRES
- 22: 23582 EC-135C 28BW 90001 C-5A 60MAW
- 25: 157311/LR-3 P-3C Orion USNavy VP-24Sqn
- 26: 50967 WC-130H 920WRG/AFRES
- 28: 157314/LR-5 P-3C Orion USNavy VP-24Sqn
- 29: 91458 KC-135A 916ARS 80211 C-5A 60MAW
- Oct. 3: 26-30 F-104G JB-31 50277 C-141A 63MAW
- 5: 80050 KC-135Q 380BW 00461 C-5A 60MAW
- 8: 71423(Tenn.ANG), 23502(509BW) and 38032 (305ARW) all KC-135As
- 151367/LV-6 P-3A Orion USNavy VP-66Sqn
- 10: 151389/IH-1 P-3A Orion USNavy VP-93Sqn
- 24125 VC-135B 89MAW 40635 C-141A 62MAW
- 13: 71468 KC-135A 336ARS/AFRES
- 14: 4X-BYA/006 B.707 IDF/AF
- Departure of U-2R 10338



U-2R 10338 has now been replaced by an SR-71 after a stay of 4 months at RAF Mildenhall (J.v.Tuyn)

- 15: 157322/LR-8 P-3C Orion USNavy VP-24Sqn
- 17: K-4020 NF-5B RNethAF 316Sqn (overshoot)
- 18: 4X-BYM/137 B.707 IDF/AF
- 19: 00366(410BW), 23516(416BW) all KC-135As
- 20: 23530(509BW), 80023(68BW) and 71505 (Maine ANG) all KC-135As
- 23: 80031 KC-135A Illinois ANG
- 24: 17976 SR-71A 9SRW(in the afternoon this replacement for the U-2 arrived. It carried a 'bunny' badge on the port fin and a 'skunk' on the starboard.
- 26: 37982(301ARW), 38023(305ARW) and 63658 (11ARW) KC-135As 50219 C-141A 63MAW
- 27: 00315(320BW) & 91486(5BW) both KC-135As
- 28: 80050 KC-135A 380BW

- Movements at Lakenheath included:

- Aug.17: 104756(-), 104806(441sqn) CF-104Gs CAF
- 18: 5-31, 5-34 F-104S ItAF 23Gruppo/5Stormo
- 29: 26-76 and 26-60 F-104G WGNavy MFG-1
- Sep. 2: 107 and 489 RF-5A RNoAF Skv.717
- 22-12 and 22-15 F-104G WGNavy MFG-1
- 12: 20-49 and 22-39 F-104G WGAF JABOG-34
- 15: 20-56, 20-44, 23-48, 26-44 F-104G JB-31
- 19: 22-00 and 24-06 F-104G WGAF JABOG-33
- 23: 27-17, 28-33 TF-104G WGAF WS-10
- TJ63-7420(new a/c), 64-0888 F-4C 401TFW

- Eagle news-flashes:

The fifth wing with F-15 Eagles is to be 33TFW at Eglin AFB, that should have completed conversion from the F-4E by October 1979.

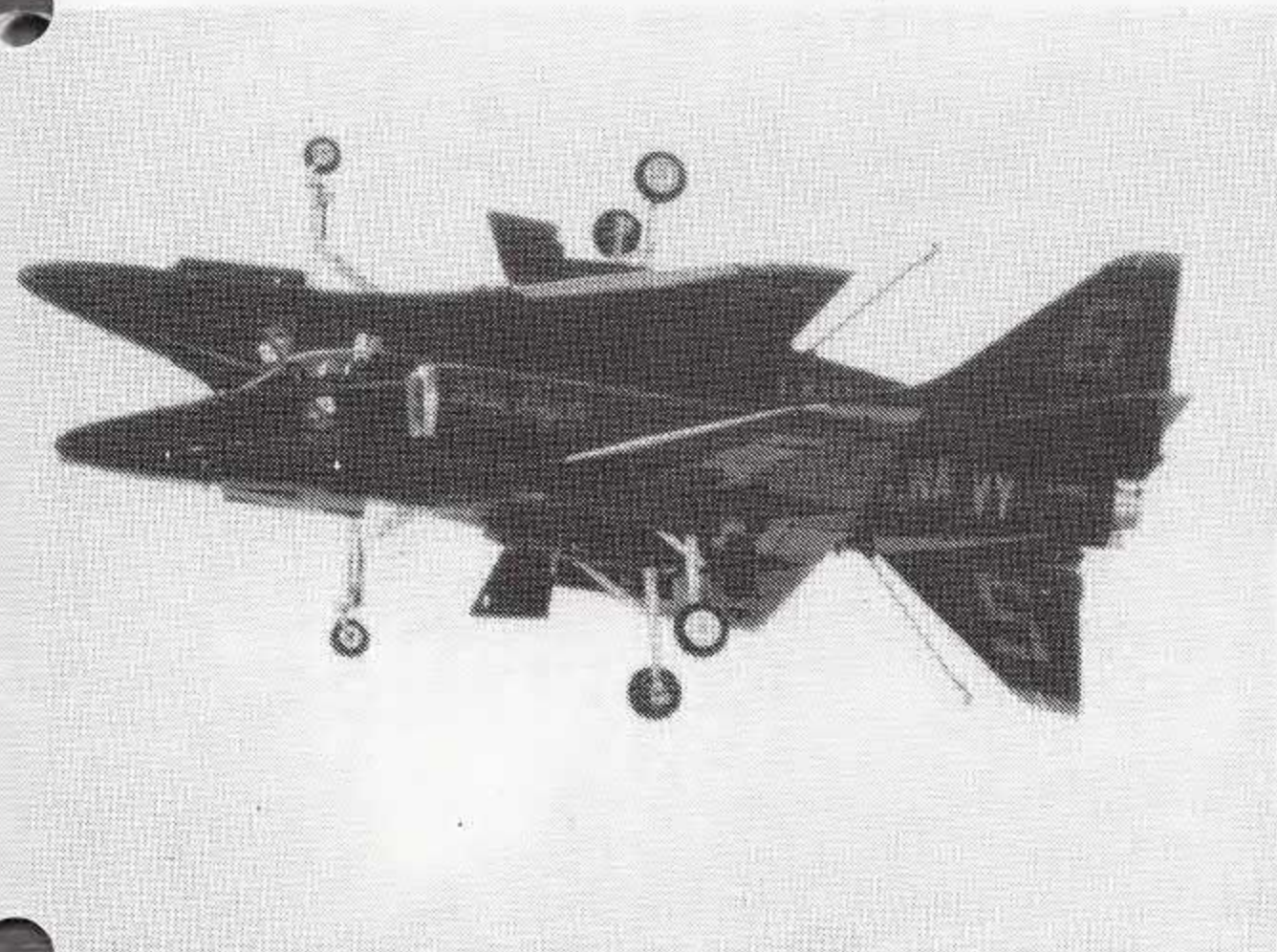
Flight International reports that 32TFS at Soesterberg will start to re-equip in the third quarter of 1978.

Project 'Ready Eagle' at Bitburg is now complete with the final training of personnel at Langley AFB.

By the end of September 245 F-15s had been delivered, with production running at 10 per month. Major accidents so far number 3.

At the gunnery range near Nellis AFB the dog-fight of the century took place. In the series 'Red Flage' exercises F-15A Eagles of 1TFW/ and 433FWS were put against F-14A Tomcats of VF-1. This dual between the best Air Force and the best Navy fighter proved to be a victory for the latter. Of course they don't differ that much but the Tomcats came off better than its air force rival. Several F-15s that had been shot down were seen to have had afterburner blowouts while trying to outmanoeuvre their pursuers.

Eagles noted at Luke AFB on 6 October:
LA73-087,089,091,092,093,094,095,099,101,107,
74-082,085,089,095,110 75-044,080 all F-15A
LA73-108,109,110,111,112,114, 74-137,138,139
74-140,142, 75-081,083,089, 76-127,129,130
76-132 all TF-15As of 58TFTW
FF75-041,031,047, 74-097 F-15As of 1TFW
Early December all TF-15s of the USAF have officially been re-designated F-15Bs.



It's a great pity that Europe sees so little of American aerobatic teams. Apart from the interesting a/c they use, they give excellent shows (A.Wilderdijk)

West Germany

- Noted at various West German air bases:

Ingolstadt on 29 August:
20-02(JB-32), 21-29(MFG-2), 21-85(ES-61), 23-99
(JB-31), 24-49(JB-34), 24-58(JB-31), 25-67(ES-61)
26-68(MFG-2), 28-27(WS-10) all T/F-104Gs
35-01(ES-61), 35-83(ES-61), 35-35(AG-51) and
35-64(AG-51) all RF-4Es
37-06(GA72-116), 37-51(ES-61), 37-49(JB-36),
37-57(JG-71), 37-53(JB-36) all F-4Fs
50-75(ES-61), 51-03(FFS), 51-12(LTG-61) C-160D
30-01(ES-61) G-91R 94-55(ES-61) T-33A
visiting: 151589 A-6E US Navy VA-75
Furstenfeldbruck on 30 August:
30-35, 30-70, 30-76, 30-77, 30-80, 30-82, 30-83
30-85, 30-88, 30-94, 31-17, 31-22, 31-24, 31-77
32-02, 32-07, 32-11, 32-12, 32-13, 32-16, 32-26
32-41, 32-80, 32-93 all G-91Rs of WS-50
34-01, 34-02, 34-12, 34-16, 34-18, 34-19, 34-20
34-21, 34-22, 34-26, 34-29, 34-34, 34-35, 34-36
34-39, 34-40, 34-42, 34-44, 34-46, 34-48, 34-51
34-56, 34-58, 34-59, 34-61, 34-62 all G-91T of
WS-50
58-77, 58-86, 58-87, 58-89 all DO-28D of WS-50
90-04, 90-23, 90-28, 90-44, 90-57, 90-63, 90-72
90-77, 90-88, 90-98, 91-28, 91-55, 91-80, 91-86
91-89, 91-90, 91-98, 92-00, 92-05, 92-09, 92-12

92-13, 92-14, 92-19, 92-21, 92-27 P-149D WS-50
91-56, 91-57, 91-59, 91-88 P-149Ds of WS-50
all painted yellow
Landsberg on 30 August:
50-37, 50-39, 50-44, 50-47, 50-55, 50-57, 50-62
50-64, 50-77, 50-83, 50-86, 50-88, 50-98, 51-01
51-02, 51-09, 51-11, 51-12 all C-160Ds LTG-61
Lechfeld on 31 August:
20-04, 21-74, 21-82, 21-93, 23-84, 23-97, 24-91
25-13, 25-19, 25-24, 25-25, 25-29, 25-32, 25-33
25-36, 25-46, 25-53, 25-59, 26-04, 26-08, 26-37
26-49, 27-13, 27-82 all T/F-104Gs of JABOG-32
Laupheim on 1 September:
7529, 7739, 7752, 7761, 7775 Al.II of HFVS-201
8444, 8445, 8447, 8448, 8450, 8453, 8454, 8459
8460, 8462, 8463, 8464, 8495, 8496, 8497, 8511
all CH-53G of HFTR-15
Leipheim on 1 September:
32-40, 32-48, 32-54, 32-43 G-91R of LEKG-44
9524 T-33A JG-74
Memmingen on 1 September:
20-37, 20-46, 20-49, 21-38, 22-32, 22-44, 22-45
22-46, 22-55, 22-57, 24-11, 24-13, 24-27, 24-57
24-60, 26-23, 26-35, 27-22, 27-41, 27-76 all
T/F-104Gs of JABOG-34 58-61 DO-28D JB-34
Bremgarten on 3 November:
35-06, 35-07, 35-19, 35-27, 35-29, 35-33, 35-45
35-56, 35-64, 35-78, 35-87 all RF-4E of AKG-51
95-06, 95-13(AKG-51), 95-14 T-33A (derelicted)

WORLD WIDE-WORLD WIDE

ETHIOPIA: Noted at Williams AFB, USA, on 6 October were 8 F-5s for the Ethiopian AF. The a/c were serialized: 425 - 432.

INDONESIA: Indonesia, together with Kuwait are the first air forces to be interested in the H.S. Hawk. The Ind.AF may order 14-18 a/c

INDIA: The Indian Navy ordered an additional batch of Sea Kings (believed to be four). With this order the sales of Westland SeaKings/Commandos reached 200. The Indian Navy already operates 12 Sea King Mk.42s.
The Indian Navy intends to order 30 Sea Harriers for operational service aboard their aircraft-carrier, the Vikrant. Other countries also interested in the Sea Harrier are Australia, Peru and China.

ISRAEL: Some registrations which have recently been noted:
C-47: 004, 007/4X-FNA, 018/4X-FNO, 022, 036, ?/4X-FNB, ?/4X-FNS and 404. The latter in a different c/s and markings of its previous air force still visible.
C-97: 4X-FPN, 4X-FPO, 4X-FPT and IAF032
N-2501: 043/4X-FAL, 045, ?/4X-FAC, ?/4X-FAT
B.707: 001/4X-JYA, 004/4X-BYH, 005/4X-JYC, 006/4X-BYA, 007/-, 008/4X-BYD (c/n 17612)
009/4X-JYB, 137/4X-BYM, ?/4X-JYD, ?/4X-JYI ?/4X-JYJ
IAI1124: 064/4X-COL
Mirage IIIC: 147, 148, 150, 153, 158, 171, 180, 296
A-4E : 272, 350, 827, 831, 832, 838, 849, 880, 888, 891, 893, 897
F-4E : 170, 171, 214, 216, 151, 253, 264, 284, 288, 304, 307, 330 (253 with 1 blue/grey c/s)
CM-170: 032, 042, 044, 125, 150, 156, 163, 167, 204, 212, 227, 277, 287, 288, 292
Kfir : 498, 501, 533, 706, 709, 759, 764, 712, 730, 738, 742, 781, 841
Kfir C2 'Canard': 379, 707, 749, 787, 846
F-15: 620, 646
Beech QA-80: 10, 101, 102, 104, 109
Cessna CU.206: 060
DO-27 : 001, 003, 004, 005, 019, 027, 029, 031, 032, 033, 037, 047, 049, 050, 058, 059, 061
DO-28 : 002
Pa.18 : 003, 004, 011, 012, 017, 020, 025, 027, 030, 038, 049, 055, 064, 072, 074, 078, 087, 095, 097, 99
AB.205: 002, 004, 005, 011, 014, 017, 022, 043, 048, 60, 062, 071, 088
AB.206: 026
CH-53 : 417, 548, 642
PHILIPPINES: 35 ex US Navy F-8H Crusaders will be delivered to the Phil.AF. They will be taken from the stocks at Davis Monthan. 25 will be made operational while the remaining ten a/c are for spares.
For training of the pilots the only TF-8A, NASA816/145383 has been offered.

THE BELGIAN AIR FORCE

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

Part 15



The 1st Wing

As disclosed earlier, during the second world war the Royal Air Force counted a few units that consisted almost entirely of Belgian personnel; these units were later centralized in the so called 'Belgian Section of the BAF'. This Belgian Section was under the operational command of the BAF and in many respects it was completely dependant from the British. With the liberation of Belgium in September 1944, the Belgian Section consisted of two dayfighter squadrons (Nos.349 and 350) and a liaison-flight flying Dakotas, Ansons, Dominies and Hurricanes. On demand of the Belgian government the Section remained part of the RAF, but in the meantime the re-establishment of a post war Belgian Air Force was studied. As a result of negotiations between the Belgian and British governments, the 'Eden-Spaak Memorandum' was published in November 1944. In this memorandum the British government declared their willingness to give all possible support to the equipment and training of the new Belgian armed forces. Concerning the air force it was agreed that within 12 months after the German capitulation, four fighter squadrons and one transport squadron would have been established.

Late 1945 the two Belgian fighter squadrons were based at Fassberg and together they formed the A-Wing, commanded by Wing Commander Prevot. In October 1945 the 'Research Committee for the Re-organization of the Belgian Military Aviation' came with a report for the then minister of defence, Mundeleer. This report recommended the establishing of ten fighter- and attack squadrons, one nightfighter squadron and two transport units. The recommendations of this report are interesting in that sense, that it clearly shows that fighter aircraft were to become the backbone of the new air force. And that was about the only recommendation the government took over, as a matter of fact.

In March 1946 a new government was formed in which air force Colonel Defraiteur was named minister of defence. Defraiteur was, of course, especially eager to re-establish the Belgian Air Force as soon as possible; his first steps were to talk with the British who appeared to be somewhat slow in carrying out the promises they had made in the Eden-Spaak Memorandum. Furthermore he advocated zealously for a soon withdrawal of the Belgian Section from the RAF.

Eventually this withdrawal became a fact. Between 1 September and 15 October 1946, the units were transferred from the RAF to the national Military Aviation

Eventually this withdrawal became a fact. Between 1 September and 15 October 1946, the units were transferred from the RAF to the national Military Aviation (Militair Vliegwezen). On October 24, the 349th and 350th squadron left Fassberg and flew to Beauvechain, where the A-wing was to be based. The Wing was still flying the British Spitfire Mk.XVIs but these were to be replaced by Belgian owned Spitfire Mk.XIVs as soon as deliveries permitted to do so. On 1 April 1947 the ad-hoc designation A-Wing was changed in 160 Wing; yet, following new directions, all operational units received new designations that became effective on the first of February 1948. For the 160th Wing this resulted in the name '1st Wing'. The two squadrons were allowed to keep their traditional designations.

In March 1948 Belgium signed the Pact of Brussels an agreement for an integrated military organization between Britain, France, Belgium, Holland and Luxemburg. According to this treaty, the Belgian air force's operational strength had to consist of 12 day-fighter squadrons of 16 aircraft each, 8 night-fighter squadrons of 8 aircraft and 2 transport squadrons of 20 aircraft, plus a war-reserve of 50%. That same month the government thus bought 48 Gloster Meteor Mk.4s for the two squadrons of the 1st Wing. The Meteors were delivered in the summer of 1949. For the planned eight night-fighter squadrons, a number of De Havilland Mosquitos were acquired and awaiting the establishment of the squadrons, the first Mosquitos were gathered in the Night Flight of the 1st Wing. Meanwhile the delivery of the Meteors to Nos.349 and 350 squadrons enabled the formation of new units with the withdrawn Spitfires. With the first Wing this resulted into two new squadrons: the 4th day-fighter squadron and the Hulpmaaldeel (auxiliary squadron) for the training of both flying and technical reserve personnel. In 1950 enough Mosquitos and trained pilots were available to establish No.10 night-fighter squadron and in 1951 a second Mosquito unit. No. 11 squadron, became part of the 1st Wing. Another six units to go, one would be included to say, but as a matter of fact the policy laid down in the Pact of Brussels had been rejected somewhat earlier. The 50% war-stock was somehow thought to be a waste of material and for economy reasons the planned 8 night-fighter squadrons were reduced to two, with twelve aircraft each. For No. 4 squadron this resulted in exchanging their Spitfires for Gloster Meteor Mk. 4s that had been kept in stock till then. This on its turn inflected the auxiliary



Meteor Mk.4s of 350Sqn incl. EF-23/MN-N, EF-4/MN-Q. (BAF)

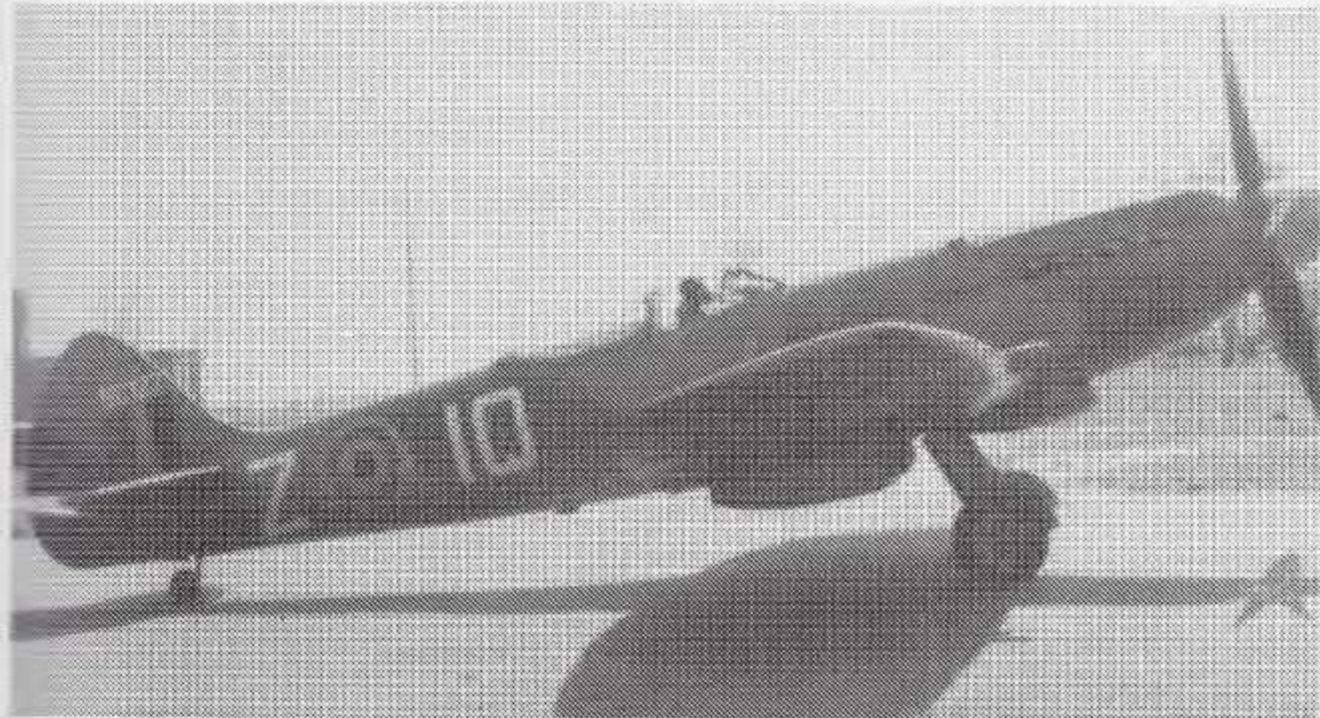
squadron: less and less 'weekend-warriors' (to use that cliché for a change) knew how to handle Spitfires and thus this unit received some Meteor Mk. 4s as well.

In 1951 the three day-fighter squadrons converted to the Gloster Meteor F.8. In July 1952 the 11th squadron received jets as well, Gloster Meteor NF.11s; its sister unit had to soldier on with the Mosquitos till 1956, when a second batch of 12 aircraft were delivered. In April 1957 the Auxiliary squadron moved to Brustem. In August the first examples of the Hawker Hunter Mk. 4 were delivered to the 349th and 350th squadrons to replace the Meteors. However this version of the Hunter did not meet the needs of the Belgian AF. and saw only a very short period of service life.

On 17 December 1957 the first Avro CF-100 Canuck landed at Beauvechain; 53 of these all-weather fighters were to replace all aircraft of both the day- and night-fighter squadrons of the 1st Wing.

Nos.4 and 10 squadrons were disbanded and only Nos 11, 349 and 350 received Canucks. The conversion was completed in June 1958 and the Wing was officially named the '1st All-Weather Fighter Wing'; at about the same time Beauvechain is baptised 'Base LtCol Charles Romain', after a commander who was killed in a crash on 25 November 1954 (in Meteor NF.11 EN-9, to be exact). This Wing is also awarded the insignia of the ancient 1st Aeronautical Regiment.

In 1960 the 11th squadron is disbanded. A newcomer, the 42nd reconnaissance squadron, joins the Wing that same year and the name is changed into 1st Fighter Wing. It regains the prefix 'All-Weather' in 1963 when the Thunderflashes move to Bierset. Also in 1963 the Wing is equipped with F-104 Starfighters which she has been flying for fourteen years now. Not much grounds for an interesting continuation of this article; leaves us to mention that as from medio 1979 the General Dynamics F-16 will enter service with the 349th and 350th squadrons.



A Spitfire of the 1st Wing's Auxiliary sqn.



Hunter F.4 ID-60 of 350Squadron in 1957



AIRCRAFT OF THE BELGIAN AIR FORCE

De Havilland Canada DHC-1 Chipmunk

Two Chipmunks were acquired in 1948; they were used for evaluation purposes, since the Tiger Moths of the Elementary Flying School were due for replacement. Eventually not the Chipmunk but the SV-4b

was chosen to supplant the Tiger Moths; the two aircraft remained in service for a while, but in 1955 they were put in storage and sold to an aero club somewhat later.

C-1 c/n 19 wfu. in 1955, to OO-PHS 3.56; w/o 7.70
C-2 c/n 20 wfu. in 1955, to OO-MER 3.56



RAF
LIGHTNINGS





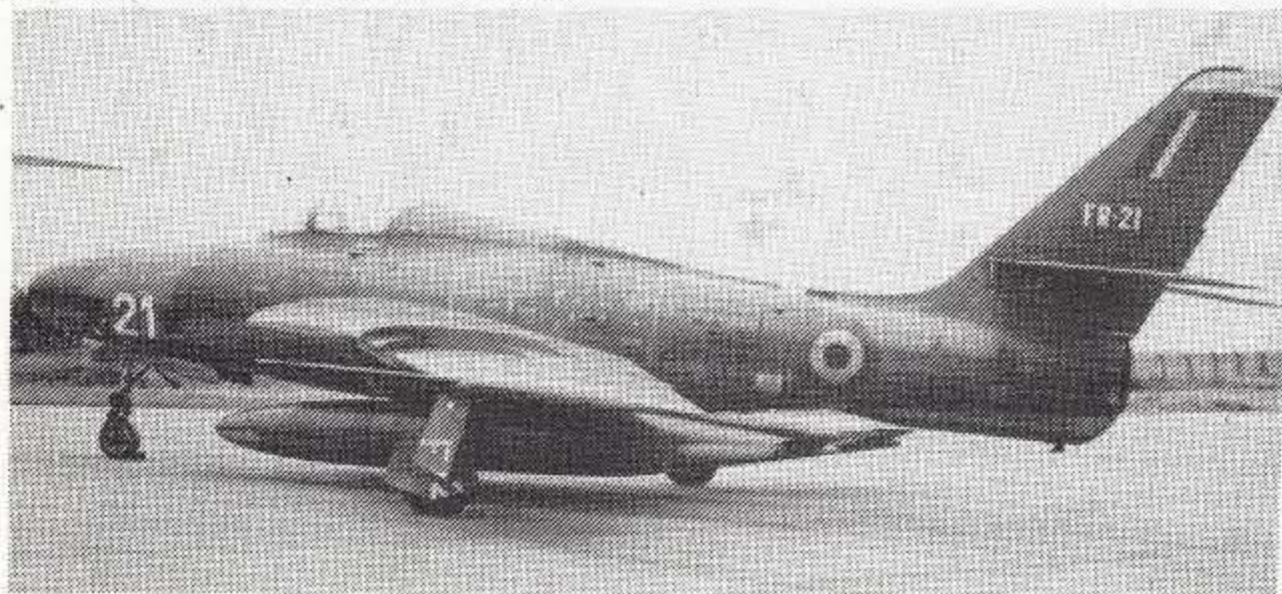


Republic RF-84F Thunderflash

On 8 June 1955 the first of the 25 Thunderflashes were delivered, to supplant the camera-equipped Thunderjets of the 42nd tactical reconnaissance squadron. In 1963 another five aircraft were delivered and in 1965 four ex-Luftwaffe RF-84Fs were acquired. The last Thunderflash was withdrawn in 1971 when the squadron re-equipped with Mirage 5BRs.

- FR-1 ex 51-11250 squadron-code H8-A; b/u Koksijde
- FR-2 ex 51-16996 squadron-code H8-B; written-off
- FR-3 ex 51-16998 squadron-code H8-C; b/u Koksijde
- FR-4 ex 52-7640 squadron code H8-D; b/u Koksijde
- FR-5 ex 51-1949 squadron-code H8-E; b/u Koksijde
- FR-6 ex 51-1958 squadron-code H8-F; b/u Koksijde
- FR-7 ex 51-1957 squadron-code H8-G; written-off
- FR-8 ex 51-11257 squadron-code H8-H; b/u Koksijde
- FR-9 ex 52-7229 squadron-code H8-J; b/u Koksijde
- FR-10 ex 52-7230 squadron-code H8-K; written-off
- FR-11 ex 51-16999 squadron-code H8-L; written-off
- FR-12 ex 52-7238 squadron-code H8-M; b/u Koksijde
- FR-13 ex 52-7237 squadron-code H8-N; written-off
- FR-14 ex 52-7281 squadron-code H8-O; b/u Koksijde
- FR-15 ex 52-7282 squadron-code H8-P; b/u Koksijde
- FR-16 ex 52-7279 squadron-code H8-Q; written-off
- FR-17 ex 52-7297 squadron-code H8-R; b/u Koksijde
- FR-18 ex 51-11297 squadron-code H8-S; b/u Koksijde
- FR-19 ex 53-7439 squadron-code H8-T; b/u Koksijde
- FR-20 ex 53-7436 squadron-code H8-U; written-off
- FR-21 ex 51-1878 squadron-code H8-V; b/u Koksijde
- FR-22 ex 51-1906 squadron-code H8-W; b/u Koksijde
- FR-23 ex 51-1912 squadron-code H8-X; b/u Koksijde
- FR-24 ex 51-1898 squadron-code H8-Y; written-off
- FR-25 ex 51-1867 written-off near Coblenz 1906.69
- FR-26 ex 51-1886 written-off 23.10.70
- FR-27 ex 51-1922 scrapped at Koksijde
- FR-28 ex 51-1945 presently exhibited in the Air Force Museum in Brussels
- FR-29 ex 51-11279 Alabama ANG; preserved at Evere
- FR-30 ex 51-17015; scrapped at Koksijde
- FR-31 ex 53-7644; ex Luftwaffe EA-311, delivered January 1965; presently used as an instructional airframe at Saffraanberg
- FR-32 ex 53-764 ex Luftwaffe EA303, delivered January 1965; now at Saffraanberg
- FR-33 ex 53-7658 ex Luftwaffe EA-305, delivered January 1965; now at Saffraanberg
- FR-34 ex 53-7677 ex Luftwaffe EA-334, delivered January 1965; now monument at Bierset

NOTE: Squadron-codes were applied on FR-1 to 24 only; the rest arrived after the introduction of the new serial system. Scrapped at Koksijde indicates aircraft that were withdrawn with the arrival of the Mirage and subsequently scrapped between 1970 and 1973.



Hawker Hunter Mk.4

In 1956 the first examples of this aircraft were delivered to replace the Gloster Meteor Mk.8s. Of the 148 Hunters originally ordered only 112 entered service; the remaining 36 were converted to Mk.6 standards prior to delivery. The Belgian air force wasn't very happy with its Hunter Mk.4 and the aircraft remained in service for only a very short time with the 7th and 9th Wings and later with the 1st Wing. The last Mk.4 was withdrawn in 1958.

Serials were ID-1 upto -64 and ID-101 upto -148 construction numbers for the first batch are not known to us. Those of ID-101/148 are 8650-8651, 8654-8659, 8662-8667, 8670-8675, 8678, 8683, 8679-8682, 8686, 8691, 8687-8690, 8695-8698, 8703-8706 8710-8713, 8718, 8721 (in that sequence).

A few squadron codes: ID-7/7J-J, ID-46/7J-F, ID-107/7J-D, ID-126/7J-H (the 7J-code was used by the 7th squadron of the 7th Wing).

Some fates: ID-44 (ex Red Devils aircraft) is now in the museum in Brussels; ID-26 is stored at Zellick; ID-123 is now a monument at Koksijde; ID-46 is in the museum. After their withdrawal the Hunter Mk.4s were sold back to Hawker or sold for scrap. In 1974 several wrecks were observed on a scrapheap with a breaker at Snaaskerke: the ID-47 ID-49, 51, 52, 53, 54, 57, 115, 119, 121, 127, 122, 149, 128, 55 and 62. And observed at the Feltham Trading Estate (UK) were in 1973 the ID-62, 64, 52 and 53.

Miles Martinet M.25

Eleven ex-RAF aircraft were delivered to Belgium for target-towing in the late forties. Nine Martinets arrived in 1947 and in 1948 an additional two were supplied to replace two aircraft that had returned to England. The aircraft were used at Koksijde till 1953. Serials were R-1 to R-11. Ex RAF serials for the first batch of nine were EG683, HP415 (became the R-5), MS773, MS815, MS856 NR297, NR422 and NR441. In August 1948 HP415 and MS773 went back to the RAF and these were replaced by JN539 and NR650.

Avro Anson

Ansons were used for communication and reconnaissance duties from 1946 till 1955, when they were replaced by the Pembroke. The Mk.1s were serialized NA-01 to NA-13, the Mk.12s were NB-1 and NB-2. NA-03 was ex RAF EG208, NA-06 was NK619 and NA-13 PH557. The ex RAF serials of the remaining eleven Ansons include PH697, PH767, N5028, DG773, EG268 LT126 and LT605. The NA-11 was written off on 27 January 1948, the NA-13 on 18 August 1955.

North American F-86F Sabre

According to R.Wagner 'The North American Sabre' (Mc.Donald & Co, London 1963, page 125/153) five F-86F-25 Sabres were delivered to Belgium in June 1955: 51-13202, 52-5305, 52-5362, 52-5367 and 52-5402. Unfortunately the book doesn't reveal further details; possibly these Sabres were on loan for evaluation but they certainly did not enter service. The official air force records don't mention the aircraft either.



USAF EXERCISES CENTRAL EUROPE



Compiled and written by Jac van Tuyn with special thanks to Arnold Booy and furthermore SEAR and BAR.

'...making stronger or better by use'. This is the meaning of the verb to exercise, given by a dictionary. Surely this also has its reflections on military affairs as the only way to test one's defence systems is by means of exercises.

Reading the American-news section over the past three months you must have noticed the USAF seems to be fully aware of this. After the official withdrawal of US Forces from Vietnam, America is no longer in active war. This giving two major problems: the surplus of troops and equipment and no longer any experiences with real warfare. As a result of the first problem the defence-budget was diminished somewhat but a good alternative for the second problem can only be an approximation of the red situation. Such an approach was found in expansion of exercises in foreign countries. This approximation gives the American troops a chance to work under different circumstances and

get more familiarized with tactics and procedures of other allied forces.

Two years ago the American administration officially announced their military commitments to NATO would be expanded. With the commencement of Carter administration this resulted in an expansion of USAF in Europe; three new Phantom squadrons, three F-4D units received F-111s, four F-4E units received/will receive F-15s and furthermore within a few years the introduction of a complete new weapon system: the A-10/Anti-tank aircraft. Besides the expansion of equipment, also the participation in NATO exercises of aircraft from the States was expanded and that's what this article is about. Over the past few months names as Autumn Forge, Crested Cap, deployments were often used in our news-column and this article will give some back-ground details about these subjects.

TOP PAGE: F-4D HB66-808 at Soesterberg on 1 October 1970 (A.Booy). BELOW LEFT: F-106B 80901 of 5FIS/Nimot AFB during its deployment at Hahn AFB (R.Portengen). BELOW RIGHT: F-100D/Fs CT63-623 & CT64-001 of Connecticut ANG at Ramstein in Nov. 1975 (P.Zastrow)



Ending the Vietnam war, the American forces started to concentrate themselves on Europe again but probably due to the same war they had withdrawn some 35,000 personnel from Europe in 1969. To keep this weakening of NATO as small as possible all materials were left behind and kept in 'ready

to roll' condition while some units kept their previous location in Europe as a war-time homebase. Still as a result of this withdrawal every year these dual-based units re-deploy to Europe. This is known as Reforger exercise.

REFORGER --- REFORGER --- REFORGER

Both USArmy and USAF take part in REdeployment FORces GERmany. The USAF's part has its own name: Crested Cap and it will be dealt with later on. Although USArmy's part of Reforger actually does not fit in this article (USAF exercises in Europe) the transportation of troops and equipment is taken care of by the Military Airlift Command. So a rather brief history.

Following the withdrawal in 1968, the USArmy re-deployed every year a certain amount of units to take part in the so-called US Field Training Exercises in Western Germany.

The first re-deployment was in January 1969 and involved 12,000 USArmy men. Over 300 flights with C-141As and C-133Bs were necessary to bring in the troops and their equipment. The 'Lifters' of 60, 62, 63, 436, 437MAW and the Cargomasters of 60 and 436MAW also transported some helicopters including the brandnew AH-1G HueyCobras. The FTE that followed took place near Grafenwohr where the USArmy tested the techniques learned in SE Asia for use in Europe.

There is little known about the Reforgers of 1970-1975, probably because nothing exceptional took place. Every year two Brigades of 24th Infantry Division, since 1973 re-designated 1st Infantry Division (also known as Big Red One) at Fort Riley, Kansas, returned to Germany, producing many Star-lifter flights to Stuttgart, Nurnberg, Frankfurt and Ramstein.

Then came 1976. The announcement to expand the military commitments to NATO became reality. Except for the normal Big Red One, this year also the 101st Airborne Division was brought in. The 101st Airborne Division (Air Assault) is based at Fort Campbell, Kentucky, and is the biggest divi-

sion of the USArmy with 422 helicopters giving it an unequalled mobility.

On 18 August 1976 the first troops of this unit arrived at Ramstein, after a nine-hours non-stop flight. Normally the 'Lifters' brought in all the equipment but as this time some 350 helicopters were to be transported, it was decided to do it by sea lift. Several ships were concentrated under the Military Sea Lift Command, many of which having destination Amsterdam. Three roll-on roll-off ships however docked at Gent (Belgium) carrying all helicopters.

On 31st August a speech of General Haig, commander of SHAPE, officially started this year's (1977 that is) Reforger. As always this speech welcomes the troops of Big Red One but due to two important political statements it made many newspapers. Reforger 77 was a normal one again with only a few helicopters and many C-141As to Nurnberg, Stuttgart Frankfurt and Ramstein.

Noticeable is that Amsterdam harbour is getting more and more a vast link in operation Reforger. Just like last year, Amsterdam was the place where the heavy equipment arrived. From the ships the tanks and other heavy rolling materials were put on trains; trucks were driven and urgent materials were flown over; all destination Germany. The urgent materials were transported to Ypenburg in containers. On the airbase the containers were put into Hercules and on 2,4,5,6 & 7 September 5 C-130E/Hs made 30 sorties between Ypenburg-Frankfurt/Ramstein.

Besides Ypenburg and Schiphol where some 500 drivers had arrived in Starlifters, Deelen was also involved in this year's Reforger. On their way to Germany the trucks had a resting point at this airbase.

CRESTED CAP --- CRESTED CAP --- CRESTED CAP



HO66-745 during its deployment at Ramstein earlier this year. Note the sharkmouth and the MIG kill in the air-intake. (A.Booy)

Just like the USArmy, the USAF also had a dual-based unit: 49TFW at Holloman AFB, New Mexico. This wing, comprising 7, 8, 9 TFSS based at Spangdahlem, had just completed a conversion from F-105D Thunderchiefs to F-4D Phantoms when it was returned to the States in 1968. A fourth squadron was 417TFS/50TFW based at Ramstein which moved to Mountain Home AFB, Idaho. All four units kept the former location as war-time home-base.

In order to test/practise the dual-base techniques and to give the army troops of Reforger some air-support, the four squadrons re-deployed to Europe annually.

The first Crested Cap was held already one year after withdrawal. On 14 January 1969 the first 24 F-4Ds arrived at Hahn (including KB66-0253, 66-0278, 66-7467 and 66-7650). On the following four days resp. 24, 24, 24 and 16 F-4Ds arrived at

Spangdahlem (including HB65-0619, 65-0646, 66-7701, HC64-0960, 65-0979, 65-0586, 65-0594, 65-0596, HC65-0595, 66-7726; HD65-0775, 65-0792, 66-0273 HD65-0786, 65-0585, 64-0968)

They stayed in Germany for four months: 7, 8 and 9TFS at Spangdahlem and 417TFS at its European alternative Hahn AFB.

Being in the States all Phantoms had received the newly introduced unit codes: 7TFS/HB, 8TFS/HC, 9TFS/HD and 417TFS/KB.

In September/October 1970 Crested Cap II took place. 417TFS/KB deployed to Hahn, 7TFS/HB to Spangdahlem, 8TFS/HC to Ramstein and 9TFS/HD to Bitburg. Many a/c of 417TFS are known to have been operating from Ramstein to supplement the HCs there.

A/c known to have participated:

KB66-0228,	66-0251,	66-0253,	66-0256,	66-0276
66-0277,	66-0278,	66-0282,	66-0283,	66-7461
66-7467,	66-7470,	66-0471	66-7477,	66-7484
66-7488,	66-7494,	66-7496,	66-7650,	66-7687
66-7690,	66-7747,	66-8804,	66-8808	
HB64-0942,	64-0945,	64-0949,	65-0599,	65-0603
65-0619,	65-0625,	65-0635,	65-0638,	65-0639
65-0643,	65-0646,	65-0647,	65-0652,	65-0653
65-0654,	65-0659,	66-7585,	66-7587,	66-7701
66-7735,	66-7749			
HC64-0972,	65-0584,	65-0640,	66-7476,	66-7731
HD64-0936,	64-0952	64-0960,	64-0963,	64-0968
65-0655,	65-0666,	65-0729,	65-0743,	65-0768
65-0773,	65-0774,	65-0775,	65-0779,	65-0791
66-0273,	66-7466,	66-7577,	66-7626,	66-7710
66-7722,	66-7726,	66-7759		

Just like last year Crested Cap 1971 took place in September/October of the year. Arriving at Hahn on 9 September:

HE65-0617, 65-0666, 65-0695, 66-0251, 66-0253
66-0254, 66-0269, 66-0270, 66-0276, 66-0277
66-0282, 66-0283, 66-7467, 66-7471, 66-7477
66-7484, 66-7488, 66-7496, 66-7650, 66-8804
66-8821, 66-690, 66-735, 66-747 all F-4Ds of
417TFS (this sqn had been re-assigned to the
49TFW and all its Phantoms had been recoded HE)

Arriving at Ramstein on 10 September:

64-0974, 64-0975, 64-0976, 64-0979, 64-0980
65-0581, 65-0584, 65-0585, 65-0586, 65-0588
65-0590, 65-0595, 65-0596, 65-0598, 65-0638
65-0719, 65-0730, 65-0774, 65-0775, 66-0256

Arriving at Hahn on 11 September:

64-0960, 64-0963, 65-0655, 65-0791, 66-0259
66-0273, 66-7460, 66-7476, 66-7519, 66-7538
66-7558, 66-7577, 66-7580, 66-7614, 66-7626
66-7627, 66-7641, 66-7649, 66-7660, 66-7710
66-7722, 66-754, 66-755 and 66-759.

Arriving at Ramstein on 12 September:

HB64-0942, 64-0949, 65-0599, 65-0603, 65-0614
65-0619, 65-0635, 65-0638, 65-0639, 65-0643
65-0646, 65-0653, 65-0654, 65-0659, 65-0743
65-0792, 66-0278, 66-7466, 66-7585, 66-7587
66-7617, 66-7652, 66-701, 66-739 and 66-749

Crested Cap 1972 ran into trouble due to bad weather at Bitburg and Hahn. As a result the first wave of 24 F-4Ds diverted to Torrejon on 5 February and one day later 26 a/c diverted to Lakenheath. The other two units didn't even make it beyond Seymour Johnson and had to return home. All 50 F-4Ds went to Germany some days later and just after the arrival of 46 'new' F-4Ds they left again for Holloman.

This forced split up into two flights must have been a success as ever since Crested Cap comprises an Atlantic-cross of two times 24 F-4Ds and just before returning to the US of the first 48 a/c, another two times 24 F-4Ds are deployed to Europe. That's the way it was with Crested Cap 73. On 8 February and 12 March 45 F-4Ds of 49TFW (and 35TFW) arrived at Bitburg:

HO64-0949, 66-0952, 64-0960, 64-0972, 65-0595
65-0603, 65-0617, 65-0625, 65-0639
65-0657, 65-0679, 65-0730, 65-0740, 65-0760
65-0791, 65-0792, 66-0259, 66-0276, 66-7471
66-7476, 66-7519, 66-7558, 66-7580, 66-7591
66-7617, 66-7629, 66-7640, 66-7687, 66-693
66-700, 66-724, 66-731, 66-734, 66-737, 66-739
66-746, 66-749, 66-8819 and 66-8824 all of 49TFW
GA65-0583, 65-0655, 66-0244, 66-7478, 66-7589,
66-7658 all F-4Ds of 4435TFS/35TFW.

Nothing really noticeable about Crested Cap 1975 but for the records:

From 6-9 till 6-10 F-4Ds of 8TFS at Hahn
From 7-9 till 7-10 F-4Ds of 9TFS at Bitburg
From 3-10 till 5-11 F-4Ds of 417TFS at Hahn
From 4-10 till 6-11 F-4Ds of 7TFS at Bitburg
For registrations see FLASH Nr.64/Febr.1976. On 7 October one of the F-4Ds (HO65-0603) crashed near Wurstberg.

Crested Cap 1976 brought the biggest amount of F-4Ds to Germany ever recorded: 103 a/c. Normally some reserve a/c accompany the Phantoms during the first part of the nine-hours flight to Europe. Before leaving the States the reserve a/c return to Holloman. This year, however, fifteen a/c flew all the way along, landing at Lakenheath (UK). For a very extensive report see FLASH 73/Nov.1976.

This year's Crested Cap was affected by the introduction of the F-15 Eagles. Only two squadrons re-deployed to Germany as one squadron of the 49TFW was already operating this aircraft while a second squadron was right in the middle of conversion. For details see FLASH Nr.84 and 86.

The future of Crested Cap remains a question as with the introduction of the Eagle the accent of 49TFW's mission will most likely become intercepting. Therefore it wouldn't be silly to think of the possibility that in the coming years another F-4 unit (a future F-16 unit) will take over from 49TFW. 4TFS/Seymour Johnson has already been mentioned. Only time will tell.....

AUTUMN FORGE --- AUTUMN FORGE --- AUTUMN FORGE



C-130E-II 62-1857 of 7th ACCS/Keesler AFB during Autumn Forge 1976 based at Frankfurt (A.Booy).

No, not another USAF exercise but the collective name for an impressive series of exercises taking place each fall within Allied Command Europe (ACE) ranging from Norway to Turkey. As is Dawn Patrol to Southern Europe, Strong Express to Northern Europe, the real big exercise within

Autumn Forge for Central Europe is Reforger. But that's not all. A more international exercise within Autumn Forge is Cold Fire. This exercise concerns all AAFCE (Allied Air Forces Central Europe) units and is linked to some national field exercises to test the tactical support of AAFCE's



Spangdahlem September 1976. (A.Booy)

components: 2nd and 4th ATAF. Cold Fire also tests the ability of aircraft to operate from foreign air bases.

With heavy flying activities and many visits to foreign air bases Cold Fire is without any doubt the most interesting part of Autumn Forge. In 1975 it brought 7 Delta Darts to Hahn. This year's Cold Fire lead a.o. to the visit of Portugese G-91Rs to Ramstein, 314Sqn (RNethAF) for a two weeks stay at Karup and No.54Sqn (RAF) for a week's stay at Wildenrath.

Every year Autumn Forge includes some big exercises like Deep Express in 1975 (a simulated invasion in 'occupied' Turkey); Flintlock in 1975 (paratrooping); Grosser Bär in 1976 (mainly involving

army troops); Teamwork in 1976 (anaval exercise); Ocean Safari in 1977 (a naval exercise of 60 ships protected by 250 a/c); Oksboel in 1977 (a simulated invasion in 'occupied' Denmark).

All these exercises have their specific tactics and every year some 'rare' units of the USAF deploys to Europe.

One of the units that always returns is 17DSES. This unit is equipped with EB-57Es and is normally based at Malmstrom but with an average of two times a year 5 a/c deploy to Europe. These EB-57s act was enemy aircraft or radar stations equipped with the so-called 'active ECM', having the possibility to make someone's radar unserviceable.

Other deployments known, especially because of Autumn Forge:

- September 1972 four C-123Ks of 317SOW/1SOW at Sembach (AH54-0695,0596,0709 and 55-4517)
- September 1975 seven F-106A/Bs of 5FIS at Hahn (60460,90005,90010,90015,90019, 90063, 80901)
- September 1975 two EC-121Ss of 193TEWS at Ramstein (40155 and 40159)
- October 1975 six RU-21s at Stuttgart (18077/RU-21C, 18085/RU-21B, 18087/RU-21B, 18089/RU-21C, 18114/RU-21A, 18115/RU-21A)
- September 1976 three AC-130Hs of 1st SOW at Zweibrücken (AH69-570, 575 and 576)
- September 1976 six F-105Gs of 35TFW at Spangdahlem (GA63-300,306,276,316,266 and 62-44)
- September 1977 six A-10As of 355TFW at Sembach (DM75-281,285,286,287,289,290)

CORONET --- CORONET --- CORONET

The last item of this article deals with all other USAF deployments.

Most of these deployments are of the Coronet-series and are characterized by their number of aircraft involved: 18, and the duration of their stay approx. 20 days.

These deployments are to give the American pilots a chance to get familiarize with the European weather and the different flight procedures. The major part of these Coronet deployments take part in a period with many exercises going on in Europe. Like this year the F-105s at Norvenich, the A-7s at Gilze-Rijen, the RF-4Cs at Söllingen and the F-4Es at Lahr all participated in Autumn Forge.

The Coronet deployments are nothing new to Europe but due to a considerable increasement since 1975 it got itself an important place in Autumn Forge. And it seems that next year even more deployments have been planned. (Hooray...hooray)

Coronet Finch. From 9-25 October 1968 at Ramstein KT65-0937 and KS65-0911, 65-0918, 66-0429, 66-0488, 66-0453, 66-0454, 66-0455, 66-0456, 66-0457, 66-0458, 66-0459, 66-0460, 66-0464, 66-0465, 66-0472, 66-0477, 67-0456. all RF-4C of 67TRW/Mountain Home AFB, Idaho

May 1972 at Aviano (Italy):

BA65-0938, 65-0940, 65-0942, 67-0441, 67-0442, 67-0444, 67-0450, 68-0590, 68-0548, 69-0353, 69-0358, 69-0359, 69-0363, 69-0366 all RF-4C of 45TFS/67TRW/Bergstrom AFB

Since 1975 all deployments have been reported in this magazine and for details we refer to the following issues: Nrs.60,61,62,67,72,73,74,81,82,83,84,85,86.

This leaves only to give you the names of the deployments of this year:

363TRW/JO	Erding	Coronet KENO
Penn.ANG/Ohio ANG	Ingolstadt	Coronet WHIST
347TFW/MY	Jever	Coronet SHUFFLE
67TRW/BA	Aviano	Coronet SALTY BEE
388TFW/HL	Nordholz	Coronet DRUM
35TFW/GA	Karup	Coronet CLUB
457TFS and 465TFS	Norvenich	Coronet POKER
4TFW/SJ	Lahr	Coronet TRUMP
N.Mex.ANG/Colo.ANG	Gilze Rijen	Coronet ANTE
67TRW/BA	Söllingen	Coronet FLUSH
347TFW/MY	Bremgarten	Coronet CARDINA

The second Coronet deployment to Europe took 18 A-7D Corsairs of Pennsylvania ANG and Ohio ANG to Ingolstadt. (A.Booy)



-- SHOW REPORTS --

Portes Ouvertes at Cognac (France) on 11 September 1977 (A.Booy)



67-ID/2260 Alouette III AI/83 Nord 262D
 JAR/1234 Al.II Gendarmerie 312-BH/63 N.2501
 8-MQ/315 Mystere IVA 314-YB/53098 T-33A
 No.69 Alize Br.1050 Marine 118-AC/E2 Jaguar E
 No.5 Atlantic Br.1150 Marine 10-SD/16 Mirage IIIC
 315-SK/191, 315-ST/291, 315-SL/303 Broussard
 -IA/197, -IB/400, -IC/217, -ID/406, -IH/177
 -IJ/336, -IM/222, -IN/191, -IO/433, -IR/399
 -IT/231, -IU/335, -IV/349,
 315-XA/417, -XB/345, -XC/415, -XD/403, -XF/354
 -XG/432, -XI/179, -XJ/422, -XK/230, -XM/347
 -XN/378, -XO/394, -XP/420, -XR/388, -XW/397

-XX/395, -XY/421, -XZ/423
 315-PB/60, -PD-203, -PE/326, -PI/341, -PK/220
 -PM/342, -PN/216, -PO/236, -PQ/320, -PR/408
 -PS/224, -PT/242, -PU/325, -PV/223, -PW/232
 -PX/407, -PY/340, -PP/180
 315-QA/205, -QB/434, -QC/411, -QD/398, -QE/240
 -QF/309, -QG/435, -QH/195, -QJ/393, -QK/346
 -QO/310, -QP/396, -QQ/431, -QS/208, -QT/424
 -QU/369(?), -QV/226, -QW/219, -QX/206, -QY/213
 all CM-170R Magisters of GE.315
 Other CM-170Rs: 118-DH/162, -/227, ?/307, ?/328
 -/332, -/351, ?/404, 313-DV/446

Bundeswehr 1977 at Köln/Wahn (W.Germany) on 1 October 1977 (F.Willemsen and G.Vieth)

16-21 HFB-320 LVST-614 35-38 RF-4E AKG-51
 40-01/F-ZWRV Alpha Jet 58-51 DO-28D JB-31
 98-06 (0007) Tornado 37-53 F-4F JB-36
 82-90 (S.38) Bo.105C Heer 17-02 VFW-614 FBS
 72-17 UH-1D Heer LHFR-10 50-72 C-160D LTG-61
 89-67 Sea King Marine MFG-5 30-44 G-91R LEKG-43
 61-10 Atlantic Marine MFG-3 22-05 F-104G JB-33
 21-29 F-104G Marine MFG-2 8411 CH-53G Heer
 70-55, 70-89, 70-98, 71-00 all UH-1Ds of HTG-64

On 29/30 September and 1/2 October equipment of Luftwaffe, Heer and Bundesmarine was displayed at Köln/Wahn. The first two days were only for invited guests, but on the next two days the base was open to the public. The display included this F-4F 37-53. (G.Vieth)



Open Day at NAS Point Mugu (USA) on 5 November 1977 (C.Russell)

137890 EC-121K PMTC 150297/102 F-8J PMTC
 138938/74 NA-3B PMTC 144725/60 US-2A
 152166/PB-3 P-3A VP-65 156721/87 T-2C PMTC
 153177/ND515 A-7A VA-305 149654/81 A-4E PMTC
 158651/NJ951 EA-6B VAQ-129 157983 F-14A PMTC
 149806 C-130F Blue Angels 149471/42 QF-4B PMTC
 71-20787 OH-58A Calif.NG 577580 QT-33A PMTC
 151944/12 HH-46A Point Mugu Base Flight
 157183/NW303 HH-1K HAL-5 (USMC)
 10282 F-15A AF Flight Dynamics Sab.
 31669 A-10A AFPTS (trial mottled grey camo)

153783/1 F-4J VX-4 (black c/s) 149482/54 NA-6A PMTC
 158350/5 F-4J VX-4 (white c/s) 150913/107 F-8J PMTC
 152853/XF21 TA-4J VX-4 (camo) 153074/90 F-4J PMTC
 159424/XF34 F-14A VX-4 149455/96 F-4B PMTC
 153088 F-4J VX-4 (bi-centennial colour-scheme)
 0-25744/30 and 53-1304(?) /403 OH-86H (the latter didn't carry the serial on its fin)
 154179/1, 154177/2, 154975/3, 154176/4, 154983/5 all A-4F Skyhawks of 'Blue Angels'

136774/XF222 C-1A VX-4 159828/42 F-14A VX-4
 158353/XF3 F-4J VX-4 136712/XF111 US-2BVX-4
 144682 SP-2H (derelict) 159003/103 F-14A VF-1
 155238/86 DT-2B PMTC 153551/85 T-2B PMTC
 149451, 149486/57 F-4B PMTC 150525 P-3A PMTC
 141309, 141311 EC-121K PMTC 136773/18 C-1A PMTC
 150544/72 T-39D PMTC 150302/100 F-8J PMTC
 147535/21, --/22, 147532/27. all ES-2D PMTC
 142667/71, 144840/- 144825/75 all NRA-3B PMTC
 148386/46, 149434/41 both QF-4B poss. PMTC

0-22122/33, 0-31413/34 QF-86H PMTC
 156015/--, 155995/51, 156007/53, 156008/54,
 156018/52, ..6750/50 all QT-33As of PMTC
 153408/8, 153409/9, 153406/10, 153405/11 all
 UH-46Ds Point Mugu Base Flight
 141024 C-131F (with bump on the roof)
 155056/6, 155029/-, 158722/7 T/A-4J Blue Angels
 152178/PB-00, 152170/PB-2, 152166/PB-3, 152411/PB-4
 152168/PB-6, 152150/PB-7, all P-3A Orion VP-65
 153268/ND500, 153196/ND501, 153247/ND502, 153155/
 ND503, 154355/ND505, 153134/ND506, 154354/ND507
 154351/ND510, 153184/ND512, 153260/ND514. 153135/
 ND521 all A-7A Corsairs of VA-305

COMMENT ON PAGE 12-13

TOP LEFT: XP708 (F.3) of 29Sqn during an exchange at Leeuwarden.
 TOP RIGHT: XS418 (T.5) ex 2260CU decoy aircraft at Binbrook on 2 September 1977.
 MIDDLE LEFT: XP740 (F.3) of 111Sqn during an exchange at Leeuwarden on 16 August 1972.
 XM968 (T.4) of 92Sqn during an exchange at Leeuwarden on 5 May 1972.
 MIDDLE RIGHT: XS459 (T.5) of 29Sqn also during an exchange at Leeuwarden.
 BOTTOM LEFT: XP741 (F.3) of 118Sqn at Binbrook.
 BOTTOM RIGHT: XM183 (F.1A) ex TFF decoy aircraft at Binbrook on 3 September 1977.
 All photos by Siete Meeter.

NEWS AND NOTES



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

Corrections on number 86:

Schiphol: 24/9 G-AXMG is a BAC.1/11; 2/10 HA-LCH Tu.154

Dutch register: PH-JOS c/n F.1016; PH-VRL F.150H News/acq. Netherlands: RAL F.28s are 11133/11135

Accidents: HZ-ACB crashed on 10 October. F.27 Prod.list: 10229 is JA-8618, 10236/XY-ADL 10240 is a srs 253. If you find some errors or something else, please let us know!

PHOTO COMMENT: Gulfstream II PJ-ABA (163) 'El Condor' of CEDICA, Caracas, at Le Bourget on 18 October 1976. (R.Choufoer/ITASW)

MOVEMENTS

SCHIPHOL

Movements during October (continued):

- 21: F-BLEG Beech 50
- 22: EI-BBS Piper PA.28 G-APRN HS.650 ABC
- 24: 64-IN N.2501 (198) Fr.AF HB-VEW Learjet 35
- N81027 L.1011 Gulf Air (c/n 1107)
- 26: HL-7431 B.707 KAL G-BCUZ Beech 200
- 27: D-BABJ VFW-614 VFW-Fokker
- 28: LN-RNA B.747 SAS (new aircraft)
- N733MA Mu.2
- 29: N9116S Beech King Air 100 LN-SUL F.27 B.S
- 30: FAC001 F.28 F.A.Columbia

November movements:

- 2: N26S Jetstar-8 (5128) Sun Oil
- F-GAPY Learjet 23 (027)
- 3: HL-7425 B.707 Korean AL OY-DLM Mu.2
- TC-91 B.707 F.A.Argentina
- 4: SE-GZZ Cessna 404
- 5: JY-AFC Learjet 36 (36-020) Arab Wings
- G-BFDS F.27 (10270) ex PH-ARO Air Anglia
- 6: 232 Piper Pa.31 Navajo French Navy
- 7: D-IDEE Merlin N1159K G.1159
- 8: PH-BAG Mystere 20 BAS (ex HB-VBL)
- 9: G-AMPO DC-3 Intra Aws G-AOVS Br.312F
- LN-RNA B.747 SAS (dept.) D-CCPD Learjet 36
- N9FB Falcon 20
- 10: 7T-WAO F.27 Algerian AF
- G-BEMZ Britannia 312F Air Faisel
- 12: 131608 'JT' C-118B USN OK-HFL Tul34(new)
- G-BDRV BN.2A (788) to become PH-PFS
- 13: DM-STO Il.18 Interflug

- 15: F-BLCD B.707 Air France G-AOVS Britannia
- 16: N504T BAC.1/11-211 (084) Tenneco
- 18: N48059 CV.880 for Air Malta
- D-INLN Cessna 500 (0129)
- 19: PH-MBN DC-10 Martinair with Mandala Airlines
- Stickers!?
- N308A G.1159 (155) Aramco CCCP85221 Tu.154
- 20: N765A G.1159 (111) Aramco
- 21: 5N-ANR DC-10 Nigeria Airways (new a/c)
- HB-IEN Cl.44 Transvalair
- 22: F-BPNX N.262AF (40) CNde St.Yan
- OY-FIX AC.690 (??)
- 24: N41020 L.1011 Gulf Air (c/n 1072)
- N711BA Aero Commander 690 N14CP Beech K.A.
- D-AFKG G.1159 N7342W Cessna 172
- I-MYOR Piper PA.31
- 25: N48059 CV.880 for Air Malta
- JA8055 DC-8 Japan AL OY-DVL Cessna 500

SHANNON

Deliveries during October (most aircraft coming from Gandar, Canada):

- 2: N23765 Beech 200 to Athens same day
- N37396 Cessna 421C Reykjavik-SNN 3/10-Brussels
- 4: N4653W AC.112TC-A (13183) Reykj-SNN-Lisabon
- N4957W AC.114 (14295) Reykjavik-SNN-Lisabon
- N47398 Piper PA.28 5/10 to Geneva
- 5: F-BVFD Concorde (11) Air France (on three engines)
- 6: N18815 B.747-228F Air France, with new engine for F-BVFD
- N9195G C.441 (002) Brussels-SNN-Reykjavik-US
- G-AYPL BN.2A (253) SNN-Dublin-Canada(see 20.9)
- 7: D-EBDF M.20J on 8/10 to Kassel
- 8: N47231 Piper PA.34 on 10/10 to Malta
- 10: N38745 Piper PA.28 to Gatwick same day
- F-GAPK Beech 55 Reykjavik-SNN-Paris
- 11: N401JA BN.2A-3 (1039) Hurn-SNN-US
- 12: N727GL Learjet 35A (127) to Zurich same day
- 16: 4X-AYC BN.2A SNN-Luton-Israel
- 21: N7362C Cessna 210, to Tours same day
- 23: OH-PAS PA.32R-300 (7780533) 25/10-Helsinki
- HB-EHZ Beech 36 St.Johns-SNN 24/10 to Geneva
- 26: N7730Y PA.30 Gatwick-SNN 27/10 to Reykj-US
- N215G (??) IAI.1124 Rome-SNN 27/10-Reykj-US
- 27: N87992 M.20 (ex G-AWIH) to Reykjavik-US
- 29: SE-GVO Piper PA.31 to Malmö/Sturup same day

FOKKER-VFW



F.27 Friendship

Possible buyers of the F.27MPA: The Philippine AF is interested in buying 6 MPAs; the TNI-AU wants two Maritime and the 2 F.27-400s mentioned last month. It's not known if the contract is already signed for three MPAs for the Spanish Gov't/SAR. They are already planned on the production line (see last month). The Algerian AF/Navy (two or three) and even France (one) are interested in the F.27 Maritime. The second MPA of the Peruvian Navy is leased to Fokker and regd PH-MPA (ex 561/PH-EXE c/n 10549) for demonstrations to the Philippines (between 16/11 & 28/11?) France and Indonesia.

Rumours say that the production of the F.27 won't stop until the nineties, and that Fokker is designing a back-loading F.27 (like a Hercules) to replace the RNethAF F.27s!!

The Nigerian Air Force is interested in five srs 400Ms; Somalia might order four srs 400Ms and two srs 600RPs.

- 10227 241A F-BVTA, 4-9-77 back TAT from lease to Somali Airlines
- 10228 241 F-BUFU/TAT, leased to Air Senegal, and on 21-7-77 bought as 6V-AEG
- 10270 463 PH-ARO, leased to Air Anglia, 25-10-77 bought by BIAS, stayed on lease to Air Anglia, but regd G-BFDS
- 10425 5161 F-BYAF/Air Rouergue, from 10-9-77 till 22-10-77 leased to Royal Air Inter
- 10430 6157 regd F-BYAR for Air Alpes
- 10566 6249 f/f 31-10-77, 22-11-77 to 5H-MPT of Air Tanzania
- 10567 6244 regd PH-EXF/5-4041 for IIAA
- 10568 4245 regd PH-EXG/5-4042 for IIAA

NOTE! Published last month was the production and the planned production of the F.27. The latter starts from c/n 10575 and is not 100% sure.



TOP PAGE: PH-EXG/5-4042 of the Imperial Iran Air Army.
ABOVE: PH-EXB/6W-STB of the Senegal Air Force. (both photos J.Dijkstra)

F.28 Fellowship

C/ns 11092 & 3 will probably be bought by Pars Air, if not, the a/c will be leased to the NLM; c/n 11127 will be leased to the NLM, if one (or both) a/c mentioned above will be bought by Parsair.

C/n 11027 (now EP-PAS/PH-2BG) will probably be bought by Air France. Saudia will lease c/n 11133 & 11135, or if not, they might be leased to Rotterdam Airlines. They don't intend to buy F.28s.

Indian AL is still interested in srs 4000s as is TDA Japan in srs 6000s.

Frontier AL (three), Sabena (one) and Great Lakes in Canada (one or two, and poss. nine a/c later on) are interested in srs 4000s, while the Gov't of Malaysia wants a 3000VIP and Alyenda/Yemen a 3000C.

Last but not least are BIA and Air Anglia, both are interested in second-hand F.28-1000s. BIA is likely to take over the three ex Germanair F.28s

- 11041 1000 C2-RN1/Air Nauru 1-11-77 to P2-ANU of Air Niugini
- 11118 4000 PH-EXR, 3-12-77 to TU-VAH Ivory Coast
- 11121 4000 f/f 1-9-77/PH-EXO for Ivory Coast
- 11124 4000 VIP, f/f 25-10-77/PH-EXY for Ivory Coast as TU-VAZ
- 11127 4000 PH-EXT 'Export'
- 11128 4115 f/f 4-11-77/PH-EXR, 25-11-77 to SE-DGM of Linjeflyg

Production sequence of the Fellowship is as follows (as on 11/77): 11118/25/24/28/27/30/29/31/32 11134/36/37/38/39/33/35/40/41.

NEWS

ACCIDENTS

ARGENTINA. BAC 1/11 LV-JGY (155) crashed while flying from Buenos Aires to San Carlos, on 20 November. 34 of the 79 people on board survived.

BULGARIA. An aircraft of Balkan Bulgarian Airlines crashed near Benghazi, Libya on 2 December. On board were pilgrims, of which seven were found death, while some fifty were injured.

EAST GERMANY. A Tu.134 of Interflug crashed at Berlin-Schonefeld on 22 November; aircraft was badly damaged.

ETHIOPIA. A B.707 Cargo of Ethiopian AL crashed near Leonardo Da Vinci Apt (Rome/Italy) on 10 November.

- DC-3 ET-AFW of Ethiopian Airlines crashed on take-off from Arba Minch, on 15 October. The aircraft has been written-off.

ITALY. Piper PA.24 I-NPIN (24-780) crashed near Milan-Linate on 11 November.

MALAYSIA. A B.737-2H6 of Malaysian Airline System crashed near Singapore on 4 December, killing all occupants. It's said that the aircraft was hi-jacked.

NORWAY. S.61N LN-OSZ of Helicopter Service crashed while being on its way to an oil complex. It crashed into the sea on 23 November.



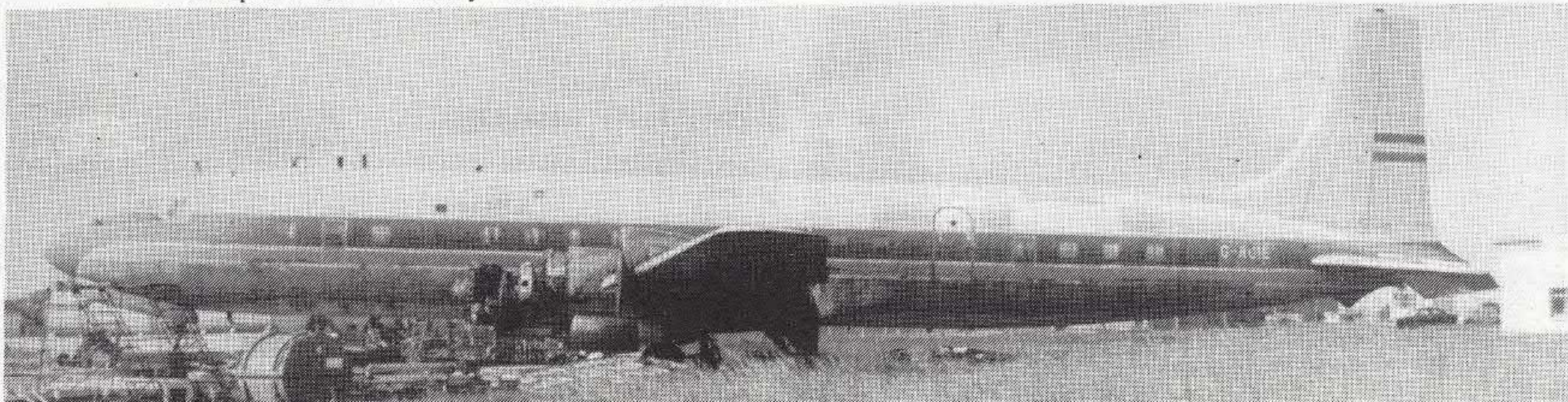
PORTUGAL. For the first time in TAP's live of 25 years, they had a fatal accident. On 19 November CS-TBR a B.727-282 (20972) crashed while landing at Madeira Funchal Apt., from the 157 passengers and 8 crew only 34 survived. Piper PA.18-151 LN-BGU (7515221) crashed at Lake Langevatnet on 23 October. SWITZERLAND. S.205-18R HB-ELM (212) crashed while on approach to Onnens on 14 October U.K. Garden GY-80 G-ATDG (101) crashed at Whitton Hill on 29 October. A/c written off. PA.32 G-AYWK (7140008) crashed when ground looped while landing at Barton 1 November.



MISCELLANEOUS

FRANCE. Wassmer Aviation doesn't exist anymore. The company, specialised in light, one-prop aircraft mainly consisting from plastics, has gone into liquidation recently. INTERNATIONAL. The production of the Concorde will be stopped after c/n 216 has been completed. Aerospatiale, British Aerospace, MBB and VFW-Fokker will build the A.200 together. The a/c is designed by Aerospatiale, but as the U.K. stopped the design of the BAC X-Eleven, they want to have planning and final assemble. The prototype of the Concorde (c/n 201) touched down for the first time at New York/Kennedy Airport on 19 October. On 22 November Air France and British Airways made their first passenger flight to Kennedy Airport. After two years, the Concorde was finally cleared to land at the Apt. on 23 September. U.K. Short is offering a Maritime Shorts 330, called SD3-MR Seeker. USA. The 400th Cessna 500 Citation was delivered in September to Tilford Aviation Center. WEST GERMANY. As mentioned last month, the production of the VFW-614 will be stopped, unless the Government of Germany orders VFW-614s for service at night, flying mail which is now done by noisy B.737s. This was a suggestion of Liesel Hartenstein, a member of Parliament, to save at least 1,000 workmen places and to save the nightrest of German people!

DC-7C G-AOIE c/n 45115 outside Shannon's Repair Service Ltd hangar at Shannon Airport on 17 July 1974. (J.Struben)



ACQUISITIONS

ANGOLA. Angola Airlines bought British Caledonian B.707-349Cs G-BDCN (18975) during October and G-AWWD (19355) during November. They are now regd D2-TAC & D2-TAD resp. BELGIUM. A new cargo airline is Benelux Overseas Airfreighters, having one B.707-320C and one on order for delivery early 1978. - Sobelair ordered a B.737. Delivery July 1978. BRASIL. TAM (a Vasp associate) is looking for four F.27s which they can lease for use on local routes. ICELAND. Eagle Air bought an ex-Western B.720B registration is TF-VLC. Delivery in October. IRAN. Iran Air probably ordered four A.300B-2Ks for delivery in 1979, from March '78 on two A.300s will be leased to Iran Air. IRELAND. Aer Tura's Britannia EI-BBH returned on 4 November from its lease to Cyprus Airways. - Guinness Peat's B.707-344 LX-LGW (17930) returned from its lease to Ghana Aws. - G-AOIE, a DC-7C (45115), formerly used at Shannon for spares in basic Schreiner Aws colours (ex PH-SAX), has been painted white and grey and is used for fire/emergency evacuation training at Shannon. - A new Dublin-based Airline is Kerry Airways, who are looking for DC-3 crews. They might buy the immaculate DC-3 EI-AYO (1911) at the moment owned by Commander A/c Sales (Eire) Ltd. LUXEMBURG. Cargolux ordered a B.747-200F for delivery late 1978. SWITZERLAND. The first company to receive the HS.125-700 was Chartag, the company which had also the first export HS.125 (Sept '64). The aircraft in question is HB-VFA. - Balair ordered one DC-10-30, for delivery during November 1978. - Swissair ordered two DC-9-51s. U.K. British Caledonian bought a B.707-320C from Sabah Air. - Tradewinds second B.707 is a srs 320C, formerly of (the late) Simbair. - The new third-level airline Air Westward, ordered two EMB-110P.2 Bandeirantes. - War Birds of Great Britain Ltd. recently regd the following aircraft: DC-3s G-BFHA/B/C ex 43-48138, 43-48244 & 42-108891 resp. Junkers Ju52 G-BFHD/E/F/G ex TB2-255, TB2-273, T2B-275 & T2B-262 resp. - British Airways ordered two B.747s for delivery April '78 and the other one later on. - Bristow Helicopters seems to have ordered 10 Sikorsky S.76s for delivery '78/79. - Bristow Helicopters purchased five Bell 212 additionally to their 23 in service now. - As mentioned last month, British Airways leased a B.737-222 from Transavia, being PH-TVI c/n 19940) from 1 November on. B.A. also leases Finnair's DC-9-51 OH-LYR (47736) from that date on, until December & March '78 respectively. URUGUAY. Aero Uruguay is leasing Cargolux's CL.44J TF-LLF (35) from October on. USA. Frontier leases two B.737-248s from Aer Lingus, EI-ASD/H c/n 20219/20223, now regd N7360F and N7361F resp. delivered on 16 October and 11 November. N7362F is ex EI-BCC, a B.737 from Guinness Peat. - Delivery of the A.300B-4s to Eastern: F-WUAZ (N41) on 24 August now N201EA F-WUAU (N42) late October now N202EA F-WUAT (N43) on 19 November now N203EA F-WUAX (N44) on 3 December now N204EA

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



- | | | |
|-------|-----|---|
| 10245 | 154 | PH-PFL, f/f 19-02-64, 06-03-64 to LN-SUE of Braathens SAFE 'Herald Gille', 27-06-69 bought Fokker and leased to Braathens, 31-07-70 bought by Braathens, 25-10-75 to Air Executive/Norway and on 03-02-76 leased to Norwegian AF, current. |
| 10246 | 156 | PH-PFM, f/f 04-03-64, 23-03-64 to PI-C507 of P.A.L., 28-07-71 to '10246' of the Philippine Air Force, current. |
| 10247 | 156 | PH-PFN, f/f 13-03-64, 07-04-64 to PI-C508 of P.A.L., 19-05-71 to I-SARK of Alisarda, 02-12-74 to F-BVTO of Touraine Air Transport (TAT), current. |
| 10248 | 154 | PH-PFO, f/f 25-03-64, LN-SUL of Braathens ntu (although it was bought by Braathens SAFE), 10-04-64 leased to Schreiner Airways as PH-SAF (10-4-64/4-65) on 12-04-65 back Braathens, regd LN-SUL 'Sigurd Munn', 01-04-77 leased to Air Executive Norway/Busy Bee, current. |
| 10249 | 264 | PH-PFP, f/f 09-04-64, Alitalia ntu, 06-05-64 to I-ATIM of A.T.I., leased to KLA and 3/70 back ATI, used for calibration but on 16-03-74 leased to the NLM, on 13-05-74 bought and regd PH-KFG (15-5-74/current) 'Koo's Abspoel', current. |
| 10250 | 260 | PH-PFR, f/f 23-07-64, ATA/SATA ntu, 13-08-64 to AP-ATO of P.I.A., current. |
| 10251 | 264 | PH-PFS, f/f 08-05-64, Alitalia ntu, 25-05-64 to I-ATIP of A.T.I., 16-04-72 crashed Frosinone, w/o. |
| 10252 | 261 | PH-PFT, f/f 21-05-64, 03-06-64 to JA-8630 (as srs 261) of All Nippon, 08-11-71 as srs 261A to Ansett AL of South Australia, regd VH-FNV, current. |
| 10253 | 261 | PH-PFU, f/f 04-06-64, 17-06-64 to JA-8631 (as srs 261) of All Nippon, 12-05-72 as srs 261C to T.A.A. regd VH-TFW 'John Murray', current. |
| 10254 | 261 | PH-PFV, f/f 18-06-64, 01-07-64 to JA-8632 (as srs 261) of All Nippon, 10-11-71 as srs 261A to Ansett AL of South Australia, regd VH-FNW, transferred to Ansett AL of Australia, current. |
| 10255 | 261 | PH-PFW, f/f 03-07-64, 15-07-64 to JA-8633 (as srs 261) of All Nippon, 07-07-72 as srs 261B to Icelandair, regd TF-FIN, current. |
| 10256 | 264 | PH-PFX, f/f 16-07-64, Alitalia ntu, 22-07-64 to I-ATIS of A.T.I., during '64 leased to Kingdom of Libya Aws (KLA), 1969 back ATI, 15-11-74 leased to NLM and later bought, regd PH-KPH (26-11-74) 'Koene Dirk Parmentier', current. |
| 10257 | 162 | PH-PFY, f/f 14-08-64, 27-08-64 to PI-C509 of P.A.L., 01-02-69 to I-SARQ of Alisarda, current. |
| 10258 | 162 | PH-PFZ, f/f 07-09-64, parts of c/n 10191 (PI-C503 crashed 12-12-64) were used for building this aircraft, 28-09-64 to PI-C512 of P.A.L., 15-01-66 leased as VH-MMU to MMA 'RMA Mabuhay', 14-11-68 back PAL (VH-MMU), 01-01-69 rereg PI-C509, 27-02-69, to I-SARO of Alisarda, 19-12-74 to F-BVTU of TAT, current. |
| 10259 | 269 | PH-PGA, f/f 10-09-64, 18-09-64 to JA-8634 of All Nippon (as srs 269), 11-04-73 as srs 269D to TAT, regd F-BUFO, 24-04-73 leased to Air France, 10-04-76 on long-term to Uni Air Rouergue, current. |
| 10260 | 269 | PH-PGB, f/f 25-09-64, 20-10-64 to JA-8635 of All Nippon, 13-05-72 to TF-SYR of the Icelandic Coast Guard, current. |
| 10261 | 269 | PH-PGC, f/f 08-10-64, 03-11-64 to JA-8636 of All Nippon, 02-12-74 to Air Niugini 01-01-75 rereg P2-BNF, 01-11-75 rereg P2-ANF, current. |
| 10262 | 269 | PH-PGD, f/f 26-10-64, 17-11-64 to JA-8637 of All Nippon, 28-02-72 to ZK-DCG of DGA New Zealand (NZ-MOT)/Civair, current. |
| 10263 | 269 | PH-PGE, f/f 09-11-64, 01-12-64 to JA-8638 of All Nippon, 24-05-72 to TF-PIM of Icelandair, current. |



