

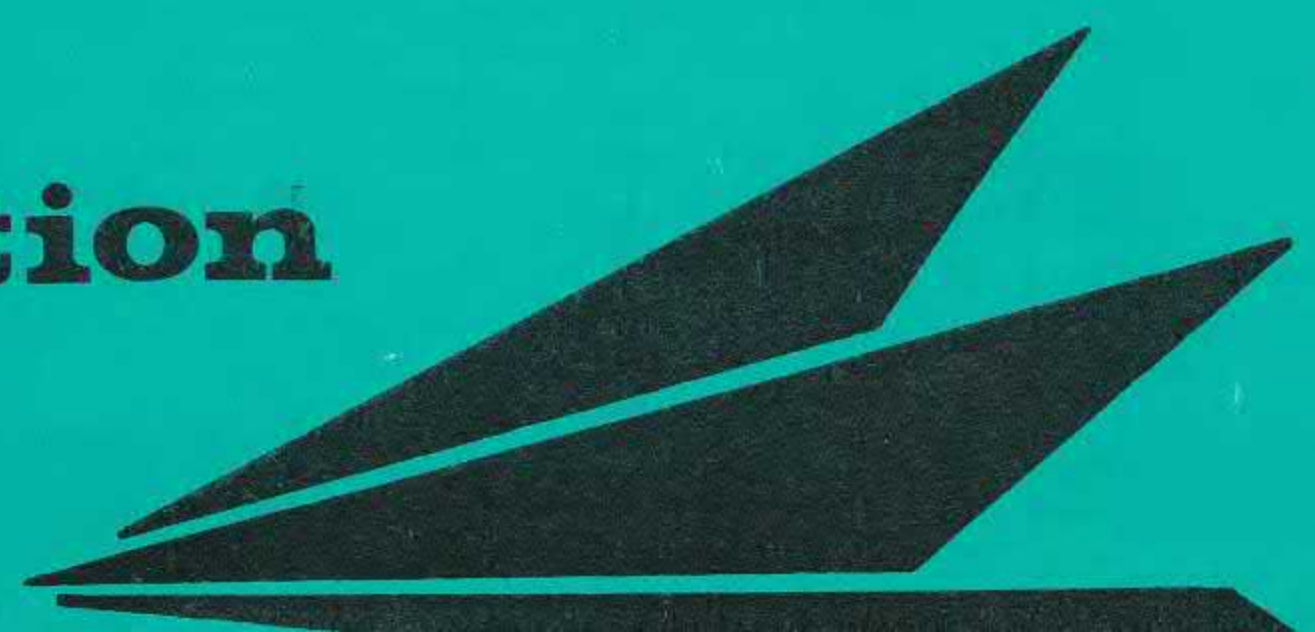
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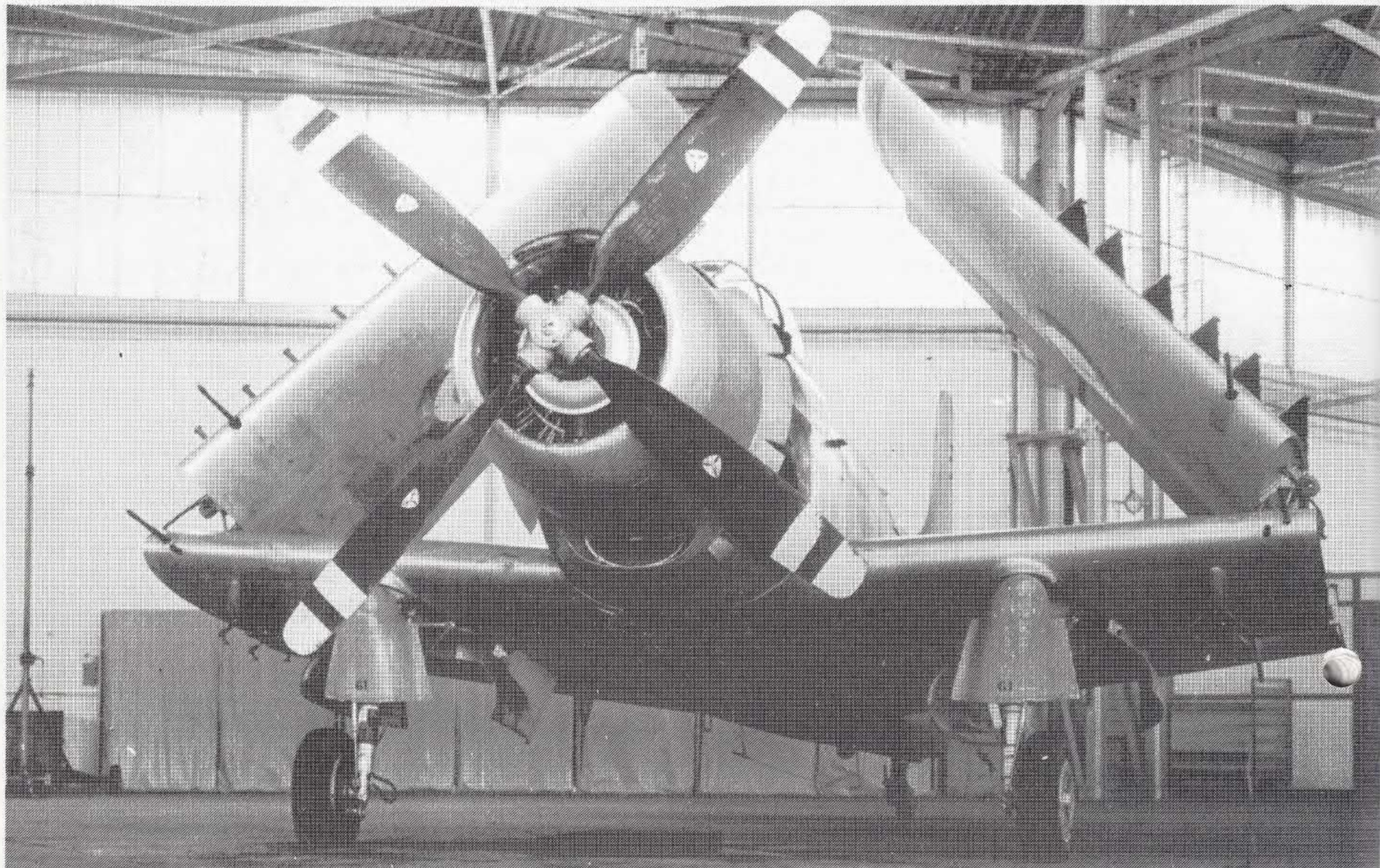
April 1976



aviation

magazine





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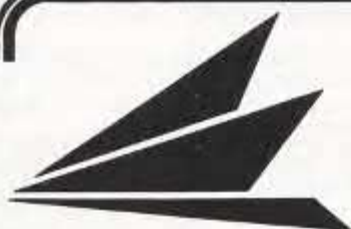
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German Military Aviation	DFL.15,95
Spanish & Portugese Mil.Av.	DFL.13,50
Belgian Military Aviation	DFL.13,50

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Sample-copies are free obtainable on request.

Recently we received a rather unusual letter. Although it's not our custom any longer to publish letters and especially anonymous ones, we feel it our duty to publish this letter. Please note that FLASH dissociates herself from private matters but feels herself obligated to do something about social misery in the world of the spotters.

"Letter from a spotter's wife"

After many lonely days, I need to write this letter. Not that I have anything against spotters, I am married with one as a matter of fact, but you must know what a miserable life I live. It all started some years ago when we met on a camping which happened to be near an American air base. Our wedding-day, he ensured me, was in a period where no exercises were on while the show season was over. Then the wild live started.No jewelries forme since Kodak raised its prices. Many miles in a car, a hurried visit to some remote aerodrome and back to the car. Of Eurone I have only seen its highways. Up to now no holidays, since he doesn't want to spend his days-off on the winter-sports while the summer is dedicated to a/c only. My birthday in June is celebrated in January since we found out there is at least 75% chance he is not at home. One day he got up early and drove 1000 kilometres for 'ten new ones'. Coming home he went straight to bed and in the middle of the night I woke up as he was dreaming aloud. I could pick up some words as 'deplotment' and 'Ramstine' or something like that.

My question now to other spotter's wives is, would you please contact me via FLASH. Maybe we can start some action-movement in the future in order to ban all the open days, air shows, TAMs, Refrogers and other marriage-killing happenings. Thank you.

Name & address known to the editor

COVER PAGE: Illustrating Ben Ulling's report on NAS Point Mugu last year (page 12-14). VX-45qn really did an excellent job, painting F-4J 153088 in bi-centennial colours. (USN photo)

PAGE 2: Chateaudun is one of the French air bases that are always good for a few very interesting aircraft. E.g. in this hangar at 1975's Portes Ouvertes: Skyraider 127002/61 and Mystere IVA 312-US/26. (J.v.Tuyn)^x

BACK PAGE: As promised more photos for our Phantom-fans: - When ashore, VF-111 'Sundowners' is based at NAS Miramar. The unit operates the F-4N, 151000/NC-200 being on of them. This shot dates back to October 1975 at NAS Miramar. (C.Russell)^x

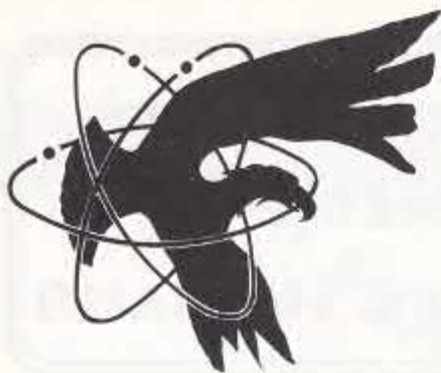
- A nice picture of RF-4B 153102/RF-611 at NAS Atsugi Japan in 1976. The aircraft belongs to VMFP-3 from the USS Midway. (T.Matsuzaki via A.Wilderdijk)

- Another 'Marines' Phantom from Japan is F-4B 152998/VE-5 which a/c is operated by VMFA-115. (J.P.v.Kempen)^x

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

H.Berger	D.Foramiti	A.Warnes
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A.Booy	H.v.Luit	N.A.Wiltens
R.Del Bianco	S.Mestriner	P.v.Wijngaarden/APS
E.Döll	H.Rijsdijk	2TASW
F.Elsinga	B.Ullings/API	

Credits: Vliegende Hollander, Aviation Week



MILITARY NEWS

Holland

- As reported earlier, Deelen will be open to the public for four days as the Klu is to celebrate its 65th anniversary.

Opening times at Deelen are:

Wednesday	14 June:	12.00-16.00
Thursday	15 June:	10.00-16.00
Friday	16 June:	10.00-16.00
Saturday	17 June:	09.00-17.00

On all days there will be a static show with some flying activities. On the last day (17.6) there will be a big show starting at 12.00 and lasting until 16.00.

- The performance of 'famous D-8062' at Gilze-Rijen on 31.3 was the last one. At the moment Capt. Hans v/d Werf is having prepared D-8091 to display aircraft for the various aerobatic demonstrations to be given this year. Meanwhile D-8062 will be at Yvoenburg for a main overhaul.

- Due to the fact that 316Sqn at Gilze-Rijen was formed 25 years ago, a small show had been organized here on 31 March.

The squadron was officially founded on 1 April 1953. It soon equipped with Thunderstreaks but was disbanded on 14 January 1958. With the arrival of the NF-5s, the squadron was re-activated again on 1 July 1971.

The show lasted two hours and involved the following aircraft:

BT76-043 F-15A and BT76-128 F-15B USAF 36TFW
 D-8062 F-104G 312Sqn (Capt. Hans van de Werf)
 K-3031 NF-5A 316Sqn (Capt. Piet Smith)
 K-3017, 3030, 3046, 3054 all NF-5As 316Sqn
 C-5 F.27M 334Sqn (para-trooping)
 261 UH-14A Lynx MLD 7Sqn
 B-77 and 40 Bo.105C GPLV

On 23 May, an exchange between F-5As of 338Skv/RNOAF and 316Sqn is expected to commence here.

- From 22 February till 9 March twelve NF-5As of 314Squadron participated in the annual NATO exercise 'Arctic Express'. This exercise was as always held in Northern Norway and included several units of the Allied Mobile Forces.

Here the AMF units are charged to withstand an invasion from sea by enemy forces. Four of AMP's air force units operated from Bodø: 81TFW/Bentwaters with F-4Ds, 36TFW/Bitburg with F-15A/Bs 314Sqn/Eindhoven with NF-5s and Skv.331/Bodø with T/F-104Gs.

Also taking part in this exercise were RAF Jags operating from Bardufoss and RF-4Cs of Kentucky ANG from Sola. The latter were part of a deployment 'Coronet Snipe'.

The twelve NF-5s of 314Sqn were: K-3008, 3013, 3023, 3027, 3044, 3045, 3055, 3060, 3067, 3068, 4019, 4021. On their way to Bodø only one stop was made at Ørland. Normally Sola acts as refuelling base but due to snow fall this base was closed. It is expected 314Sqn will deploy to Norway for a second time later this year.

- Movements at Valkenburg included:

Feb. 6: 158918/LF-8 P-3C Orion USNavy VP-16
 7: 59-18 DO-28D WGN MFG-5 (59-16 on 16)
 9: VP981 Devon C.2 RAF 207Sqn
 20: 561/AE (PH-MPA) F.27 Maritime Peru Navy
 23: 37-31 F-4F WGAF JG-71 (overshoot)
 27: XZ282 Nimrod Mr.1 RAF 201Sqn
 28: 141023 C-131F USNavy NAF Mildenhall

The first show report of this year comes from Valkenburg. On 30 March the MLD held a family-day at this base:

Static:

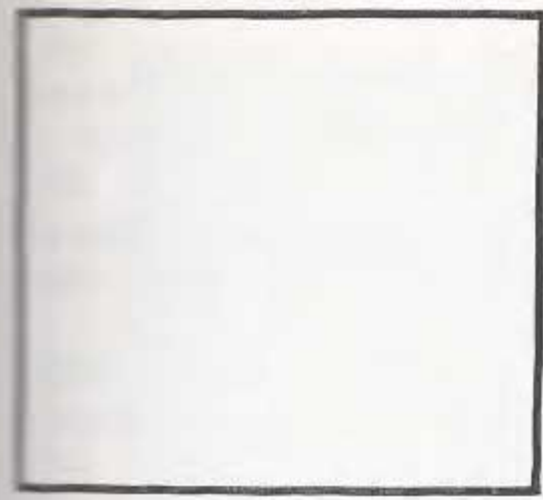
205/V, 209/V, 216/V SP-2H Neptune 320Sqn
 255/V SP-13A Atlantic 321Sqn
 247/V AH-12A Wasp 860Sqn
 261/K UH-14A Lynx 7Sqn
 B-68 Bo.105C RNethAF GPLV
 A-536 Alouette III RNethAF GPLV
 C-5 F.27M Troopship RNethAF 334Sqn
 XZ282 Nimrod Mr.1A RAF 201Sqn
 158916/LF-6 P-3C Orion USNavy VP-16Sqn

Air show:

201/V SP-2H Neptune 320Sqn. During its performance this Neptune lost its mad-boom and a part of the canopy, so this part of the show ended with an emergency landing.
 258/V Atlantic; 247/K Wasp; 261/K Lynx and C-5 F.27M

XV246/46 is one of RAF's Nimrod that recently have visited Valkenburg. (H.v/d.Luit)^x





Beaver S-6/55-4582 exhibited outside during the 'open day' at the MTS for aviation & electronics on 18 February. (P.v. Wijngaarden/APS)



Noted elsewhere on the field:

- 201/V, 204/V, 210/V, 211/V, 218/V SP-2H Neptunes
- 253/V, 258/V SP-13A Atlantic

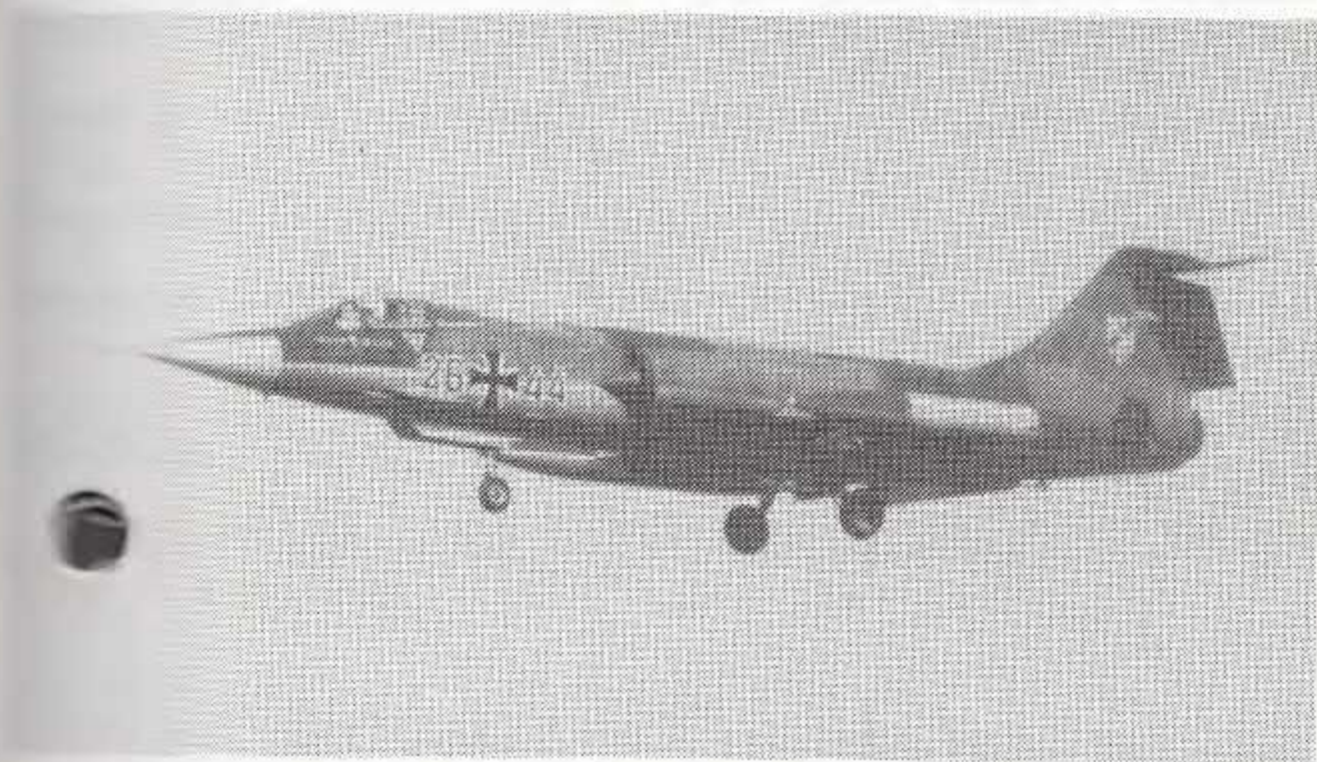
Hangars:

217/V and 215/V SP-2H Neptune
 216/V was without propellers and is in a non-flying condition. This machine hasn't been observed flying for over a year now. 215/V was partly broken up.

Although the event was only accessible for personnel, the MLD made a very appreciated gesture towards the local spotters by inviting them all.

Movements at Eindhoven included:

- 8: K-4020 NF-5B 316Sqn
- 27: D-5803, 5804 and 5807 TF-104G CAVolkel
- Mar. 9: K-4030 NF-5B 315Sqn C-7, 8, 10, 12 F.27M
- 10: K-4015(313Sqn) & 4027(315Sqn) NF-5Bs
- 15: FC-10 TF-104G BAF 10Wing
- 22: K-4003(313), 4026(315), 3019(315) and 3033(316) all NF-5A/Bs
- D-8273 F-104G 306Sqn B-40 Bo105C GPLV
- 23: K-3065 NF-5A 316Sqn A-452, 414 Al.III
- 29: TACEVAL:
 BA-10 and BA-40 Mirage 5BA BAF 3Wing
 20-50, 24-58, 23-74, 26-44 F-104G JABOG-31
 K-3052(-), 3024(-), 3032(-), 3011(315)
 all NF-5As D-8065 RF-104G 306Sqn
 100 and 110 RF-5A RNoAF Skv.717



Involved in the TACEVAL at Eindhoven on 29 March this WGAF F-104G. (J.P.Bergmans)

Movements at Twenthe included:

- Nov. 17: 31-43 G-91R WGAF LEKG-41
- 37-97 F-4F WGAF JABOG-36
- 28-18 TF-104G WGAF WS-10
- 21: 22-00 and 22-06 F-104G WGAF JABOG-33
- 20-38 and 21-65 F-104G WGAF JABOG-31
- 22: 27-98 and 27-95 TF-104G WGAF WS-10
- CR74-047 F-4E USAFE 32TFS
- 24: 28-02 and 27-94 TF-104G WGAF WS-10
- FC-12 TF-104G BAF 10Wing
- 29: CR74-652 F-4E USAFE 32TFS
- 31-41 and 33-19 G-91R WGAF LEKG-41
- Dec. 12: 27-06 TF-104G WGAF WS-10
- 21: G-01 Puma BAF Rijkswacht
- 23: CR74-050 F-4E USAFE 32TFS
- Jan. 4: CR74-053, 050, 660, 052, 650, 054 F-4E 32TFS
- D-8244, 8051, 6699, 8063 F-104G 311/312Sqn
- D-8059, 8065, 8145 RF-104G 306Sqn
- 11: 28-33 and 27-14 TF-104G WGAF WS-10
- 35-55 and 38-59 F-4F WGAF JG-71

Movements at Volkel included:

- Jan. 16: 21295 C-130E USAF
- 19: K-3038 NF-5A 315Sqn
- 24: 21-17 and 24-33 F-104G WGNavy MFG-2
- 58-52 DO-28D WGAF Fl.Verm.Staffel
- XZ112/G Jaguar Gr.1 RAFG 2Sqn
- 26: BR-04 Mirage 5BR BAF 42Sqn/2Wing
- 27: FC-12 TF-104G BAF 10Wing
- XZ103/I Jaguar Gr.1 RAFG 2Sqn
- 31: C-8 F.27M 334Sqn

In April a squadron-exchange should have started between 312Sqn and 494TFS/48TFW from Lakenheath. On American request this exchange has been postponed.

Movements at Beek included:

- Jan. 3: 109160 CC.109 CAF
- 4: XK884 Pembroke RAF A-324, 383 Al.III
- 8: 21618 UH-1H USArmy
- 12: 73-63 UH-1D WGArmy (and 73-63 on 13.1)
- 19: 130331 C-130E 58-62 DO-28D WGAF
- 24: 16-02 HFB.320 WGAF 22260 C-12A USArmy
- C-2 F.27M 334Sqn
- 26: 16-03 HFB.320 WGAF 130318 C-130E CAF
- 15907 U-21A USArmy 22261 C-12A USArmy
- WV701 Pembroke RAFG 60Sqn
- Feb. 2: 0-10653 CT-39A USAF (also on 3.2)
- 4: VP955 Devon CC.2 RAF 207Sqn
- 8: 60166 C-12A USAF 18050 U-21A USArmy
- 109160 CC.109 CAF XS637 Andover RAF
- XS794 Andover RAF 58-51 DO-28D WGAF
- AO/92 Nord 262 FAF 22557 C-12A USArmy
- VP972 Devon RAF 22262 C-12A USArmy
- 141020 VC-131F CinC AFSE USNavy
- 31-55/MM61955 PD.808-TA ItAF
- 24474 and 10685 CT-39A USAFE
- 9: 18080 U-21A USArmy 12489 VC-140B USAF
- 10: XX508 HS.125 RAF XS794 Andover RAF
- XW799 Scout AAC 58-51 DO-28D WGAF
- AA/64 Nord 262 FAF 22261 C-12A USArmy
- 18040 and 18080 U-21A USArmy
- 13: XL954 Pembroke RAF 15608 UH-1H USArmy
- 23: 18048 U-21A USArmy 70-59 UH-1D WGAF
- 24: 21618 UH-1H USArmy 24471 CT-39A USAFE
- 27: 22549 C-12A USArmy Hq. USEUCOM
- 28: WB531 Devon RAF 207Sqn

Judging from the movements, there must have been some important meeting with AFCENT at Brunssum on 9 February. As from July, such interesting days at Beek will become more frequent. By then the Allied Air Forces Central Europe moves from its present location Ramstein to Brunssum. AAFCE is one of the youngest commands of SHAPE and controls both 2nd and 4th ATAF.

Seen at Beek, C-12A 22564. This a/c is part of a batch of new C-12As delivered to Heidelberg's Hq USArmy Europe flight. (A.Wilderdijk)^x



Belgium

- Some time ago now, an advertisement of the Belgian Air Force appeared in the Dutch newspaper 'De Staatscourant' (22Febr.). This advertisement offered four Stampe SV.4Bis and spares in exchange. All interested were requested to contact Krijgsmacht Diensten van de Generale Staf Algemene Dienst Aankopen, Sectie Administratie en Geschillen voor Luchtmacht. (wonder what they expect to get in exchange...ed)
- As every year when there is no big Air Display in Belgium, Koksijde is appointed for a small air force display. This year it will be held on 25, 26 & 27 June. There has been some talk about international participation.

France

- Movements at Lann-Bihoué included:
Feb.15: 23/17223 and 59/15059 C-47D 56S
16: 71/92647 C-47D 56S (used 3S call-sign)
17: C-12 F.27M RNethAF 334Sqn
997 Alouette III TRME 22S
No.60 Br.1050 Alize 4F (ex 59S)
19: 61-MC/3, -MO/43 and -ZM/95 Transalls
22: No.42, 46 & 85 MS.760 Paris SRL
315-QP/396 CM-170R Magister GE.3/315
10876 C-9A USAF 7110Sqn/435TAW
23: 61-ZU/155, -ZT/154, -ZN/96, -ZO/97, -ZC/55
all Transalls C-160Fs
27: 62-WZ/137, 62-WC/142 N.2501 ET.1/62
312-TB/167, 312-TX/461 CM-170R GE.5/312
- This year started not too well for the Crusaders of the Aeronavale. On 14 January F-8E(FN) No.38 of 12F crashed on the runway at Landivisiau after engine troubles. The pilot ejected safely. The crash was of such a kind that all Crusaders were grounded pending the inspection of the engines.
- On March 10th, a new Mirage version was added to the famous family. It is the Mirage 2000 which made its first flight then. Already in this initial flight from Istres it flew mach 1.3. Prototype No.01 was flown by Chief test pilot Jean Coureau.
- Movements at Toul-Rosiére included:
Mar.13: 37-24 F-4F WGAF JG-74 (till 16.3)
58-32 DO-28D WGAF JG-74 (till 16.3)
14: BZF and BZI SA.330 Puma ALAT
15: CAG/146 N.2501 EC.57
21: 3-JO/528, 3-IO/- Mirage III E EC.3
Noted Jaguars of EC.11 on these days:
A28/11-EA A48/11-RK A49/11-RM A50/11-RN
A52/11-RQ A53/11-RS A54/11-RT A55/11-RV
A56/11-E A59/11-EG A60/11-EH A62/11-EJ
A68/11-RJ A69/11-RX A71/11-MB A74/11-EV
A75/11-ES A76/11-ER A77/11-ED A79/11-EC
A80/11-EM A81/11-MA A83/11-MC A85/11-MF
A86/11-MG A88/11-MM all Jaguar A
E17/11-EO E18/11-EW E28/11-RJ E29/11-EA
E37/11-ME all Jaguar E

Italy

- Having been requested for by the ministry of Defence both Aeritalia & Aeronautica Macchi are studying on a replacement for the Fiat G-91R. This replacement, designated AMX, should be able to enter service around 1983/1984. This would imply the G-91Rs are to remain in service until after their 26th year with the AMI!
In cooperation with the Italian industries, the AMI is inspecting the possibilities to update their F-104S Starfighter so they could stay in service until the mid-1990s.
- On its way from Pisa to Florence. AB.206A.1 EI-592/MM80860 of Esercito (26th Gruppo Squadroni at Pisa) crashed near Vinci on 27 February.
- Noted at Venezia-Tessera on overhaul with Officine Aeronavali on 6 February were:
14-41/MM61799, 14-43/MM61777, 14-44/MM61826
all C-47s and 31-26/MM61922 C-118A

United Kingdom

- From 2-15 June the first Tactical Air Meet will be held at RAF Wildenrath. This complete new competition is a combination of the old competitions Royal Flush and Tactical Weapons Meet. Six countries are to participate with one reconnaissance team and one fighter team, each team consisting of four a/c. The recce aircraft will compete against each other from international teams. The fighters will be divided into two groups: 2nd and 4th ATAF.
Due to this combination of rôles into one at the TAM will be more than just a competition with an 'ordinary' winner. It is also possible to test, evaluate & develop new tactics. The meet has therefore been separated in two parts:
5-8 June: a tactical phase
9-14 June: a competition
Herewith the European air forces follow the latest fashion set by the USAF. This air force introduced a.o. aggressor squadrons and the 'Red Flag' exercises for this purpose.
- Noted at Honington on 29 May were two Norwegian Air Force Starfighters: 12890 CF-104G and 38469 TF-104G. The latter is one of the two ex Luftwaffe F-104s delivered to the RNoAF. Last year they have been transported from Luke AFB (USA) to Norway.
Three squadron exchanges are expected to take place at Honington this year. 17-31 May with MFG-1/F-104Gs, 20-29 June with Esc3/Jaguars and Norwegian F-104s.
To be based here in the future is the Weapons Conversion Unit for the Tornado.
- Movements at Wildenrath included:
Feb. 1: 26-44 and 26-47 F-104G WGAF JABOG-31
XV414/F Phantom FGR.2 111Sqn
3: 18048 U-21A US Army Hq.USAREUR
4: XW842 and XX375 Gazelle AH.1 AAC

Jaguar E 11-EO/E17 during the Portes Ouvertes at Toul on 30 May 1976. (J.v.Tuyn)^x





The Hawk is already fully operational at RAF Brawdy more about which next month in an exclusive article. (B.Hickman)

- Feb. 6: 37-43 and 38-03 F-4F WGAJ JG-71 (the latter with yellow rudder)
 WJ665 Canberra T.17 360Sqn
 XV249 Nimrod Mr.1 Kinloss Wing
 7: 41-AN/92 MS.760 Paris FAF Ela.41
 8: XS637 Andover C.1 CinC AFNE
 XW788 HS.125 CC.1 32Sqn
 9: XX494 Jetstream T.1 METS
 CF-04 Merlin IIIA BAF 15Wing/21Sqn
 XV434/J and XV476/S Phantom FGR.2 23Sqn
 XV469 Phantom FGR.2 56Sqn
 10: 18027 EU-21A USArmy 7th Signal Brigade
 K-4027 NF-5B RNethAF 315Sqn
 XV464/B and XV500/H Phantom FGR.2 56Sqn
 13: 24-42 and 27-72 T/F-104G WGAJ JABOG-31
 14: XX500/77 Jetstream T.1 METS
 22550 C-12A USArmy Hq. USEUCOM
 WH740/K Canberra T.17 360Sqn
 16: XZ139/Z Harrier Gr.3 38Sqn
 XX836/AZ Jaguar T.2 14Sqn
 17: XX722 and XX741 Jaguar Gr.1 54Sqn
 XW375/10, XW336/6 J.Provost T.5 RAFPC
 XV421/B and XV408/N Phantom FGR.2 23Sqn
 B-63 Bc.105C RNethAF GPlV
 WR965/65 Shackleton AEW.2 8Sqn
 20: R-645 F-104G & RT-664 CF-104D Esk.723
 35-53 RF-4E WGAJ AKG-52
 XS736/S Dominie T.1 6PTS
 WJ665/J Canberra T.17 360Sqn
 21: 35-45 and 35-58 RF-4E WGAJ AKG-51
 RT-660 CF-104D RDanAF Esk.726
 22: 84-70 CH-53G WGAJ HPT-15
 22262 C-12A USArmy Hq. USAREUR
 FC-08 TF-104G BAF
 23: D-6685 & D-8297 F-104G RNethAF 311/312
 D-8049 F-104G RNethAF 322/323Sqn
 18050 U-21A USArmy 56th Aviation Comp
 37-69 and 37-89 F-4F WGAJ JABOG-36
 XX760/AA, XX767/AU, XZ371/BP, XX840/BZ
 XX973/DG, XZ387/DN, XX746/DU all Jaguars
 XR516/BE Wessex HC.2 18Sqn
 XX444/K, XZ290/J, XZ308/L Gazelle AH.1
 of ARWF (plus coded P and R)
 24: XZ388/BK and XX956/BH Jaguar Gr.1 17Sqn
 XL321 Vulcan 2300CU (overshoot)
 XS419, XS452/T Lightning T.5 5/11Sqn
 10685 CT-39A 7005ABS

In April a squadron exchange should have taken place between No.92Sqn and one of the two Starfighter squadrons from Aalborg, Denmark.

- The first export order for the Hawk was signed by the Finnish Air Force in December. The Ilmavoimat evaluated the Hawk from other candidates as the Czech L-39, Saab 105, Macchi 339 and Alpha Jet. Contracts were signed for 50 a/c. Four of these being built in the UK and the remaining 46 are to be assembled in Finland.

Due to the long time the Finnish Defence Ministry took itself for evaluation, the first Hawk will not be delivered until 1980.

At home (in the UK that is!) some 35 a/c of the 175 on order have been delivered to various units: HS Aviation: XX154, XX156 (cam.), XX157, XX158 A&AEE: XX159, XX160

CFS at Valley: XX161, XX162, XX164, XX165
 4 FTS at Valley: XX174, XX179, XX180

TWU at Brawdy: XX186/101, XX187/102, XX188/103, 189/104, XX190/105, XX191/106 (all camouflaged)

To keep other countries interested in the Hawk Hawker Siddeley operates a special demonstration a/c: G-HAWK/2A101. The military serial was needed to be allowed to carry armament while being demonstrated. In January the Hawk made a tour to eight countries in the Middle East. In thirty days it made 78 sorties.

- Royal Navy's No.829Sqn has its residents at Portland. Though the unit has some 30 Wasps on strength only three are based here. They form the Headquarters Flight. All the other Wasps are detached to the various Navy vessels. These Navy derivations of the Scout operate from the small platforms of the frigates and destroyers. in the anti-submarine role.

KT786/320 Alacrity	XT415/452 Brighton
XT788/321 Antelope	XS570/455 Ariadne
XS562/324 Naiad	XT443/461 Galatea
XS568/325 Herald	XT779/462 Rothesay
XT422/326 Arrow	XT792/463 Cleopatra
XT441/337 Sheffield	XS572/464 Danae
XT432/416 Hecla	XS567/470 Apollo
XS528/423 Diomedes	XV626/471 Hero
XT781/431 Charybdis	XT421/472 Amazon
XS527/435 Endurance	XV627/475 Hermione
XV624/440 Berwick	XT438/477 Tartar
XT431/443 Jupiter	XT423/615 Hg Flt
XT428/444 Gurkha	XT793/616 Hg Flt
XS565/445 Plymouth	XV631/617 Hg Flt

Another squadron at Portland with detachments to ships is 737Sqn. As they operate Wessex the more bigger frigates & destroyers are involved: XM328/400-GL Glamorgan XM838/405-LN London XM327/401-KE Kent XS862/406-AN Antrim XP105/403-DV Devonshire XM837/407-NF Norfolk XP142/404-FF Fife

- Late next year the Tri-National Tornado Training Establishment will be based at RAF Cottesmore. No need to tell all three nations involved (Germany, Italy & UK) in the Tornado project are part of this Establishment. What should be told is that Germany intends to contribute with twenty-two dual control versions of the Tornado.

United States of America



This RF-4C from Zweibrücken shows a remarkable code: 68-0611 used to be coded '02' but is already with the 17TRF for several years now. On the other side of its tail it simply says 'ZR'. Any suggestions? (H.v/d.Luit)



Now at Sculthorpe to be broken up ex French Air Force T-33A WI/54439. (J.v.Tuyn)

- On 14 March, the 1500th Lockheed Hercules was handed over to the Sudan government. Sudan is the 43rd country to operate the Hercules. Since opening of the production-line at Marietta in 1952, 45 different versions have been built of which 998 a/c went to the American forces, 433 to foreign forces and 59 to civil operators. Over the years, Lockheed succeeded to raise the speed with 10%, the range with 52%, the payload with 26% and the take-off length was diminished with 17%. All Hercules operating at this moment produce 100,000 flying hours a month. The entire fleet of 1500 a/c took a total of 12,000,000 hours on its account.

- Movements at Aviano included:

Jan.19: TJ63-482, 63-605, 64-789 F-4Cs 401TFW
35-03 and 35-44 RF-4E WGAF AKG-52
59401 C-141A 437MAW
27: BT75-066, 76-012 and 76020 F-15A 36TFW
BT76-128 F-15B 36TFW
HR68-391 and 68-569 F-4E 50TFW
TJ64-908 F-4C 401TFW
90006 C-5A 436MAW
29: HR69-245 and HR69-260 F-4E 50TFW
ZR68-561 RF-4C 26TRW
Feb. 3: BA-35, 37, 44, 53 Mirage 5BA BAF
4: BT76-010 F-15A 36TFW (plus three others)
5: AR66-425 RF-4C 10TRW
ZR68-561 RF-4C 26TRW
37804 and 37876 C-130Es 314TAW
7: 26-41 and 25-43 F-104G WGAF JABOG-32
0-10653 T-39A 7086 Op.Sqn
40555 C-130E-II 7th SOS
Arriving at Aviano on 15.2 for a detachment
SP63-594, 63-487, 63-615, 63-452, 63-567, 63-440
63-607, 63-515, 63-513, 64-790, 63-567, 64-879
64-741 all F-4Cs of 52TFW

- The T-33As ex French Air Force that have been delivered to Sculthorpe are as follows:
19252 (ex 314-UY), 54439 (ex WI), 14286 (ex 8-OH), 54433 (ex WD), 14419 (ex 338-HJ)
All are now standing opposite the F-100s - or at least those that remain! Some Mystere IVs are expected next.

- Movements at Mildenhall included:

Dec. 4: 158913/LP-2 P-3C Orion USNavy VP-16Sqn
131619/RT C-118B USNavy VR-53Sqn
12673 WC-135B 55WRS
5: 23544 (2BW) and 63607 (Tenn.ANG) KC-135As
6: 51490 (100BW) and 23510 (-) KC-135A/Q
7: 80042 KC-135Q 380BW
8: D-680 C-130H RDANAF Esk.721
9: 37987 (509BW) and 38044 (416BW) KC-135As
38-53 and 38-57 F-4F WGAF JABOG-36
10: 158913/LP-3 P-3C Orion USNavy VP-16Sqn
11: 4X-FBB/106 C-130E IsraelIAF 10340 U-2R
159322/LP-9 P-3C Orion USNavy VP-49Sqn
12: C-10 F.27M Troopship RNethAF 334Sqn
13: 80228 C-5A 60MAW
14: 50031 C-130A AFRES 90016 C-5A 60MAW
157312/LR-4 P-3C Orion USNavy VP-24Sqn
17: 149815/BH KC-130F USMC VMGR-252
22: 158914/LP-4 P-3C Orion USNavy VP-16Sqn

- Despite talks about closing by withdrawal of the Crusader RF-8Gs, the Naval Aviation Logistic Centre contracted LTV at Dallas for the depot maintenance work of the RF-8G. Within one year 16 RF-8Gs must have been serviced while future maintenance has been scheduled until 1982. Together with RA-5C Vigilantes, the RF-8G is the only reconnaissance aircraft detached to the Carrier Air Wings at the moment. Both a/c entered service in 1963 and considering their service years both need replacement badly. This replacement will be the Tactical Air Reconnaissance Pod. Presently being tested at Patuxent River, this pod is expected to be fitted under Tomcats.

Seen aboard the USS John F. Kennedy in 1976: 146863/AB-601 RF-8G of VFP-63/Det.2 (J.v.Tuyn)





The first two Eagles have arrived at Davis Monthan. Illustrated here is 10282/FH002 in the process of being prepared for long-term open-storage. 10282 is the 3rd Eagle prototype and also at DM is 20103, the first pre-production a/c. Davis Monthan(MASDC) in January 1978 (Benjamin Knowles). Note the Viking in the background!

- After accurate studies of the market, Lockheed recently decided to produce a twin engined version of the Hercules. Production of this L.400 should be started in 1979.

The new version is to keep the same payload as the standard versions. To compensate the loss of two engines, the other two will have enlarged propellor blades and are upgrated.

With its low operational costs, this should make the Hercules an excellent transport a/c for the poorer countries. Many of these countries still operate types as C-47s, C-46s, C-119s, C-123s and C-54s which urgently need replacement. Lockheed estimated the amount on 1000 a/c and thinks it can sell 250 Twin Hercules.

- The first of 20 deployments to Europe was Coronet Snipe. 11 RF-4Cs of Kentucky ANG supplemented with 3 RF-4Cs of Idaho and 3 RF-4Cs of Nevada ANG arrived at Sola, Norway on 26 February.

The main part of this year's deployments reportedly go to England and Turkey. Bases involved in the UK being mentioned are Coltishall (7-20 June with F-4Cs/Illinois ANG), Sculthorpe (9-23 June with F-105Ds/507TAG), Wittering (8-28 July with A-7Ds/S.Carolina ANG), Binbrook (vage rumours about Delta Darts!), Conningsby, Honington and Wattisham.

Open Days -- Open Days

- April 26 - May 4: "ILA 78" at Hannover (Germany)
- May 6: "Tag der Offene Tür" at Erding (Germany)
- May 7: "Portes Ouvertes" at Avord (France)
- May 21: "Portes Ouvertes" at Doullens (France)
- May 21: "Portes Ouvertes" at Aulnat (France)
- May 27/28: "Anglo American Air Festival" at Basingbourne (UK)
- May 28: "Open Day" at Skrydstrup (see note 4)
- x May 28: "Portes Ouvertes" at Creil (France)
- June 4: "Portes Ouvertes" at St.Dizier (France)
- June 4: "Portes Ouvertes" at Strasbourg (France)
- June 4: "Portes Ouvertes" at Romorantin (France)
- June 4: "Portes Ouvertes" at Orleans (France)
- June 4: "Portes Ouvertes" at Cambrai (France)
- June 4: "Portes Ouvertes" at Narbonne (France)
- June 10: "Open Day" at RNAS Fleetlands (UK)
- June 11: "Meeting Nat. de l'Air" at Lyon-Bron
- June 11: "Portes Ouvertes" at Dijon (France)
- June 11: "Portes Ouvertes" at Cenon (France)
- June 11: "Portes Ouvertes" at Orange (France)
- x June 14-17: "Klu 65" at Deelen (Holland)
- June 17: "Open Day" at RAF Waddington (also reportedly to be on 19 June)
- June 18: "Air Display" at RAF Duxford (UK)
- June 18: "Armed Forces Day" at Spangdahlem (BRD)
- June 18: "Portes Ouvertes" at Rochefort (France)
- June 18: "Portes Ouvertes" at Toulouse-Francazal
- June 18: "Portes Ouvertes" at Amberieu (France)
- x June 23: "Open Deuren Dag" at Kleine-Brogel
- June 25: "Meeting Nat. de l'Air" at Lille-Lesquin
- June 25-27: "Open Dag" at Koksijde (Belgium)
- July 1: "Open Day" at Hatfield (UK)
- July '1: "Armed Forces Day" at Bitburg (Germany)
- July 2: "Portes Ouvertes" at Apt (France)
- July 2: "Open Day" at Aviano (Italy)
- July 22: "Air Display" at RNAS Lee-on-Solent (UK)
- July 22-23: "Air Days" at RNAS Portland (UK)
- July 26: "Open Day" at RNAS Culdrose (UK)
- July 30: "Flugtag 78" at Ramstein (Germany)
- August 5: "Air Day" at RNAS Yeovilton (UK)
- August '12: "Armed Forces Day" at Hahn (or on 13.8)
- August 16: "International Air Day" at St.Mawgan (UK)
- August 26: "Open Day" at RAF Binbrook
- August 26-27: "Open Days" at Mildenhall (UK)
- Sept. 2: "Battle of Britain Day" at RAF Finningly
- Sept. 2: "Battle of Britain Day" at RAF Leuchars
- Sept. 3-10: "Int. Air Display" at Farnborough (UK)
- Sept. 16: "Battle of Britain Day" at RAF Abingdon
- Sept. 16: "Battle of Britain Day" at St.Athan (UK)
- x Sept. 17: "Portes Ouvertes" at Toul (France)
- Sept. 24: "Portes Ouvertes" at Saintes (France)
- Sept. 24: "Meeting Nat. de l'Air" at Limoges

NOTE 1: All events marked ' have not officially been confirmed.

NOTE 2: In order to avoid great disappointments PLEASE CHECK BEFORE GOING as open days are always subject to postponements or cancellations.

NOTE 3: For the open day at Skrydstrup two dates have been released being 28 May and 11 June. If the weather on 28 May is thought too bad the open day will be postponed till 11 June.

NOTE 4: Brawdy Open Day on 2 June has been cancelled.

■ F-16 UPDATE ■

A specially modified F-16 entered a climate test programme for one year. This programme firstly took the F-16 for 3 months to McKinly Climate Laboratory at Eglin AFB. Afterwards the a/c will go to the El Centro Naval Air Facility for hot weather tests, to Howard AFB, Canalzone for tropical tests, to Eilson AFB, Alsaka for Artic tests and finally to Europe.

Mid 1979, the F-16 Operational Test & Evaluation programme will start. The first part will be worked through in the USA while the last six months should be spent in Europe.

Volkel stands a good chance of getting two USAF F-16s on trials in September. For the Farnborough air display an F-16A and F-16B are reportedly to come over to Europe. Linked to this visit should be a weapon trial at the Dutch range Vlieland. Volkel has been rumoured to be the base where the F-16s are to operate from.

With the installation of the new minister of defence, mr.W.Scholten, the policy towards the option on 18 F-16s changed completely. It is expected the option will become a firm order very soon now. This would raise the total a/c on order for the RNethAF to 102.



On 2nd Thought

By J.P.van Kempen. Special thanks to N.Wiltens, B.Sörresig, G.Lang, F.Bellilli, H.Dekker & P.Bigel and P.Zoetmulder.



Due to lack of space you had to do without this column last month. I hope you haven't grown too anxious when you couldn't find the regular additions.

MLD

Some recent additions to what has been published in both this column and in the series itself, may be of use to update the article:

- During the month January eight more ASW Lynx were ordered, raising the SH-14B order to a total of 18 helicopters. Lynx 262 wasn't delivered in October but already in August 1977. The last UH-14A, the 265, joint the MLD on 4.11.77.
- The Fokker S.11 179 was allocated PH-ACG, S.11 198 is reported to have become PH-SLO.
- The accident with the collapsing hangar as mentioned in the January issue didn't happen at Valkenburg, but during a detachment at Sicily. The S-2A 150 which crashed on 11.6.61 was definitely a w/c.
- According to US Civil Aviation News (No.01) the allocations of the S.58Ts are as follows: 137/N59333, 138/N59331, 142/N59329, 144/N59330



latest received Lynx of the MLD is 265.(H.v/d.Luit)^x

Credits

Due to lack of space the comment on the photos of page 12-13 was left out in the January-issue. As you might have noticed the center-page was devoted to the Aeronautica Militare Italiana.

- 1) T-6G RM-9 of 1 RVR/Regiona Milano (P.Druif)
- 2) Fiat G-91R RS-12 of the RSV (ASA)
- 3) AB.206 EI-543 just before take-off (P.Druif)
- 4) Old stuff is provided by this bunch of P-51Ds
- 5) A fine shoot of a TP-104G 20-7 taken at Alconbury in 1977 (J.Lekkerkerker)
- 6) Preserved in an action-pose is this F-84F 51-30(R.Parina)
- 7) Piaggio P.166M 81-SC taxiing out (R.Parina)
- 8) The result of two factories collaborating is this Piaggio/Douglas PD.808 (ASA)

I hope you will provide the comment in the next issues all by yourself, Frank.

Armée de l'Air

Useful corrections to the Dijon movements (89-6):
 Mirage F.1C 5-OC has c/n 44
 Magister 312-AT has c/n 525; c/n 541 is VC not VG
 Paris 41-AT is No.91
 Mystere 20 167/N has to be 167/L

FZ132

This is in fact an addition to an addition. Clarification was asked in no.88, page 16, on the fact of the Belgian Thunderjet FZ-132/51-10930. After service with the BAF the aircraft was delivered to the RDAF on 10.1.57 and later on 1.2.57 to the 730Sqn, coded SE-E. It was not very much later withdrawn from this unit on 20.5.58 and was finally deleted from the RDAF inventory on 8.11.58. By then it had flown only 377 hours in Danish colours.

On 3rd thought

Soon after the instalment of the Italian Stormo names in the January issue, page 10, I was taught some real Italian by some of our southern readers. So here we go once again (I hope you will spot the differences):

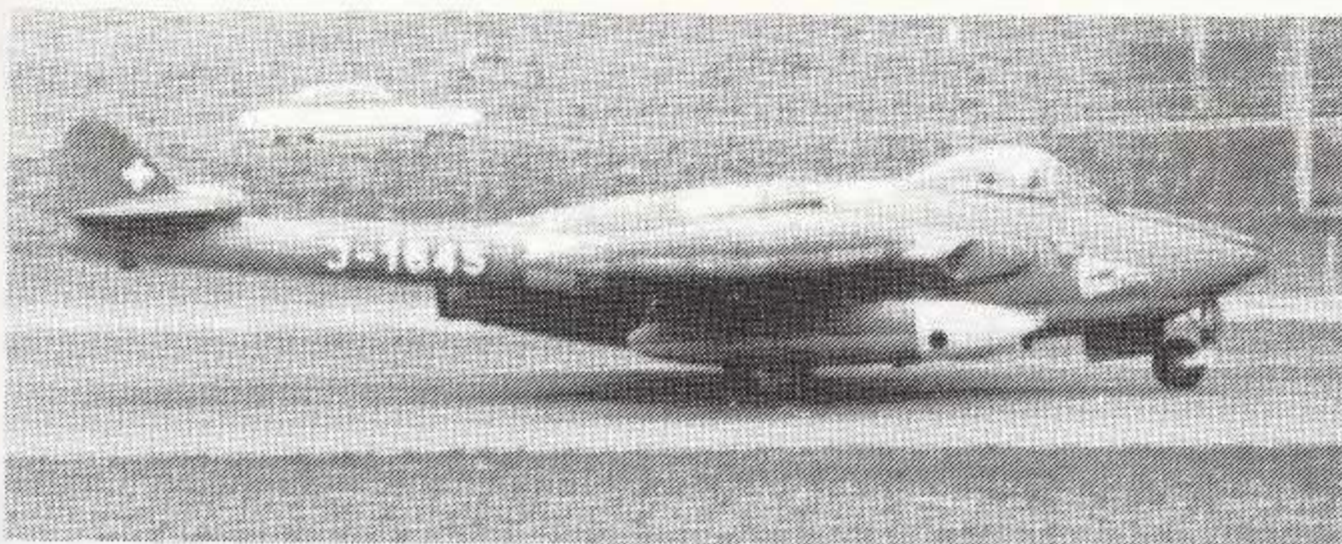
2St/Mario D'Agostini, 4st/Amedeo D'Aosta, 15St/Stefano Cagna, 31St/Franco Lucchini, 36St/Riccardo Seidl, 41St/Athos Ammannato, 51St/Ferruccio Serafini. This, by the way, is the last time I ever write them down again.

Loose ends

- The AB.212 HE-471 spotted at Malpensa on 30.8 is not of the Spanish but of the Peruvian Navy. The AB.212s of the Spanish Armada are serialled 003-1 etc. (87-6)
- The T-33A 9506 at Bremgarten on 3.11 has to be 9505. The T-birds 9505/06/13 don't belong to AKG-51, but wear the badge of WS-50. (87-9)



The missing batch: 435TAW. This batch is carried by all C-130Es of 37TAS at Rhein-Main (89-8).



DH.112 Mk.1R J-1645, One of the Swiss Venoms equipped with a recce-pod at Dubendorf on 8 March 1978. (S.Kunz)^x

VAMPIRE VS VENOM -2-

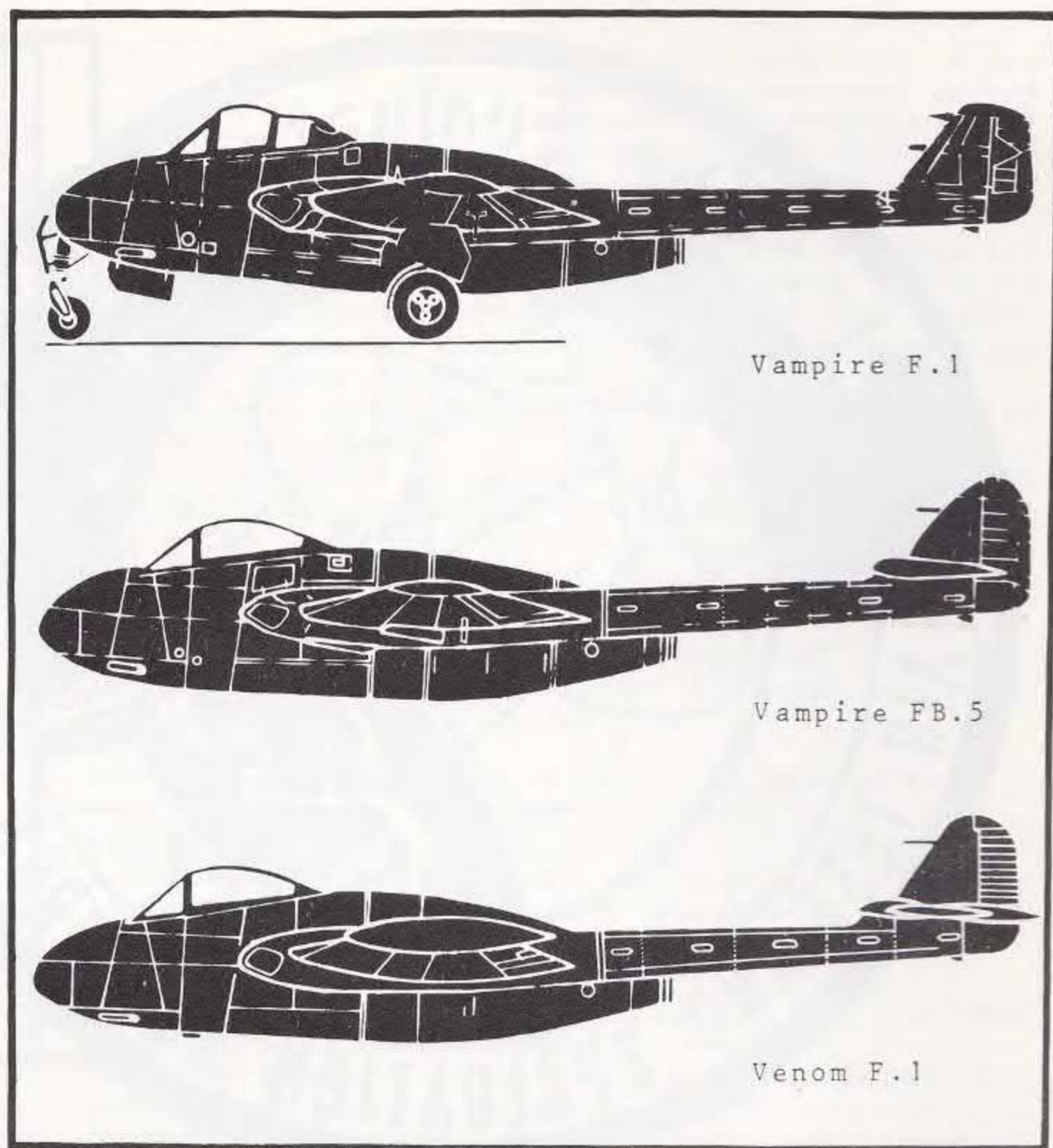
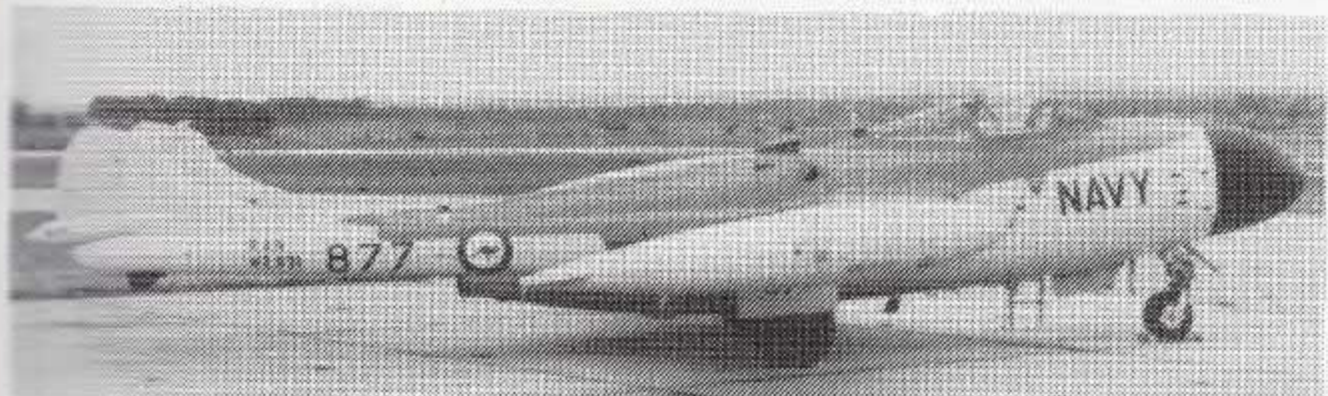
The Venom began life as a much improved version of the DH.100 Vampire, with a thinner wing and uprated engine. The development began already in 1948 under the designation Vampire 8 but was proceeded and subsequently named DH.112 Venom FB.mk.1. The configuration was the same as the Vampire, but it had a more Ghost 103 engine, while the external features were the wing-tip tanks (which the Vampire never possessed) and the slight quarter-chord sweepback on the wing. The prototype DH.112 VV613 (an ex Vampire FB.5), flew on 02.09.49, while the service use in the RAF of 375 Venom FB.1s began in August 1952. Later all FB.1s were fitted with Martin-Baker ejection seats, which the Vampires didn't have either. Further development led to the Venom FB.mk.4, which was in great lines similar but had an uprated Ghost 105 engine, revised flat-topped fin-and-rudder design, powered aileron and provision for underwing droptanks. The prototype, WE381, flew on 29.12.53 and delivery of 150 to the RAF began in May 1954.

Foreign countries that flew (or fly) the Venom FB.50 (export FB.4) are: Venezuela (purchased 22 ex RAF FB.4s in 55-56), Iraq (acquired 15 FB.4s) and Switzerland (here the EFW consortium built 10) Venom FB.mk.1s and 150 FB.mk.4s).

The two-seat night fighting version of the Venom was evolved in the same way as was the case with the Vampire night fighter. The prototype NF.mk.2 WP227, was first flown on 23.08.50 and differed externally from the FB.mk.1 in having a widened and lengthened front fuselage to accommodate the crew of two side-by-side and the Huge AI.mk.10 radar. Ninety NF.2s were delivered to the RAF from 1953 onwards but many were modified to the NF.mk.2 standard with clear-view canopies and revised tail unit.

Further tail-unit changes and several other internal changes led to the Venom NF.mk.3, first flown on 22.02.53, of which the RAF acquired 129. Although the Venom was a much better aircraft than the Meteor NF.11, which was relinquished in favour of the NF.3, its major short-coming was its single engine, a thing hardly considered ideal for a night fighter. It is also for this reason that the night fighter equipped squadrons were among the first to be re-equipped with the much more advanced (twin-engined) Javelin. The NF-version was nevertheless also used in Sweden, which bought 62 Venom NF.51s (similar to NF.2) and with the Royal Navy. Trials with three prototypes, WK376, 379 & 385, subsequently named Sea Venom NF.mk.20 (later FAW.mk.20) started in 1951. The principal naval features were an arrester hook, strengthened longer stroke undercarriage, catapult pick-up points and from WK385 onwards folding wings with tip tanks. The first of 50 FAW.20s served with FAA sqdns flew in 1954. Later 167 FAW.21s and 39 FAW.22s were delivered, differing mainly from the FAW.20 in having an uprated engine and ejection seats.

Venom F(AW).53 WZ931 of the Royal Australian Navy. (P.v.Gemert)



Vampire F.1

Vampire FB.5

Venom F.1

The Australian Navy used the Sea Venom as well: they bought 39 FAW.53s (similar to the FAW.21) which served from 1955 to 1967. In France a licence-built version was used, known as Aquilon (Sea Venom NF.52). The first SNCASE-built Aquilon flew on 20.02.52 at Marseille-Marignane. The Aquilon 20s were followed by the Aquilon 201 (1), 202 (75), 203 (40) and 204 (15), the 203 being a single-seater and the 204 being an operational trainer.

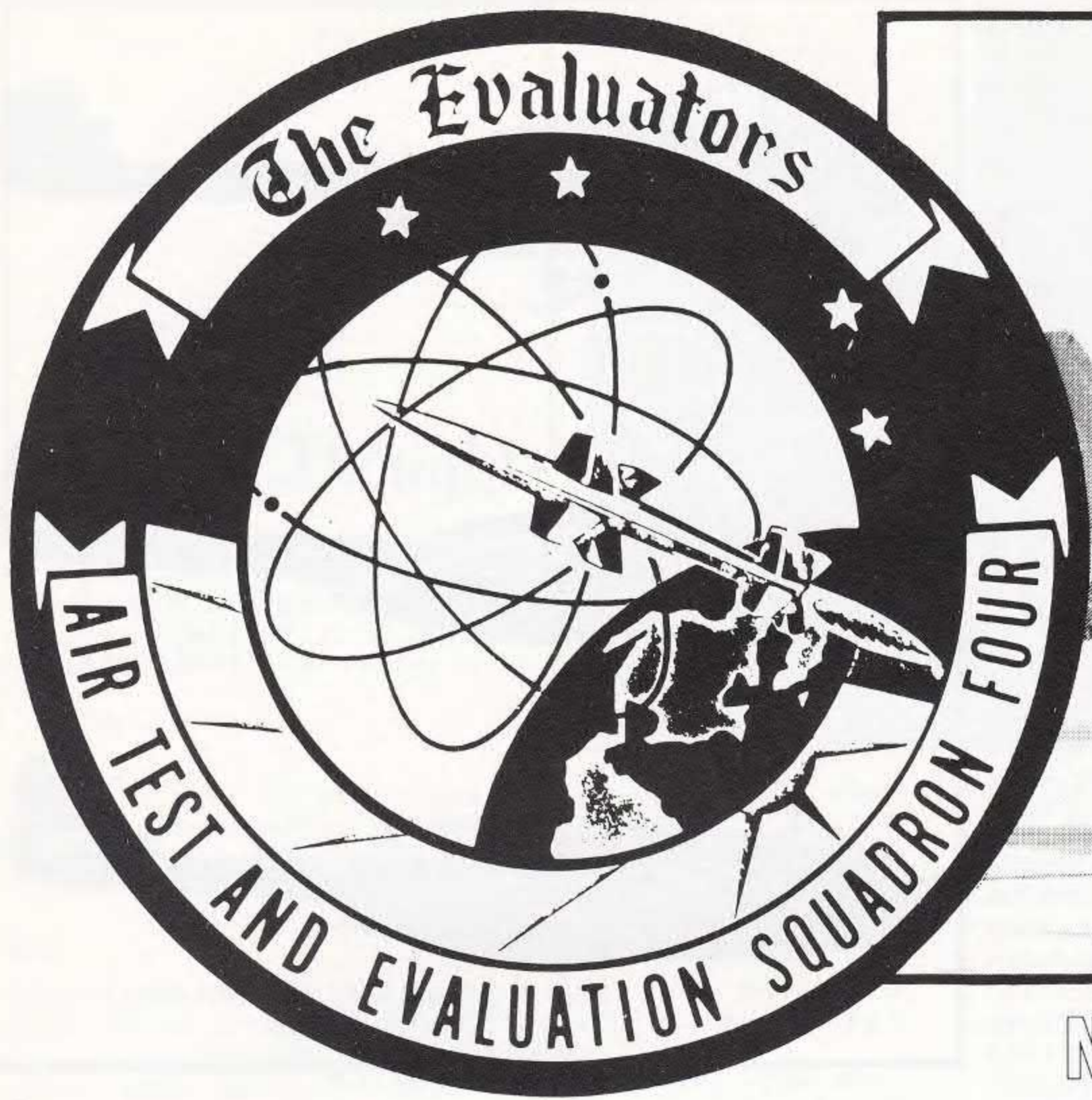
Serial-blocks

Vampire:

- F.1 : LZ548, LZ551, MP838, TG274-315, TG328-355, TG370-389, TG419-448, VF265-283, VF300-314
- F.2 : TG276, TG280, TX807
- F.3 : TG275, VG692-703, VF315-348, VT793-835, VT854-874, VV187-213
- FB.5 : VV214-232, VV443-490, VV525-569, VV600-640, VV655-700, VV717-736, VX461-464, VX471-476, VX950-990, VZ105-155, VZ161-197, VZ206-241, VZ251-290, VZ300-359, VZ808-852, VZ860-877, WA101-150, WA159-208, WA215-264, WA271-320, WA329-348, WA365-403, WA411-460, WE830-849, WF578-579, WF584-586, WG793-807, WG826-847
- FB.9 : WG848-851, WG865-892, WG922-931, WL493-518, WL547-587, WL602-616, WP990-999, WR102-111, WR114-158, WR171-215, WR230-269, WX200-241, WX259-260
- NF.10: WM659-677, WM703-733, WP232-256, WV689-691
- T.11 : WW456, WW458, WW461, WZ414-430, WZ446-478, WZ493-521, WZ544-593, WZ607-620, XD375-405, XD424-463, XD506-554, XD588-627, XE816-833, XE848-897, XE919-961, XE975-998, XH264-278, XH292-330, XH357-368, XJ771-776, XK582-590, XK623-637
- F.20 : TG328, VF315, VV136-165
- F.21 : TG286, VG701, VT795, VT802-805
- T.22 : WW461, XA100-131, XA152-172, XG742-748, XG765-777

Venom:

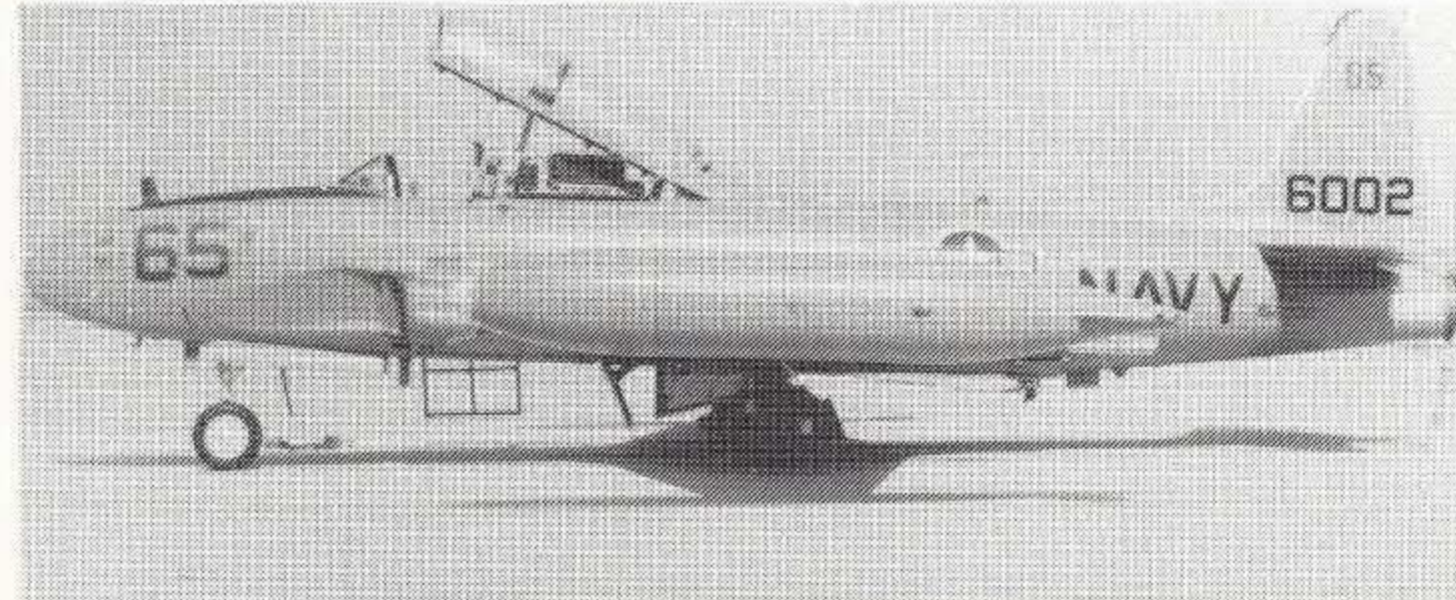
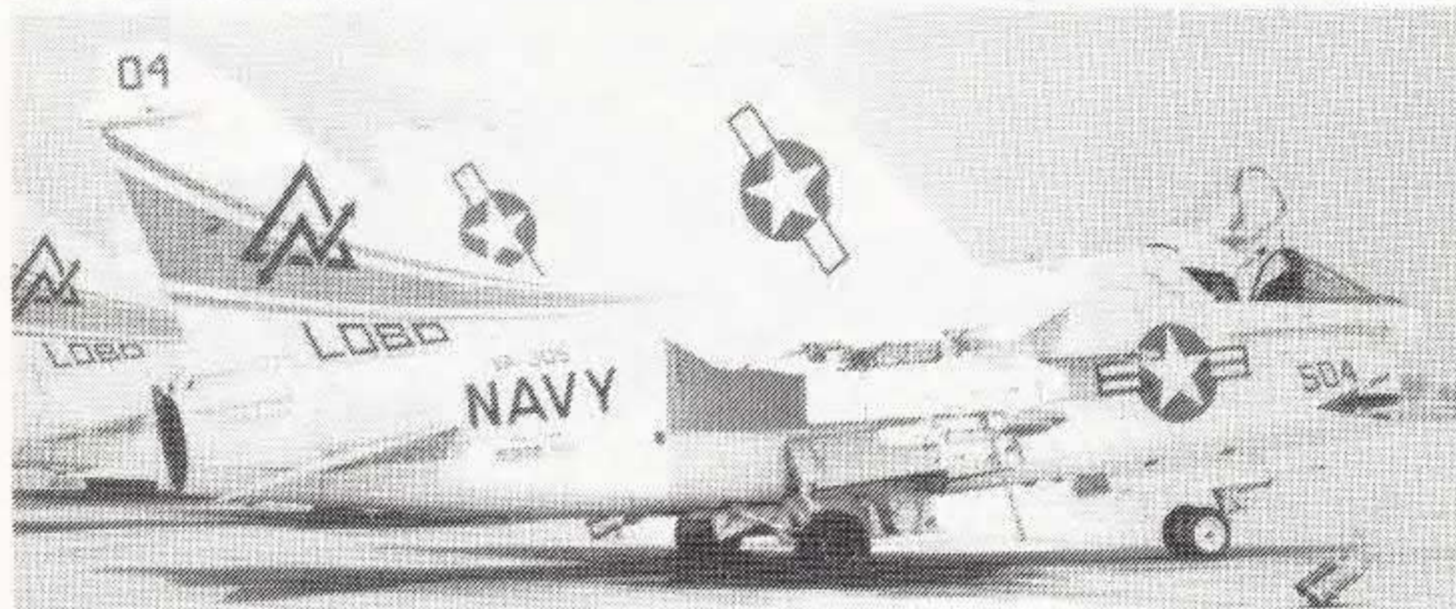
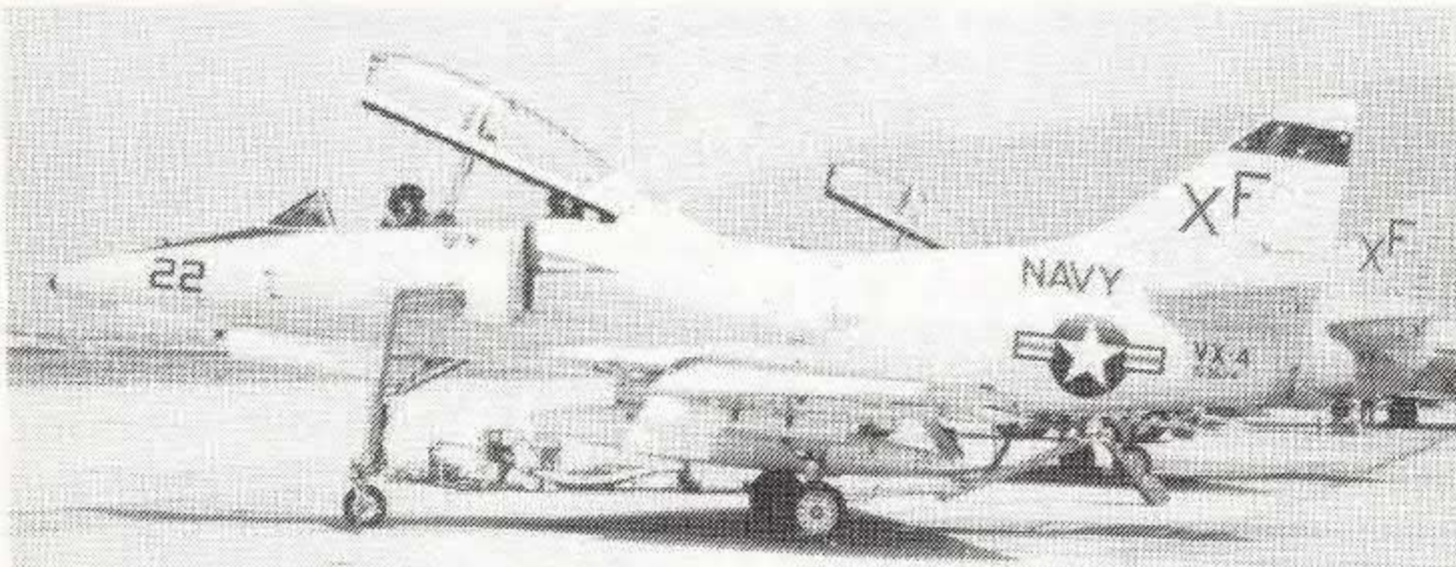
- FB.1 : VV613, WE255-294, WE303-332, WE340-389, WE399-438, WE444-483, WK389-438, WK468-503, WR272-321, WR334-373
- NF.2 : WL804-833, WL845-874, WP227, WR779-808
- NF.3 : WV928, WX785-810, WX837-886, WX903-949, WZ315-320
- FB.4 : WE381, WR374-383, WR397-446, WR460-509, WR525-564
- FAW.20: WK376, WK379, WK385, WM500-523, WM542-567
- FAW.21: WM568-577, WW137-154, WW186-225, WW261-298, XG606-638, XG653-680
- FAW.22: XG681-702, XG721-737
- FAW.53: WZ893-911, WZ927-946



NAS POINT MUGU

produced by

Ben Ullings/Aviation Photos International



The Naval Air Missile Test Centre (NAMTC) was commissioned at Point Mugu in 1946. The location - near Oxnard - was selected because of its excellent weather conditions and the availability of extensive areas for missile testing which today measure approx 300 miles wide and 500 miles long.

A team of scientists - including the Germans Fiedler Sturm and Schwede commenced to develop the missile technology which went through its primary stages during World War II.

One of the first projects at the NAMTC involved the 'loon' a US copy of the famous German V-1.

Naval Air Station Point Mugu was opened in 1949 to support the NAMTC operations.

In 1958 the Pacific Missile Range was established alongside the NAMTC and a year later the Naval Missile Centre was added as a separate activity.

In April 1975, these three organisations were consolidated into the command with a sophisticated management outlay. Named Pacific Missile Test Centre (PMTC).

PMTC's mission was established as:

- To perform development test and evaluation, development support and follow-on engineering.
- To provide logistics and training support for Naval Weapons, Weapon systems and related devices.
- To provide major range technical & base support for fleet users and other department of defence and government agencies.

This mission encompasses an enormous amount of activities which are performed at Point Mugu and the other locations resorting under the PMTC:

Downrange facilities are available at Kauai and Ohau on the Hawaii Islands & on the Midway Atoll. Extensive Instrumentation Systems at Barking Sands (Kauai) monitor inter-continental missile operations and space missions while the large underwater range provides for testing of torpedos etc. The USS Wheeling adds floating capacity to PMTC operations together with the launch vessel Norton Sound.

The vast computer systems on board the 'Wheeling' can predict missile impact locations as soon as 10 seconds after launching which is an essential aid for range clearance purposes.



San Nicolas Island (approx. 100km SW of Point Mugu) is the Centre point for aircraft target operations. The Target Flight is homebased at Point Mugu and ferry flights to San Nicolas are usually conducted with a 'real' pilot at the 'stick'.

After a radio guided take off from San Nicolas the target is handed over to a chase aircraft (DF-8L Crusader or DT-2B Buckeye) for its flight to the missile operations area where a surface station takes control over the target.

If not lost in action the target is returned to San Nicolas again.

Target aircraft include QT-33A, QF-86H and QF-4Bs all painted in red high visibility markings which are also applied on the missile type targets, departing from a number of launch pads at Point Mugu.

Transfer of personnel between Mugu and San Nicolas is under contract to Aspen Airlines operating a CV.440 on the shuttle service.

PMTC's involvement in the full life span of missile weapon systems includes responsibility for in service maintenance and engineering, training of fleet units and production support.

A world wide deployable team of experts provides on site assistance within this frame work.

Mentioning all activities performed by the PMTC at Point Mugu is an impossible task.

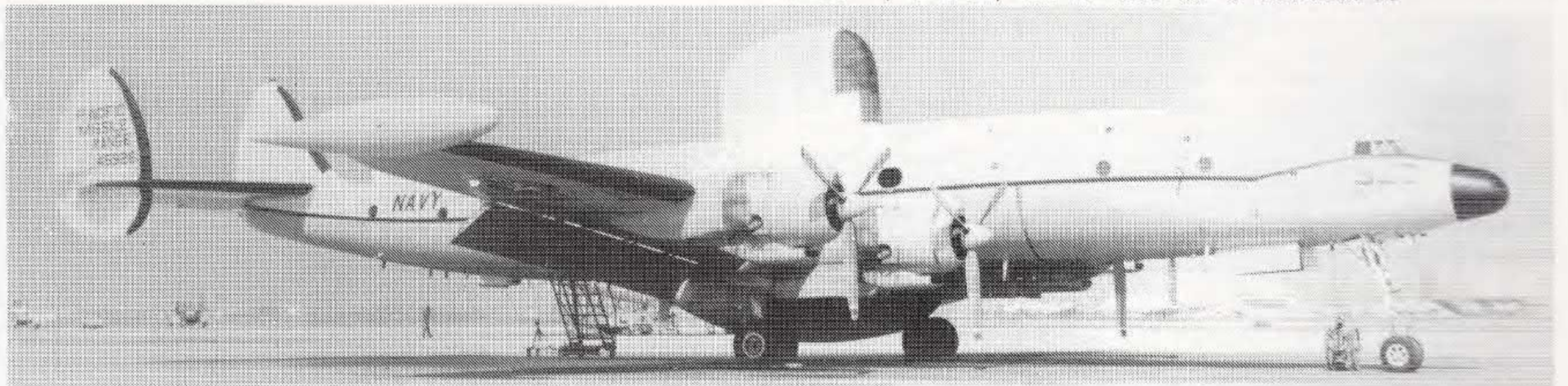
The wide range of ground facilities includes extremes like a hangar in which aircraft can be deep frozen to simulate extraordinary environmental circumstances, impressive machinery-parks can be found in the many workshops on the base while in another building complete F-14/Phoenix missions can be flown and monitored on a simulator system.

Last but not least PMTC's airborne fleet provides for a remarkable variation of types and special modifications.

The photographs included in this article will give a good idea of all 'tastes' available.

However, PMTC's aircraft are not the only tenants of NAS Point Mugu.

There is a close cooperation between the PTMC and VX-4 - the airframe and weapons development squadron nicknamed 'the Evaluators' operating F-4J , F-14A, TA-4J and US-2 aircraft.





As an example of VX-4's missions, Tomcats, Phantoms and Skyhawks could be seen departing Point Mugu on 19.8 in a joint ECM evaluation mission.

VX-4 is known world wide for its fabulous aircraft paint jobs. Their F-4J 153783 wearing an experimental black scheme was brightened up by a 'bunny' in the early seventies.

To avoid copyright conflicts similarity to the playboy trademark was initially avoided until Hugh Hefner himself requested the squadron to rather make it a proper job.

Another VX-4 livery art work was achieved on F-4J 153088 resulting in fantastic bicentennial markings.

Another Point Mugu occupant is VXE-6, with their Hercules specially modified for Antarctic operations out of Williams Field, McMurdo Sound on behalf of the National Scientific Cooperation. The Ski equipped dark grey LC-130Rs show plenty of dayglow for visibility purposes.

Reserve units are accomodated at the East side of the station.

A considerable number of pilots employed with Pacific Southwest Airlines find the move from Electra to Orion an easy one and man VP-65's nine Orions.

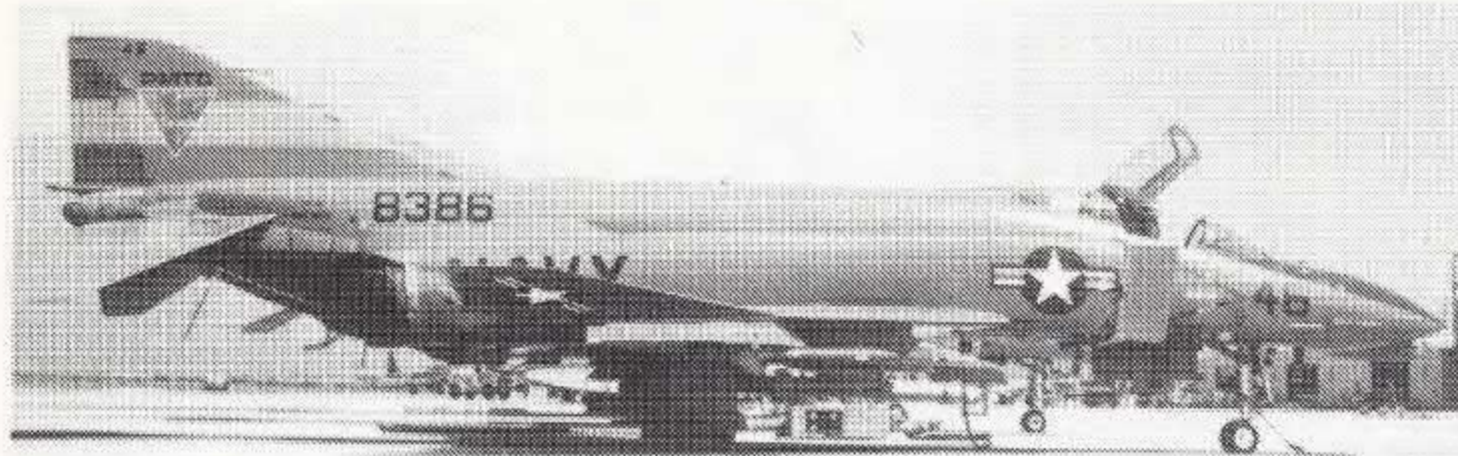
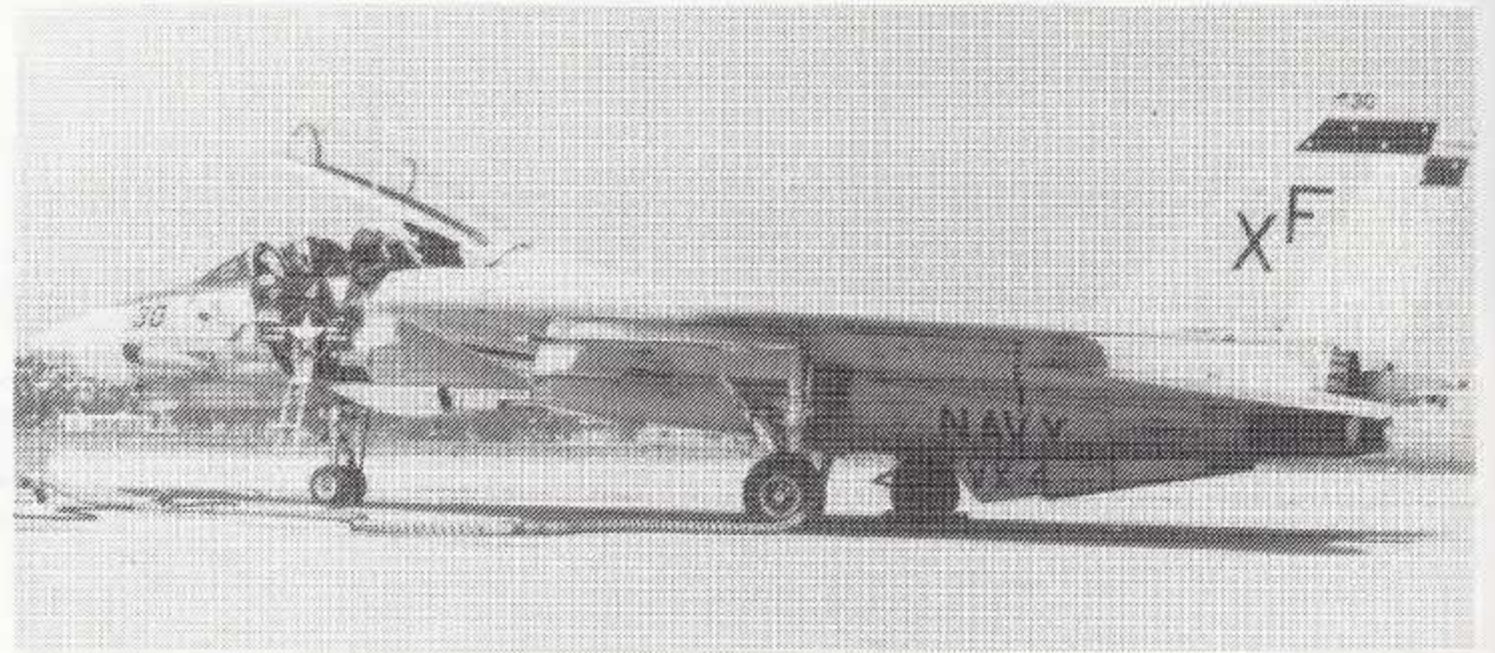
VA-305 is composed of 12 A-7A Corsair IIs all tail-marked 'Lobo'. In contrary to VA-304 & 304 at NAS Alameda no conversion to A-7B is foreseen for the squadron in the near future.

Visitors on 19.8 included two - unfortunate - F-4Ns of VMFA-112 (USMC/Dallas, Texas) which were calling at VX-4 for joint training: On a take off earlier that week bird-strikes stopped 3 of their 4 engines....

The Grumman facility at Point Mugu was host to a VF-213 F-14A and 2 Iranian AF Tomcats!!

Much to my regret a 'no photography' advice was given when one of them left the hangar (you can't win them all, can you?). Both aircraft still had full USN serial applied.

Leaving Point Mugu after watching all what is described hereabove was like finishing a perfect meal with all ingredients one could think of. PMTC and VX-4 Public Affairs Officers made the stay at the station a really perfect one.



Photos of this article illustrate the following aircraft:

TA-4J	153674/XF22	VX-4	F-4J	153783/83	VX-4
A-7A	153138/ND504	VA305	CH-46D	153316/16	NAS
NRA-3B	144825/75	PMTC			
QT-33A	156002/65	PMTC	QF-4B	148386/46	PMTC
QF-86H	25747/XF31	PMTC	F-14A	158618/XF30	
EC-121K	145926	PMRange	A-4E	149654/81	PMT
LC-130R	160740/XD2	VXE-6			



THE BELGIAN AIR FORCE

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

Part 19



CF-100 Chanuck 18534 in the Air & Space Museum in Brussel. (J.v.Tuyn)^x

This very last episode will be dedicated to an item that has been ticked off in previous issues but that deserves a more comprehensive discussion: the aviation museum in Brussels. Since this is the last episode, possible corrections and additions to this and the previous eighteen parts of the article will be published in the new section or in the On 2nd Thought column; so keep subscribing to this magazine.

Those who thought they got finally rid of me must be disappointed; the May and June issues will contain the history and aircraft of both the Belgian army and naval air arms. Also to be discussed more comprehensively will be the withdrawal of Belgium from Africa.

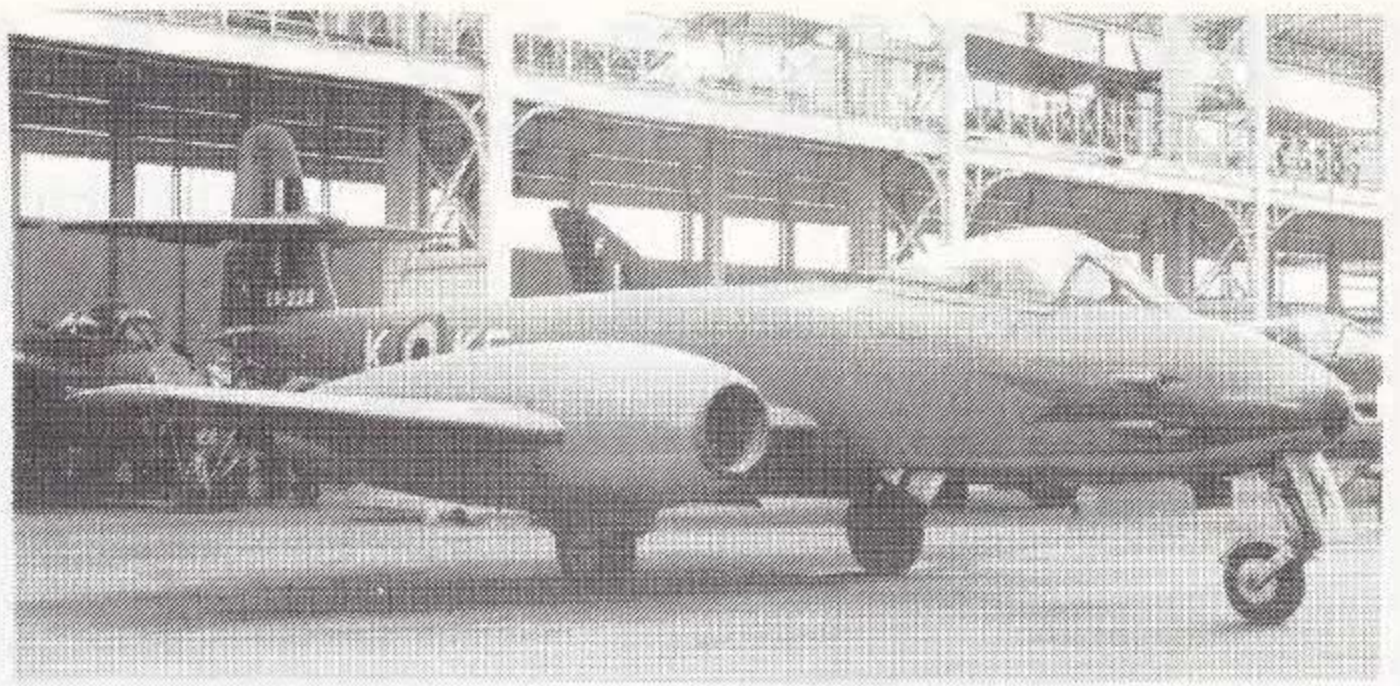
Not far from the centre of Brussels the Belgian Army Museum is situated; it's well worth a visit for its fascinating collection of arms, but more interesting for us fanatics may be the part called Air and Space Museum, which houses in the same building in the Jubelpark. The Army Museum (no charge is made to enter it, by the way) is indeed from the Belgian army; that is to say, the army pays the wages, maintains the exhibits, etc. Yet, since the Belgian army is hardly interested

in aircraft, the Air and Space branch of the museum is treated like a step-child. No guards and no money is available and the 'staff' of the air museum thus consists entirely of volunteers. As a result the museum is only open on Saturdays, except upon special request. Within a short time the army is to withdraw from the museum, which is then to become a regular gallery run by the Ministry of Culture. It is to be hoped that the Air and Space Museum may by then receive the treatment it deserves, being one of the most interesting aircraft-collections on the continent.

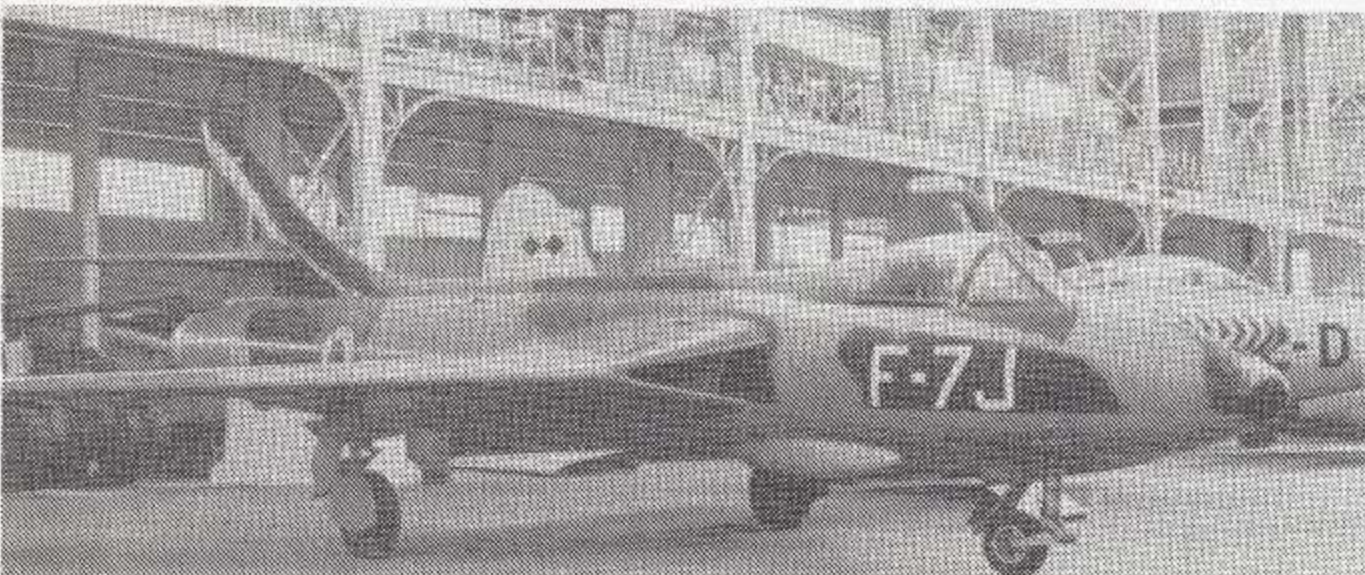
The museum houses in a massive exhibition hall, which used to be a venue for international riding events. It has an all-glass ceiling and together with the approximately 10,000 square meters large painting representing the battle of Waterloo; it breathes a special atmosphere which is rarely found in other museums. In fact the place looks more like a hangar than a gallery.

Exhibited here are aircraft of various origins and eras, both civil and military. The listing below gives all the aircraft that are part of the collection. It should be noted though, that not all of them are displayed; a number is held in storage for spares and exchange.

Nord 1002 Pingouin	-	c/n 184 painted as a BF-108 of Jagdgeschwader 2; is ex F-BERF
Harvard II	H-21	c/n 88-15950, 42-84169 ex EZ256; used by SAAF during WW.II; to Belgian Air Force on 11.3.47 till 24.11.59
Percival Prentice	OO-OPO	c/n PAC.215; ex VS613, G-AOPO
Percival Proctor 4	P-4	c/n H578, ex NP171; delivered BAF 25.6.47; used by No.367 Sqn
F-84G Thunderjet	FZ-132	is in fact the FZ-71, s/n 51-10195; wfu 14.7.54; code YL-D
Sabca Poncelet Vivette	O-BAFH	glider; c/n 2; used in France 1925-1927
Sikorsky S-55	CS-10	MM57-5979; ex Italian Air Force SAR
Sikorsky S-58C	B-13	OT-ZKM c/n 58-395; ex Sabena OO-SHM; crashed in 1971
Avro CF-100 Canuck Mk.5	18534	gift from Canadian government
Bücher Bü-181 Bestmann	OO-BLJ	021-6168; ex French AF FR-14, F-BBLJ
	OO-RVD	c/n 021-969; ex OO-SNE
	TP-CP	
Cessna 310B	OO-SEL	c/n 35524; ex N5324A, OO-CUC, 9Q-CUC, OO-SEL; gift from Sabena
Mosquito NF.30	MB-24	c/n 4597 ex RK952; code ND-N; delivered to Belgium 4.9.53; used by No.11 squadron
Grumman Baby 3	PL-37	c/n 82155; ex Belgian AF glider
Meteor F.mk.8	EG247	code B2-R; ex target towing flight
	EG224	code 5K-K; first Meteor built under license by Avions Fairey; ex 33Sqn/13Wing; later used by 1Wing and Fighter OTU



Percival Pembroke	RM-4	coded OT-ZAD
Nord 1101 Noralpha	F-BLQR	
Percival Gull	G-ACGR	
Percival Proctor 5	OO-ARM	c/n 84; ex G-AHZY
Piper 73C Cub	OO-CEG	c/n 11694; ex 53-29403
Piper PA.14 Family Cruiser	OO-JAK	c/n 14-201
Piper L.18C Super Cub	OL-L87	c/n 18-3149, 53-4749
F-84F Thunderstreak	FU-30	ex 52-7169
RF-84F Thunderflash	FR-28	ex 51-1945
SAI KZ III-V2	OO-MAA	c/n 72
Schulgleiter SG-38	PL-21	glider BAF
Breguet 905S	OO-ZJN	glider
Breguet 19A2B2	66	
Caudron G3	2531	ex Musée de l'Air
Fairchild F.24R Argus	OO-LMV	
Dornier DO-27	DO-4	
DH.100 Vampire T.11	XH292	
Stampe & Vertongen SV-4b	V-28	and V-56, V-62 and V-64
Stampe & Vertongen SV-4C	5.S.24	ex Aeronavale, c/n 102
Spitfire Mk.9	RM860	code BE-G
Grunua Baby 3	OO-ZBA	
DHC-1 Chipmunk	P-130	ex Royal Danish AF
Miles Magister	T9800	
Sopwith F.1 Camel	SC.11	
Hanriot HD.1	HD.78	
Schreck FBA type H	5	
Spad XIII C.1	SP-49	
Nieuwport 17C	N5024	
LVG V.VI	3141	
Airspeed Oxford I	O-16	
Auster J/1 Mk.5	OO-ABN	c/n 2047; gift from Sabena
Auster AOP.6	A-11	c/n 2826, ex RAF VT990, BAF A-11, OO-FDE resp.
	A-16	c/n 2835, ex RAF VT996, BAF A-16, OO-FDI resp.
	OO-FDA	c/n 2818, ex RAF VT979, BAF A-3; OO-FDB c/n 2820 ex RAF VT981 BAF A-7; OO-FDC c/n 2824 ex RAF VT988 BAF A-8; OO-FDD c/n 2817 ex RAF VT978 BAF A-9; OO-FDH c/n 2834 ex RAF VT995 BAF A-15; OO-FDJ c/n 2832 ex RAF VT993 BAF A-17; OO-FDL c/n 2836 ex RAF VT997 BAF A-22
DH-82A Tiger Moth	T-24	code UR-!
	OO-EVD	is being kept for spares, together with OO-EVM, OO-EVO (c/n 86546 ex PG637, G-ANLH), OO-SOB (c/n 83283) ex T7205, G-AOGJ OO-SOG (c/n 83097, ex R5238, G-ANRZ) and OO-SOM
Hunter Mk.4	ID-46	coded 7J-F; delivered 24.1.57; c/n AF-HOF59 built by Avions Fairey; served with 7Wing/7Sqn at Chievres
Hurricane IIC	IF-70	is in fact the ID-44; painted as Red Devils a/c
Miles Messenger 2A	LF345	code ZA-P; ex LF658; used at the Advanced Flying School 1947
Miles M65-1A Gemini	G-1	c/n 1992; ex OO-NIC and BAF G-1
Fairchild UK.61K Argus	OO-RVE	c/n 6525; ex G-AKHK; crashed near Grimbergen on 29.9.71
	314987	code A; ex 43-14987, HB713, ZS-BWM, ZS-BYN, F-OADB, F-BAMB and OO-LUT resp.
Douglas C-47 Dakota	K-16	code OT-CWG; c/n 20823, 43-16357; used in 1944 to bring the Belgian government back to Brussels
Douglas B-26A Invader	N67160	see civil part
DHC-3 Otter	OO-SUD	c/n 297; bought from USNavy in 1968 for the Belgian South Pole Expedition; contains parts of OO-HAD (c/n 148, ex USN144669) which crashed on 9.2.70
Tipsy Nipper S.2	OO-TIP	build in 1937 as OO-ASB, became G-AFVH but returned to Belgium as OO-TIP; c/n is 29
Sud Aviation Caravelle	OO-SRA	c/n 64; wings only (see civil section)
Dassault Ouragan	UQ	c/n 320; ex FAF





AIRCRAFT OF THE BELGIAN AIR FORCE

Dassault Mystere 20E

The two aircraft involved are:

CM-01 d/d 24.3.76 c/n 276

CM-02 d/d 18.5.76 c/n 278

They fly with the 21st squadron at Melsbroek.

Swearingen Merlin IIIA

In 1975, 6 Merlins were ordered as replacements for the Pembrokes; all aircraft were delivered in 1976. Serials are CP-01 to -06.

Westland Sea King Mk. 48

The Belgian air force ordered 5 examples of this helicopter to supplant the S-58s of the 40th heli squadron. These Sea Kings, delivered in 1976 are:

RS-01 c/n WA831 ex G-17-1, G-BDNH

RS-02 c/n WA832 ex G-17-2, G-BDNI

RS-03 c/n WA833 ex G-17-3, G-BDNJ

RS-04 c/n WA834 ex G-17-4, G-BDNK

RS-05 c/n WA835 ex G-17-5, G-BDNL

Siai-Marchetti SF-260M

To replace the Stampe en Vertongen SV-4b biplanes of the Elementary Flying School, thirty-six Marchettis were ordered in January 1969; deliveries took place from November '69 till May '71.

In 1973 an aerobatic team was formed, which called itself 'The Swallows'; the team consists of three Marchettis (presently the ST-17, 33 and 35) and it is the sole aerobatic unit flying the type.

Of the 36 delivered aircraft (serialled ST-1 to 36 with construction-numbers 1001 to 1036), 32 remain in service. Written-off are the ST-01 (21.4.71), ST-07, ST-10 (14.4.76) and ST-13 (July 1972). The tail of the latter is displayed at Goetsenhoven in front of the ops building.



Marchetti SF-260M at Goetsenhoven on 12 June 1977 (B. van t'Ende)

Boeing 727-29C

Two examples were taken over from Sabena in March 1976; the aircraft were delivered 05.05.76:

CB-01 c/n 19402 ex Sabena OO-STB

CB-02 c/n 19403 ex Sabena OO-STD

CORRECTIONS & ADDITIONS

FLASH 86: There slipped some mistakes in the corrections and additions column on page 14. The squadron-code of 1W/4Squadron was SV, not GS (Flash 73). Not T-4 but T-14 crashed 3.12.53 (Flash 84). AX-15 crashed 14.4.61 at Gosselies and was w/o 15.3.62; Canuck AX-46 was w/o 13.11.63, not 19.11 (Flash 80).

A small addition to the Stampe list is, that both V-31 and V-58 were acquired by one Mr. Titeca, who hopes to make an airworthy aircraft out of these two wrecks.

And concerning the DC-6 list: KY-1 was ex N7819 C, not N7891C and KY-3 was coded OT-CDC, not OT-CDE.





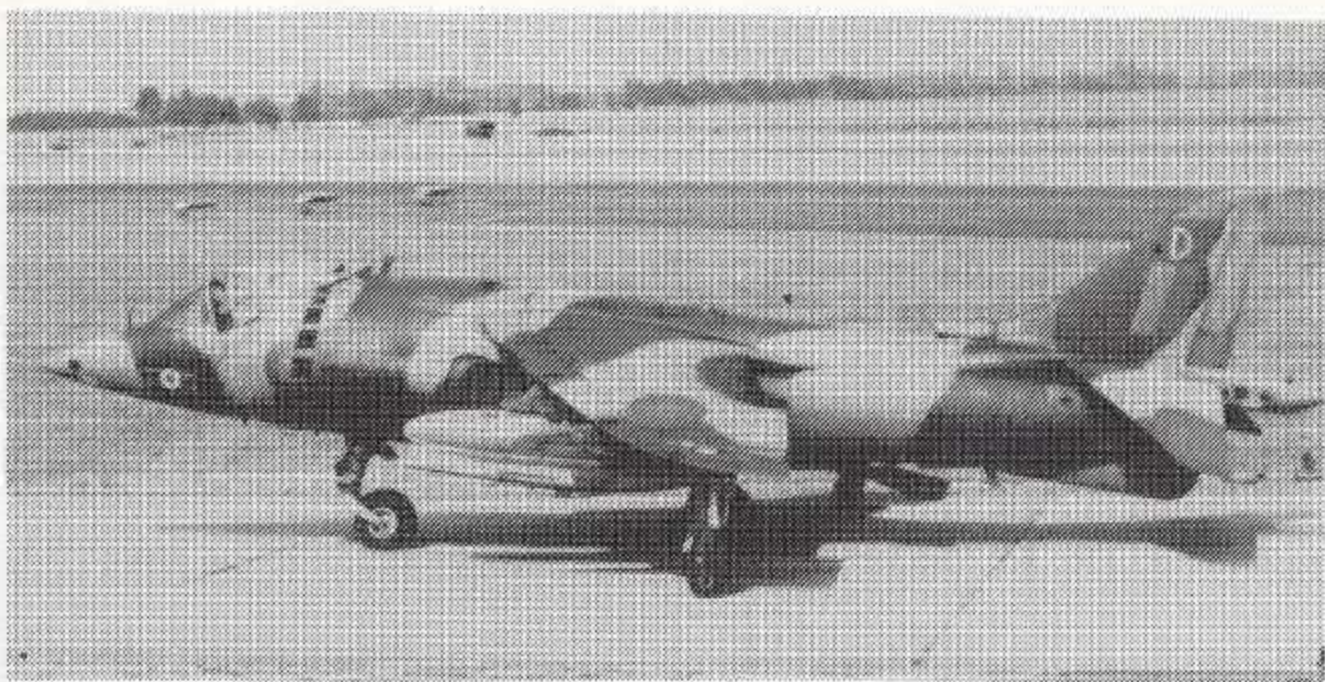
BRITISH MILITARY AIRCRAFT SERIALS 3



Jet Provost XW325/37 of the 'Gemini' during a display at Brustum on 19/20 June 1971. (J.v.Tuyn)^x

by R.Thornley

- | | |
|--|--|
| <p>XW198-237 <u>Westland Puma HC.1</u>
C/nos:
1039,1042,1048,1054,1061,1068,1074,1080
1086,1091,1095,1096,1101,1106,1111,1116
1120,1125,1129,1134,1139,1144,1148,1152
1157,1161,1166,1170,1175,1178,1183,1188
1191,1195,1199,1205,1206,1213,1217,1220
W/offa:
198 on 03.12.75 203 on 14.11.74
212 on 22.05.75 215 on 22.05.75
230 on 28.08.76
Current use: 33 and 230 Sqdns plus
2400CU and one example with RAE Bedford</p> | <p>XW287-336 <u>BAC Jet Provost T.5</u>
351-375
404-438
Conversions to 5A (updated avionics):
288-290,292,294,295,299,301,303,305,308
310,312-323,325-330,332-336,351,353-375
404-438
Conversions to 5B (removed anti-spin
strakes & add. wing tip tanks):
287,291,293,302,304,306,307,309,311,324
352
W/offa:
300 on 02.03.71 424 on 30.04.77
Disposals from active service: 297,331
current use: In service with the RAFC,
CFS, 1 PTS, 3 PTS and the T.5Bs with
6 PTS</p> |
| <p>XW241 <u>Sud 330E</u>
C/no: 08(ex F-ZJUX)
Currently with RAE Bedford</p> | <p>XW525-550 <u>HS Buccaneer S.2B</u>
986-988
W/offa:
525 on 04.04.77 531 on 29.10.76
532 on 25.03.74 535 on 24.01.73
536 on 16.06.75 539 on 04.01.72
548 on 03.02.77
Current use: 12, 15, 16 Sqdns, 23700
A&AEE Boscombe and RAE West Freugh.</p> |
| <p>XW246 <u>Westland SRN-5 Hovercraft</u>
249
255
659
255 with Hovercraft Trials Unit
249 wfu& on display at Cornwall Aero Park</p> | <p>XW560 <u>BAC Jaguar Gr.1</u>
563
560 written off in 8.72
563 current A&AEE Boscombe</p> |
| <p>XW276 <u>Sud 341</u>
C/no:03
For evaluation - wfu at Farnborough</p> | <p>XW566 <u>BAC Jaguar T.2</u>
Current A&AEE Boscombe</p> |
| <p>XW280-284 <u>Westland Scout AH.1</u>
612-616
795-799
In service with 651,652,654,655, 665
Army Air Corps Sqdns with some examples
in store at Wroughton.</p> | <p>XW626 <u>DH.106 Comet C.4</u>
C/no.6419
Prototype AEW Nimrod installation a/c</p> |
| <p>XW174-175 <u>HS Harrier T.2</u>
264-274
778-780
925-927
Conversions to 2A: 175
Conversions to 4: 264-272,925-927
W/offa:
174 on 04.06.69 264 on 11.07.70
Current use: 1 and 4 Sqdns plus 2330CU
and RAE Bedford
N.B. 273 used by HSA for static air-
frame. 274 used for demonstrator G-VTOL
778-780 cancelled and re-serialised
925-927</p> | <p>XW630 <u>HS Harrier Gr.1</u>
754-770
916-924
Conversions to Gr.3:
630,763-770,916,917,919,921-924
W/offa:
770 on 06.07.76 918 on 12.01.72
920 on 20.06.72
Current use: 1, 3, 4 Sqdns and 2330CU
N.B. 754-762 re-serialised as 916-924</p> |
| <p>XW179-195 <u>Westland-Bell Sioux AH.1</u>
C/nos: 699-715
W/offa: 191 on 23.08.69
Disposals to civil: 183,184,185
A few examples remain in use with the
Army but the majority are in store at
Wroughton.</p> | <p>XW635 <u>Beagle Husky</u>
current with 5AEF</p> |
| | <p>XW640 <u>Schleicher Ka6CR</u>
returned to civil as BGA1348</p> |
| | <p>XW664-666 <u>HS Nimrod PR.1</u>
C/nos: 8039-8041
All current with 51 Sqn</p> |



XW750 HS.748 Srs.2
C/no. 1559 (ex G-ASJT)
Current with the RAE

XW784 Procter Kittiwake
C/no. 02
Sold civil to the RNGSA as G-BBRN

XW788-791 HS Dominie CC.1
930 C/nos: 25255, 25264, 25266, 25268, 25009
788-791 in service with 32Sqn

XW794 Beech SD.1 Peeping Tom
drone

XW835-839 Westland Lynx Prototypes
835 damaged and used as a static airframe
836 incorporated into type 606 mock up
838 written off 7.74
837 and 839 currently with Westlands &
A&AEE Boscombe Down respectively

XW842-871 Westland Gazelle
884-913 AH.1:
842-844, 846-851, 865, 869, 885, 888, 889, 892
893, 896, 897, 899-901, 903-905, 908, 909, 911-
913
HT.2:
845, 853, 854, 856, 857, 859-861, 863, 864, 867
868, 871, 884, 886, 887, 890, 891, 894, 895, 907
HT.3:
852, 858, 862, 866, 870, 898, 902, 906, 910
HCC.4: 855
W/offes:
850 on 31.05.73 859 on 13.06.77
867 on 22.05.75 871 on 04.03.76
901 on 13.02.75

Disposals from active serv.: 848, 865, 900
Current use: RAF - 2FTS and 32Sqn; Navy
- 705Sqn; Army - 658, 660, 661, 662 Sqdns
and ARWF
A&AEE Boscombe have an AH.1 & Westlands
an HT.2 with some AH.1s in store at
Wroughton.

XW933-934 HS Harrier T.4
933 current with 3 Sqn and 934 with 1Sqn

XW938 Piper PA-30 Twin Comanche 160
Disposed to civil as G-ATMT

XW983 Slingsby Venture T.1
Currently with 644GS

XW990-999 Northrop MQM74A Chukar
Drones

■■■■ XX100 - XX999 ■■■■

XX101-102 Westland CC.7 Hovercraft

XX105 BAC 1-11 Srs.200
C/no. 008 (ex G-ASJD)
Current with RAE Bedford

XX108-122 BAC Jaguar Gr.1
719-768 C/no. PS601-701
817-827 W/offes:
955-979 120 on 17.09.76 735 on 16.09.76
822 on 02.07.76 978 on 14.06.77
Current use: 6, 14, 17, 20, 31, 41 & 54 Sqdns
2260CU plus A&AEE Boscombe with some
examples held in store.

to be continued

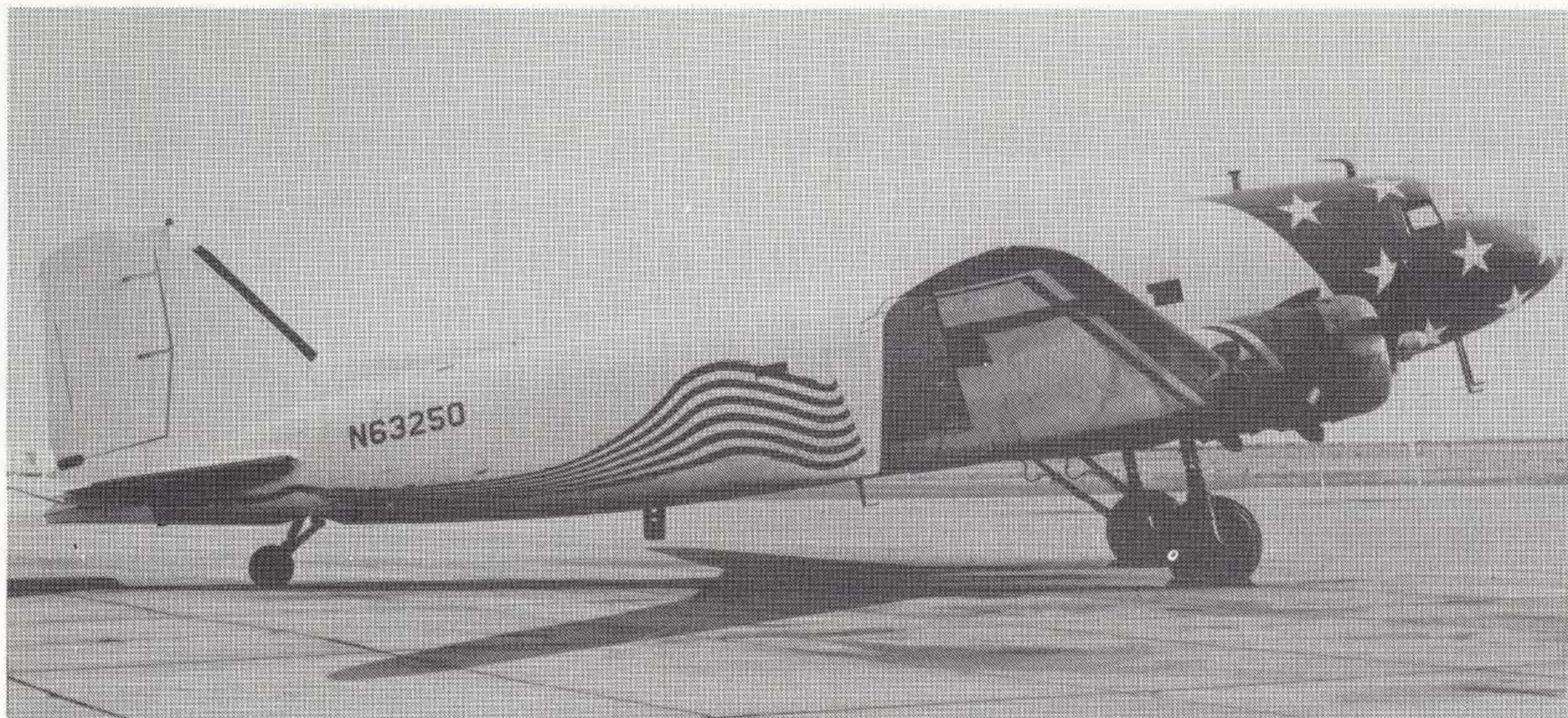
ABOVE LEFT: Harrier Gr3 XW765/D
at Hopsten on 11 June 1977.
(J.v.Tuyn)^x

ABOVE RIGHT: Gazelle HT.2 XW884/
41 of Royal Navy's helicopter
aerobatic team the 'Sharks'.
(R.Choufoeur)

RIGHT: BAC.1/11 XX105 of the
Blind Landing Experimental
Unit.(API)

BELOW: Jaguar Gr.1 XX765/27 of
2260CU at Upper Heyford on 3
July 1976. (J.v.Tuyn)^x





Special thanks to: D.O'Mahony, Ian Wilson, RLS RLD, Fokker/VFW and Airnieuws Rotterdam.

Photo comment: DC-3 N63250(34329) of Trans National Airlines at Oakland on 10.8.77. (B.Ullings/API)

MOVEMENTS

SCHIPHOL

Corrections to Schiphol movements:

- 4 October : N500W is a AC.500S (3188)
- 5 November: JY-AFC was JY-AFL a Sabreliner
- 19 November: PH-MBN with Mandalay stickers is correct; also noted at Jeddah as such on 6.11.77
- 3 December: OO-YCB must be OO-YCK B.707 of Young
- 10 January : LN-SUL of Air Executive Norway
- 26 January : D-HMOS is of course a AB.206B!
- 19 January : PH-TVP arrived on 20 January
- 18 January : 0149BH C.310 must be 194BH

Movements of March (including military ones):

- 4: OK-HFM Tu.134 CSA D-IKOS Cessna 421
HB-IEN Cl.44 Transvalair OH-CHR Cessna 414
N788FT DC-8 Flying Tiger D-GATE P.68 Victor
OY-DSK B.720 Conair PH-ACG S.11(based)
- 6: PH-FTH F.27 Air Niger, delivery-flight
- 7: N79798 B.707 Bayu Indon Air D-GELI P.68 Victor
N530SW G.1159 Gulfstream II (left on 9/2?)
- 8: N7555A B.707 Tradewinds (new aircraft)
- 9: F-BYAK SA.330 demonstrator D-IFZB Do.28D
- 10: G-BDRC Viscount Dan-Air OH-PCY PA.28
N48062 CV880 for Air Malta OH-AYB AA.1
- 11: LN-KLV CV.440 Nor-Fly G-AMPY DC-3 Intra
- 12: XX375 and XX379 Gazelle Army Air Corps
- 13: N619US B.747F Northwest Orient Cargo
92 N.262 French Navy N2755 AC.690
- 14: 119/KA N.2501 French AF G-BOAT Cessna 310
N862G and N806CC G.1159 HB-LCE Cessna 320
F-BJLY MS.760
- 15: 9G-ACJ B.707 Ariana titles, ex THY (since August '77 several c/s; respectively - THY cheat line; no titles - in full Merpati colour scheme - Bahamas World c/s with Ariana titles
N1807Z G.1159 Gulfstr.II D-ICCA Cessna 500
N506V Piper PA.31
- 16: N18072 G.1159
- 17: HB-IGA B.747 Swissair EI-AWW Cessna 414
D-IBYM Cessna 320
- 18: N48062 CV.880 Air Malta flight, left not until 23/3 due to nosewheel problems
G-BFEO B.707 Tradewinds OE-FIX AC.690
YR-BCM BAC.1/11 Tarom HB-VDD Falcon 10
OD-AGS B.707 TMA (ex TWA) LN-ALK CF.177RG
HB-VBS Mystere 20 PH-VWM Cessna 310
- 19: A40-PA DC-8 CargOman PH-BAG Mystere 20
- 20: 34/LE MS.760 French AF PH-JPV F.28-4000
- 21: LN-KAA FH.27 Stellar D-IHVB AC.690
F-BPNX Nord 262 SFA F-BGOA Riley Dove
- 22: XS637 Andover RAF CCCP85242 Tu.154
F-BLHX Nord 262 SFA (State Flying School??)
- 23: PH-ZBG F.28 Air France c/s F-BUFN Learjet
TU-VAN F.28-4000 delivery G-BFIH DC-9 BMA
- 24: N355PA B.727 PanAm PH-MBS Beech 23
N48059 CV.880 KLM-flight HB-LFK Cessna 310
D-GINA P.68 Victor PH-OJD F.172

- 25: N448PA B.707 Maverick PH-REL RC.114
5N-ANF F.28 redelivery CCCP85223 Tu.154B
YR-BCI BAC.1/11 Tarom
- 27: N912CL DC-8 Canitol N4869T DC-8 TIA
- 28: F-BTTU and F-BVPK SN.601 Corvette
- 29: 5X-UAL and N794RN B.707s Uganda Airlines
43-BA (51) MS.760 FrAF HB-LHO Cessna 421
D-IMAX Piper PA.31T
- 30: XW788 HS.125 RAF D-GINI P.68 Victor
N448PA B.707 Maverick A-217 Al.III Klu
- 31: G-BGKN & G-GGAE HS.125s DM-STA Il.18 IF
PH-FOH F.27 Air Benin
- 1: G-AOVS Britannia Redcoat G-BDJE HS.125
N425MA B.707 Aerotr.Espana OH-KDM DC-8
G-BEJP DHC-6 Baylee AC EC-CTT DC-9 Aviaco
- 2: 7T-WAT F.27 Algerian AF OO-TEF A.300B TEA

HILVERSUM

Seen on 1 April in the hangar of J.Daams in Loosdrecht were: PH-HVD Bo.208C (616)
PH-MVB Cessna 172A (47425)
PH-UFM Auster 3 (577)
PH-UCG L-4H Cub
all were in dismantled state.

SHANNON

February 1978 (deliveries only, most aircraft coming via/from Gander):

- 1: N63421 Piper PA.23; same day to Geneva
- 2: N2871Q Cessna 402, St.Johns-SNN 4/2 to Zürich
- 3: N24153 Beech 200, Reykjavik-SNN 4/2 to Malta
- 4: D-CCAP Learjet 35 (35-144) St.Johns-Shannon same day to Nürnberg(Germany)
N30BN BN.2 (30) ex G-AWNR Glasgow-Shannon; on 9 Febr. to Reykjavik
- 5: JY-AET Learjet 36 (36-016) Le Bourget -Shannon; to Bangor for Euracail
N62923 PA23 (7854044) to Geneva(will be TS-DMG)
N63922 PA23 (7854043) to Geneva(will be TS-DMI)
- 6: N2198Q Cessna 185 to Iraklion same day
- 8: N98997 C.310R (1250) St.Johns-SNN 9/2 Brussels
- 12: HB-DFC Mo.20J same day to Köln
- 13: XA-HIT BN.2A-27 (819) ex G-BEGT Rhoose-SNN-Gander; for Governor del Estado de Chihuahua, Mexico
- 19: PK-IHA HS.748 (1614) ex CC-CEC Keflavik-SNN; to Ajaccio for Bouraq, Indonesia
- 20: N6574C C.414-II (016) St.Johns-SNN 21-Brussels
- 22: N27595 PA.31 (7812037) 23/2 to Kassel
- 23: TL-AAW Cessna 500 Porto-SNN to Reykj. (del.?)
- 24: N3053M Piper PA.28; same day to Brussels
- 26: N3868M Piper PA.28; on 27/2 to Hurn
- 27: N731AP Cessna 188 (02746T) 28/2 to Hurn
- N64739 B.707-430 is stored at Shannon as its C.ofA. has expired. (arrived 19.1.78)

FOKKER-VFW

F.27 FRIENDSHIP

10204 233 C9-AIA/DEAT, leased to Air Tanzania
 10213 237 5H-AAI/Kenya Airways, rereg'd 5Y-BBS
 10409 600 rereg'd PH-FOH 3/78, TY-AAG, Air Benin
 10413 600 to become TY-ATM of Air Benin
 10430 600 PH-FTC (28-12-77/4-1-78) to F-BYAR
 10549 4232 PH-MPA, del. 25-2-78 as AE561/Peru Navy
 10563 600 PH-EXM, reg'd PH-FTH 2/3, leased to
 Air Niger on 6-3-78
 10570 5241 PH-EXA, del. 1/2 as F-BYAH/Air Rouerque



CANCELLED

PH-GAS PA.30-160B (30-1389) out of register (oor)
 PH-ILE B.95A55 (TC-220) to NEAS BV and oor; was
 delivered 15/2 to UK
 PH-MPA F.27-400Maritime (10549) to AE561 Peru Navy
 PH-VHN F.172K (F.0802) o.o.r.
 PH-ZBG F.28-1000 (11027) oor

Non-official developments:

PH-ASM PA.28-180 (28-2885) now reg'd G-BFMV
 PH-AST PA.31-350 (7752046) back to FAST Eelde
 PH-BAT PA.25-235 (25-4952) to E.K.L.P.Groenland
 PH-DPA F.172N (F.1622) del. 16/2 to Dutch Airlines
 Pilots Aero Club
 PH-EEO P.68B (62) registered D-GATE
 PH-GAB FRA.150L (F.0234) f/f 9.2.78 after forced
 landing at Texel 4.6.77; 10/2 to Lelystad
 PH-GDA F.150L (F.1088) del. 6/3 Vliegschool R'dam
 PH-GON F.172M (F.0953) del. 16/2 Vlg.Club Schiphol
 PH-HMO F.150M (F.1349) operating for CAT (Teuge)
 PH-JRA F.172N (F.1592) delivery
 PH-RVS P.68B (98) to Germany for conversion to
 aerocarto aircraft; now with KLM Aerocarto
 PH-SKB F.172N (F.1549) del. 3.2.78 to Skylight
 PH-VCH PA.18-135 (18-3630) still with Air Towing
 D-ENFC is c/n 18-3830 (ex R-140)



DUTCH REGISTER

NEW REGISTRATIONS

PH-BOR F.172N (F.1656) ex PH-AXG; to ASH BV
 PH-DLA F.172K-XP (F.0608) ex PH-AXR; Mikkers
 PH-FOH F.27-600 (10409) ex PH-FOH, PK-GFE; Fokker
 PH-FTH F.27-600 (10563) Fokker ex PH-EXM
 PH-HLM PA.34-200T (34-7770393) ex N47405, OO-HCJ;
 delivered 1/3 to Rotterdam; to HELAF BV
 PH-JET FR.172K (F.0624) of Air Service Holland BV
 PH-RIN F.150M (F.1365) of Air Service Holland BV
 PH-WAN PA.18-125 (18-2076) ex 52-2476, R-65, PH-WAN
 (was stored at Melisant) K.A.van Beek
 PH-YET FRA.150M (F.0312) ex N96069; f/f 27.8.76;
 first Reims 1977 model; to ASH BV

ADDITIONS

PH-BAR F.150M (F.1371) to CFE.Barneveld-Binkhuysen
 PH-CIO F.172N (F.1556) to Pro Air Group BV
 PH-GER PA.18-135 (18-3841) to G.Kiers
 PH-LEN F.172N (F.1619) to Aerophoto Schiphol Av'n
 PH-LTY F.150L (F.0682) to A.W.van de Haar
 PH-MIT PA.28-181 (7790208) to Vliegclub Schiphol
 PH-NPL Hughes H.269C (900044) to Luchtvaartmy
 Schreiner Airways BV
 PH-NSH NSK, NSL, NSM PA.28s as for PH-NPL
 PH-PUT WA-40 Super IV (47) back to Airborne AS
 PH-RES F.172N (F.1597) to Vliegclub Schiphol
 PH-SBM F.172N (F.1637) ex D-EECW (not F-GAQA); to
 C.Heyning (ex Air Service Holland BV)
 PH-VGL F.150M (F.1204) to ASH BV; ex C.Heyning
 PH-VLS F.172N (F.1631) to Vliegclub Schiphol
 delivered on 16 February
 PH-VWM C.310R (1250) to Pon Beheer BV (ex ASH BV)
 PH-VWP F.177RG (F.0109) to ASH BV (ex Pon Beheer)

Schreiner Airways:

C-GSXW DHC.6 del. 19-12-77, 17/1 painted 5N-AKY,
 still at Rotterdam early March
 N9085S B.90 King Air del. 21/1, left R'dam 31/1
 F-WMHH SA.316B (2351) del. 22/1, left by car 30/1
 - SA.316B (2340) del. by car 1/3, left 9/3
 - SA.316B (2341) del. by car 2/3, left 9/3
 SA is said to have ordered a Beech 200

PH-BNB Beech F.33C (CJ-131) del. 06 January '78
 PH-BNC Beech F.33C (CJ-132) del. 09 January '78
 PH-BND Beech F.33C (CJ-133) del. 09 January '78
 PH-BNF Beech F.33C (CJ-135) del. 06 February '78
 PH-BNG Beech F.33C (CJ-136) del. 24 January '78
 PH-BNH Beech F.33C (CJ-137) del. 24 February '78
 PH-BNI Beech F.33C (CJ-138) del. 25 January '78
 PH-BNJ Beech F.33C (CJ-139) del. 07 March '78
 PH-BNK Beech F.33C (CJ-140) del. 20 February '78
 PH-BNL Beech F.33C (CJ-141) del. 20 February '78

Shown above is the delivery-list of the F.33Cs
 of the Rijksluchtvaartschool. PH-BNA (CJ-130) and
 PH-BNE (CJ-134) are used for tests in the States
 but will arrive later on. On 20 March the fol-
 lowing Bonanza's will be handed over:

PH-BNM (CJ-145) PH-BNN (CJ-146)
 PH-BNO (CJ-147) PH-BNP (CJ-148)

They will be delivered during April, and are
 already reserved in the Dutch Register.

The photo shows PH-BNF, under the cockpit the
 word 'aerobatic' has been painted. (Luchtfoto
 Aerophoto Eelde)



Air Service Holland:

D-IALE Cessna 421B (0635) ex N1539G, del.13/12 Rotterdam, for sale
 N37324 Cessna 340A (0349) to D-IGLP (see March)
 D-ILAK Cessna 340A sold in Germany
 D-IMUK Cessna 414 (0847) ex N3844C
 D-EJCF F.182P (F.0011)
 D-EEDI FR.172J (F.0352)
 D-EBYX F.172N (F.1584) to OO-HWA, ntu, to OO-BWA
 D-EECV F.172N
 D-EECX F.172N
 I-ASBN C.402B (0855) ex N5198J, del. R'dam 4/2 still there mid March
 D-ICYF Cessna 310-II del.4/2 R'dam
 F-GAQA F.172N (F.1576)
 D-EECW F.172N (F.1637) ex SU-... ntu, to PH-SBM
 D-EJCG F.182P (F.0009) to G-BFGY
 D-EJCL F.182P (F.0022)
 D-IFDM Cessna 421A (0053) ex N4053L, SE-FBP
 N723LV Cessna 210L del.20/2 at Teuge



Still at Rotterdam is this DHC-6 Otter of a Schreiner subsidiary.



NEAS Holland:

OO-HCK PA.28-181 (28-7890196) ex N9889K del. to R'dam, ex Hilversum/Brussel 4-2-78
 OO-HCJ PA.34-200T (7770393) ex N47405 del. to R'dam, ex Brussel 1/3, to PH-HLM
 OO-FLD PA.28-161 (7816213) & c/n 28-7816267, arr in crates at Brussel on 10-1-78
 N57613 PA.36-285 (7560013) del. R'dam 9/3 crated
 N9877P PA.25-235D (7556207) & N9622P PA.25-235D (7405785) to be dutch registrated for J.Mastenbroek (Seppe) PH-EAT and PH-FAT but PH-FAT has already been used (F.27)

PH-AUK, a F.177RG is for sale with Britten Norman. It's last check was on 9/77.

The Super Cub of the Welschap Air Service, PH-WAS is to be wfu within one year, due to poor condition of the aircraft. Meanwhile Mr.de Wit, who finances WAS, is to buy a Piper Thomahawk. Late March/early April PH-VUL crashed at Eindhoven while practising landings. The aircraft has been dismantled and is now in Germany where it will be repaired.

On 3-2-78 delivered at Schiphol was G-BCIW a Chipmunk still in RAF c/s WZ868 '51'. Aircraft is for the Dutch Historical Flight (already own PH-ACG) and might receive Dutch registration??

On 9 March OH-AYB/BMM/PCA and /PCY left Finland for Holland(Rotterdam). On their way two aircraft had to make emergency-landings at the beach of IJmuiden-Velsen (AYB/PCY). OH-PCA went to Ypenburg and OH-BMM arrived 'accidentally' at Rotterdam! On 10 March OH-PCY and OH-AYB landed at Schiphol after first aid at the coast.

OH-BMM Beech A23-19A (MB322) OH-AYB AA.1A
 OH-PCA & -PCY PA.28-140s (c/n 26032 & 36410 resp)

The KLM will lease a DC-9-50 of Finnair from 1 June until October this year.

On 2, 3 and 4 June an 'air-meeting' of home-builts and historical aircraft will be held at Rotterdam/Zestienhoven.

KLM and British Airways are likely to hold an airmeet between Sywell and Lelystad again with home-builts and historical a/c. This due to the fact Bleriot crossed the Northsea 60 years ago.

BRUSSEL MUSEUM cont.: Caravelle 00-SRA ex-Sabena and A-26 Invader N67160 both seen before delivery to the museum. 00-SRA at Brussel on 12.11.76 (APS/P.v.Wijngaarden) and N67160 at Antwerpen 10.75 (ITASW).





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|-------|------|--|
| 10328 | 1118 | PH-FKY, f/f 10-05-67, 04-09-69 to PI-C536 of PAL, 1-10-71 to '10328' of the Philippine Air Force, during September last year converted to srs.200, current. |
| 10329 | 6121 | PH-FKZ, f/f 26-05-67, 13-06-67 to VH-TFM of TAA 'John Oxly', current. |
| 10330 | 2122 | PH-FLA, f/f 02-06-67, 14-07-67 to AP-AUV of PIA, 31-12-70 crashed Shamshernager Apt |
| 10331 | 2122 | PH-FLB, f/f 14-06-67, 27-07-67 to AP-AUW of PIA, 28-05-73 crashed Risa Lewa Airport |
| 10332 | 6143 | PH-FLC, f/f 22-06-67, 26-09-67 to EC-BMS of Iberia 'Rio Ebro', current. |
| 10333 | 6139 | PH-FLD, f/f 25-09-67, 13-10-67 leased as F-BOOC to Air France, 15-06-69 back Fokker - PH-FLD, 17-06-69 leased to Euralair, 16-10-69 back Fokker and converted to srs.6139, 24-10-69 leased as A2-ZEW to Air Botswana 'Chobe', 15-01-71 back Fokker but 24-1-71 sold to Air Botswana (A2-ZEW), 02-06-71 leased to Indian AC, 01-07-71 bought and re registered VT-EBJ 'Tista', current. |
| 10334 | 6139 | PH-FLE, f/f 04-10-67, 24-10-67 leased as F-BOOD to Air France, 02-07-70 back Fokker and regd PH-EXG (27-7-70/4-8-70), 01-08-70 to VH-FNU of Ansett ANA, has been leased to Air Nauru, current in Ansett service. |
| 10335 | 6125 | PH-FLF, f/f 24-07-67, 16-08-67 to AP-AUX of PIA, 30-06-72 leased to Libyan Arab Airlines, 01-05-76 back PIA, current. |
| 10336 | 4127 | PH-FLG, f/f 12-08-67, 28-08-67 to VT-DWT of Indian AC 'Sambarmti', 29-08-70 crashed Silchar. |
| 10337 | 4127 | PH-FLH, f/f 22-08-67, 06-09-67 to VT-DWU of Indian AC 'Jehlum', current. |
| 10338 | 6128 | PH-FLI, f/f 06-09-67, 30-09-67 to LX-LGD of Luxair 'princesse Margaretha', current. |
| 10339 | 4129 | PH-FLK, f/f 18-10-67, Garuda cancelled, 13-11-67 as mk.4149 to Pelita AS (see c/n 10306) regd PK-PFC 'Klamono', current. |
| 10340 | 4129 | PH-FLL, f/f 11-10-67, Garuda cancelled, 14-04-68 leased to BIAS, 25-04-68 subleased as OO-SBP to Sobelair and later to Sabena, 01-05 bought by BIAS but staved on lease with Sabena, 15-06-75 leased to Fokker, 01-10-75 leased to Air Alpes, 21-12-76 bought by Air Alpes and registered F-BYAA, current. |
| 10341 | 5120 | PH-FLM, f/f 15-11-67 for 70 minutes; mk.500 prototype; LX-LGE of Luxair cancelled; 16-05-68 to OY-STO of Sterling Airways, 21-01-70 leased to Fokker for demonstrations to Air Afrique, 14-02-70 back Sterling, 15-01-73 leased to Gulf Aviation, 01-05-73 back and on 03-10-73 to East West Airlines as VH-EWO 'City Port Maquarie', current |
| 10342 | 6134 | PH-FLN, f/f 18-10-67, Faroe Airways cancelled, 29-11-67 to OY-DNF of Danish Aero Svc 01-05-74 Danish Aero Lease, leased to BIAS, 29-11-67 subleased to Linair and on 25-04-74 back BIAS, 01-05-74 back to DAL & Fokker, regd PH-FLN (25-4-74/23-12-75) and on 28-06-74 leased to Linair, 1975 back and stored at Ypenburg, 12/75 to DAL OY-DNF, 01-05-76 regd OO-HLN and leased to Air Alpes, 11-05-76 bought by Air Alpes and on 21-12-76 registered F-BYAB, current. |
| 10343 | 6143 | PH-FLO, f/f 24-10-67, 27-11-67 to EC-BMT of Iberia 'Rio Tajo', 01-04-74 leased to Aviaco, 15-10-74 back Iberia, current. |
| 10344 | 1131 | PH-FLP, f/f 03-11-67, 10-11-67 to VH-EWL of EWA 'City of Albury', 31-05-74 crashed. |
| 10345 | 6130 | PH-FLR, f/f 16-11-67, Indian AC cancelled, 12-08-68 leased to FA Argentina as T-80, 14-09-69 bought by Force Aeriene Argentina, 01-02-70 reregd T-41, current. |
| 10346 | 6130 | PH-FLS, f/f 27-11-67, 05-08-68 leased to FA Argentina as T-79, 14-09-69 bought and on 01-02-70 reregistered T-42, current. |
| 10347 | 6143 | PH-FLT, f/f 04-12-67, 15-01-68 to EC-BMU of Iberia 'Rio Guadalquivir', current, |
| 10348 | 6143 | PH-FLU, f/f 11-12-67, 26-01-68 to EC-BOA of Iberia 'Rio Duerdo', current. |

BELOW LEFT: c/n 10325 ones of Schreiner. BELOW RIGHT: c/n 10313 of Burma Airways just before delivery. (Ben Ullings/API)

