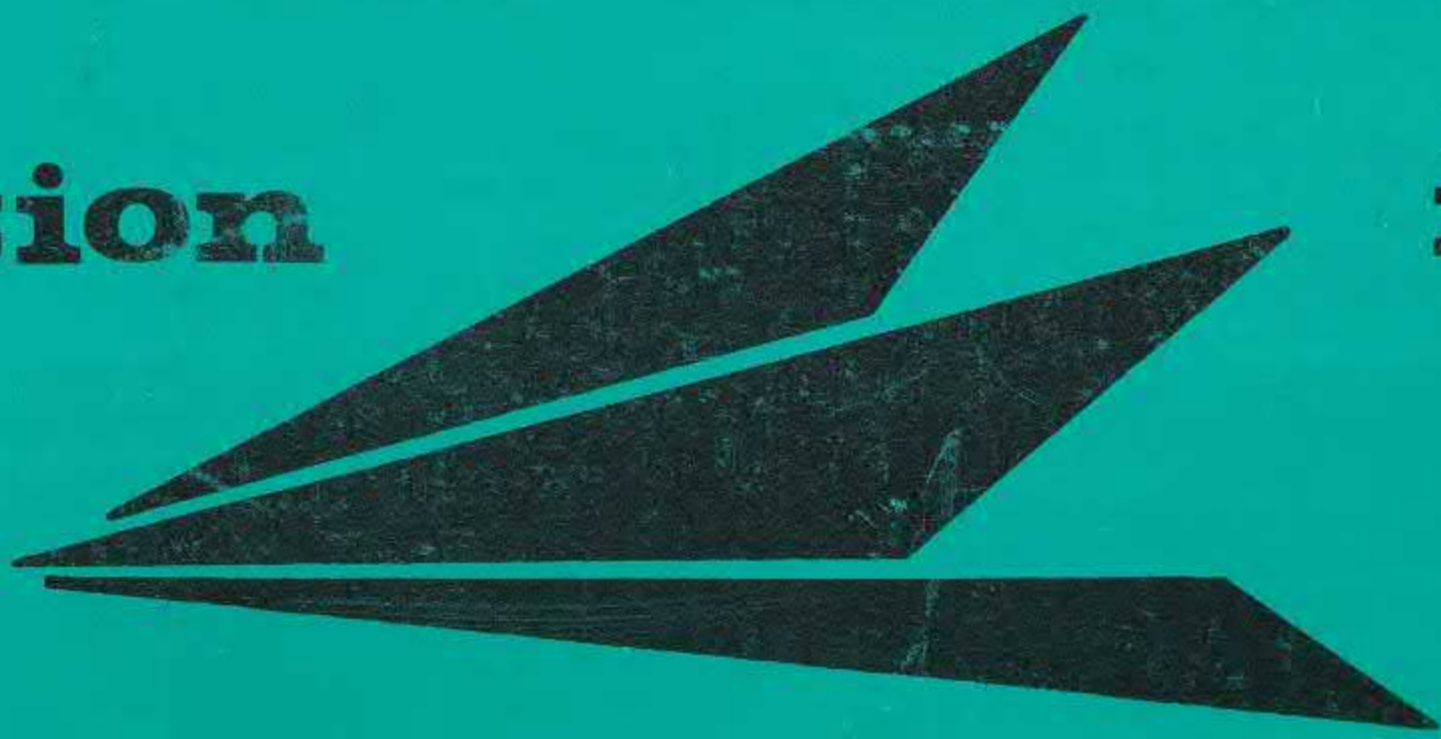




October

aviation

magazine





GATEWAY TO EUROPE. Rhein-Main Air Base near Frankfurt has and always will be the biggest support installation for all US Forces in Germany. During exercises as Autumn Forge, military activities increase enormously. These two photos were made on Sunday 24th September during 'Cold Fire'. (P.v.Oers)



COLOUR SQUADRON PRINTS (17½" x 10½" approx) now available by mail order rolled in cardboard tubes. Currently available are e.g. Phantom FG.1s of 43 and 892Sqn; Phantom FGR.2s of 56 & 92Sqn; Phantom F-4F of JG-74; Harrier GR.3 of 3Sqn; Buccaneer S.2D of 809Sqn; Buccaneer S.2B of 16Sqn; Shackleton AEW.2 of 8Sqn; Jaguar GR.1s of 2 & 14Sqn; Gannet AEW.3 of 849Sqn.

A detailed list is available on receipt of a SAE. Each print costs 60p plus 35p postage and packing on each unit of 5 prints (ie add 35p for 1-5 prints, 70p for 6-10 and so on) from A.J.Reid, CSAG, 1729 Great Western Road, Glasgow G13 2UU. Cheques/POs payable to Central Scotland Aviation Group.

■ ■ FLASH PHOTO SERVICE ■ ■

All photos in this issue marked with an asterisk (*) can be ordered. Additionally you can order all photos illustrating this month's show reports. The prints are all 13x18cm (5x7in) on paper fully glazed. They cost DFL.1,- each with a minimum order of 5 photos.

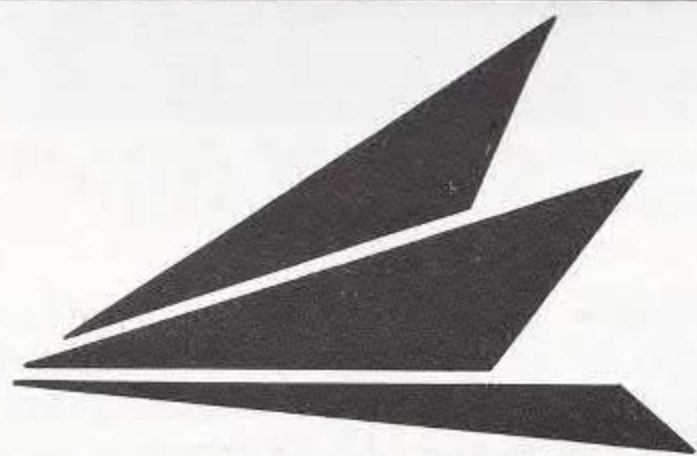
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Sample-copies are free obtainable on request.

From 1953 till 1973 the 15th Wing of the Belgian air force operated the Fairchild C-119 Flying Boxcar; worn to the thread they were eventually replaced by the Hercules. Like all retired aircraft, they were put at the disposal of the 'Dienst der Domeinen', a branch of the finance ministry that takes care of the realization. The 33 Packets thus flew to Koksijde to await buyers. Sixteen had been given by the United States and were returned; three were sold to the Ethiopian and Italian air forces, thirteen sold to an American spare-part company and one Packet was donated to the air force museum in Brussels: the CP-46.

The problem was how to get the huge aircraft to Brussels; it couldn't simply fly back to Melsbroek as it wasn't airworthy anymore, so it had to be done by road. But even with the engines and wings dismantled the Packet couldn't pass the tunnels and viaducts of the E-5 motorway to Brussels. An alternative route, criss-cross through Belgium was eventually found suitable. The air force was contacted to provide transport facilities but what none had expected happened: the air force refused. They had nothing to do with the aircraft that had been somebody else's property for five year.

The CP-46 is still at Koksijde. A friendly transporter has offered to bring it to Brussels for the bargain of 100,000 francs, but the museum cannot raise that sum. In order to save the Packet at any cost the museum has now made an appeal to the Belgian public; if one thousand people would donate 100 francs, transportation would be secured. Readers of FLASH who are also prepared to give for the good cause: the accountnumber of the museum is 000-0487430-05 attn of the 'VZW Vrienden van het Luchtvaartmuseum'. Please mention that the money is for 'Transport C-119'. Thanks.

Frank Klaassen

P.S. Our administration is in the process of modernization and the entire subscription-administration has been put in a computer. Therefore we kindly request everybody to check the address on the envelope. If something is wrong please let us know.

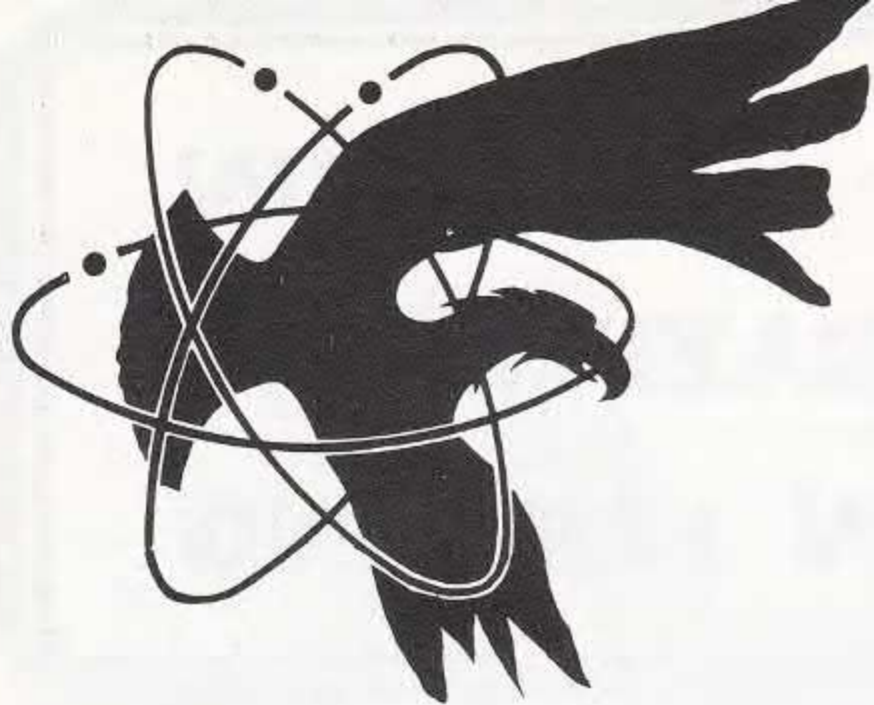
COVER: Seen at Basel-Mulhouse on 26 August, were three Caribous of the Indian AF. One of them was this M2168. Together with M2166 and M2169, these three Caribous arrived at Basel for delivery to the Indian AF some months ago. The reason why they were still present at Basel in August is not known, but it seems that India didn't pay them yet. (A.Wilderdijk)^x

BACK-PAGE: About to be withdrawn from operational service is the Vautour. The only unit of Armee de l'Air operating this aircraft is EB.92 at Bordeaux. EB.92 was reportedly to receive its first Jaguars very soon. Dedicated to this sad event is this month's back-page: Vautour IIN 92-AG/366 at Bordeaux on 5 October 1975. (F.Klaassen)^x

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

P.Bigel	S.Kunz	A.Wilderdijk
P.Bizzoco	T.Liu	N.A.Wiltens
S.Blarasin	P.v.Oers	P.v.Wijngaarden/APS
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C.Carretta	H.d.Ree	P.Zoetmulder
H.Dekker	C.Russell	West Midlands Av.Gr
R.DelBianco	R.Tamburini	1st TASW
E.Döll	G.v/d.Veen	2nd TASW
E.Greco	G.Weinmann	Spotters Gr.Volkel

Credits: BAR and SEAR.



MILITARY NEWS



While on exchange at Volkel on 21 June: 12-ZN/102 and 12-ZM/101 Mirage F.1C. (F.Swinckels)^x

Holland

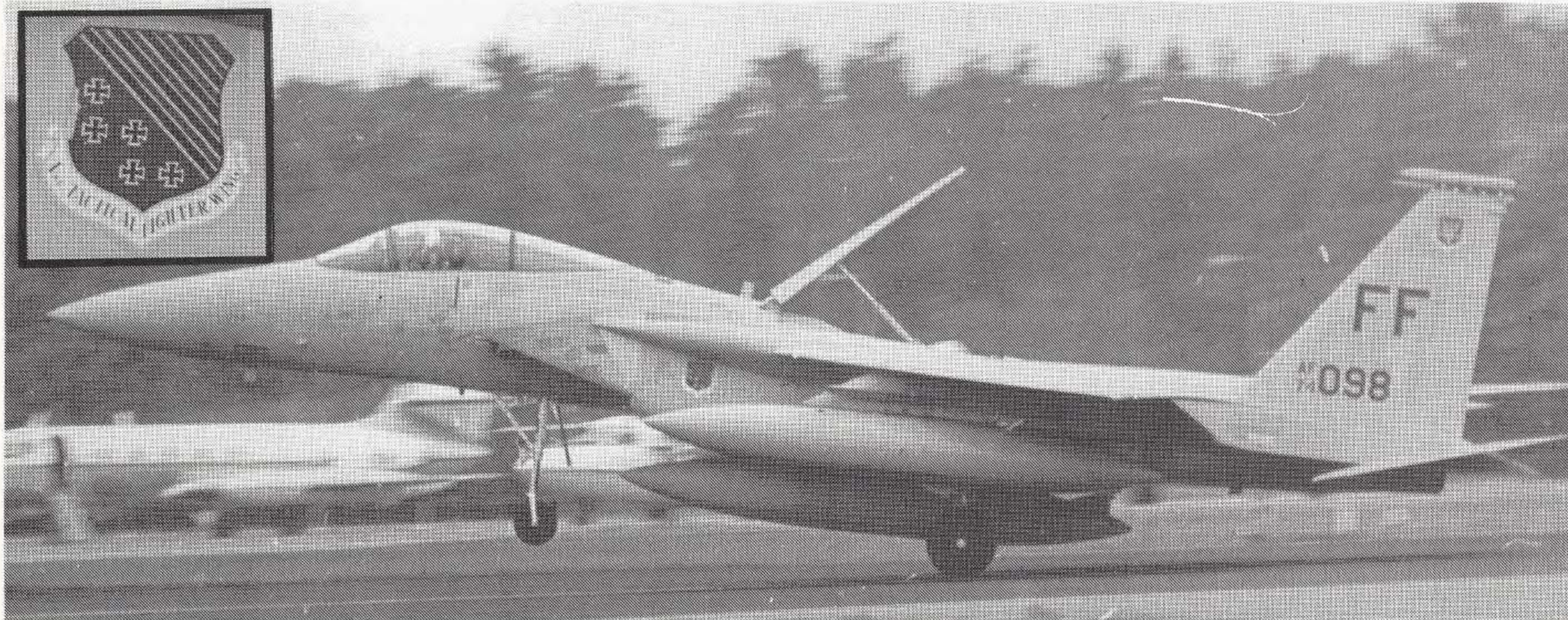
● **STATES PIONEERS.** About one year ago, the Dutch government decided that the primary flying training for its future fighter pilots would also take place at Eelde with the Rijksluchtvaartschool. However the primary training in Canada on the Beech Muskeeter could not be abandoned due to contracts. This change in the education of the pilots had as result that no longer only 50% of the candidates got its wing in Canada, but the normal 70% of all those who went there. Yet the Klu still needs much more pilots. Unfortunately the Canadian government would not allow the Dutch to occupy more places for its future pilots. The solution for this problem was found in the USA. Late December, 14 candidate fighter pilots will start their 10 weeks' training at Eelde, after which those who get through will leave for Sheppard AFB, Texas in the first week of April. During their 13 months' stay in the USA, the 'States Pioneers' as they call themselves, will fly the T-37 'Conductor' and the T-38 Talon.

● As mentioned in our previous issue, 18 F-15As of 1TFW are deployed to Soesterberg. Two Eagles FF75-020 and 75-039 already arrived from Langley on 6 September. Accompanied by two CR-Eagles, the remaining 16 machines arrived on 13 September: FF74-087, 74-096, 74-098, 74-106, 74-126, 74-131, FF75-019, 75-024, 75-032, 75-033, 75-034, 75-038, FF75-046, 76-056, 76-058 and 76-059. Witnessed by enormous crowds of spotters, the arrival of Coronet Sandpiper started a so-called Rapid Global Deployment. This is the first of its kind, as for the first time a deployment takes over a task of another unit. Until December, 1TFW will take over 32TFS's air defence missions and simultaneously will take care of the transition training of 32TFS pilots. In November, new F-15s will replace some of the now present Eagles at Soesterberg.

- Movements at VOLKEL included:
- Jul. 4: 20-42 and 20-38 F-104G Luftwaffe JABOG-31
 - 12: BR-27 Mirage 5BA BAF 2Wing/2Sqn
 - 13: D-5809 TF-104G 322/323Sqn
FC-02 TF-104G BAF 10Wing
K-4012(313), 3051(-) and 3057(315) NF-5As
 - 14: K-3043 and 4020 NF-5A/B 316Sqn
22331 UH-1H USArmy
 - 17: K-3044(-), 3036(314) and 4024(316) NF-5A/B
FC-08 TF-104G BAF 10Wing
 - 18: K-4014(-) and 4003(313) both NF-5Bs
RS68-447 F-4E USAF 86TFW
 - 21: XX847/ A Jaguar T.2 RAFG 14Sqn
59412 C-141A Starlifter USAF 438MAW
AR67-469 RF-4C Phantom USAF 10TRW/1TRS
 - 24: SC72-258 and SC71-364 A-7D S.Carolina ANG
 - 25: SC71-365 and SC73-1015 A-7D S.Carolina ANG
 - 26: BT76-031 F-15A Eagle USAF 36TFW
FX-78 F-104G BAF 10Wing (plus another one)
 - 28: XZ109 Jaguar GR.1 RAFG 2Sqn
 - Aug. 1: K-3040(-) and 4002(-) NF-5A/B
 - 2: 34-11 and 34-24 Fiat G-91T Luftwaffe WS-50
 - 7: CR74-663 and CR74-046 F-4E USAF 32TFS
K-3034(314), 3016(316) & 4001(313) NF-5A/B
 - 8: BT76-024 and BT76-039 F-15A USAF 36TFW
 - 10: CR74-054 F-4E Phantom USAF 32TFS
 - 11: K-3015(314) and 4006(313) NF-5A/B
34-57 Fiat G-91T Luftwaffe LEKG-41
 - 15: D-6700, 8245, 8318, 8337 (plus three others) left for Lakenheath for an exchange with 48TFW's 494TFS. No F-111F came to Volkel. C-4, C-7 and C-9 F.27M (transport)

F-104G D-8279 has been written off at Gütersloh earlier this year. After hitting some trees, the aircraft had to make an emergency landing at this air base. The pilot was lightly injured.

F-15A Eagle FF74-098 arriving at Soesterberg on 13 September. Mid November this one and all other 17 Eagle will be replaced by new ones of 1 TFW. (P.v.Oers)^x





One of the two F-4Es of 32TFS leaving for Ramstein on 1 September. (G.v/d.Veen)

● With the replacement of the F-4Es of 32TFS the real trouble started. On 6 October the last four Phantoms left for Germany. Up to then there were hardly any serial problems. 32TFS flew examples of the 74-0643 up to 74-0666 batch and 86TFW at Ramstein flew examples of the 74-1638 up to 74-1661 batch.

It has been said that all F-4Es of 32TFS will go to Ramstein thus giving a helluva problem with three a/c: CR74-0650, 0652, 0653 and RS64-1650, 1652 and 1653.

Departure dates of CR-Phantoms:

04.08: 74-650, 74-048 & 74-659	07.09: 74-663, 74-045 08.09: 74-660, 74-053 & 74-047
11.08: 74-052, 74-049	
01.09: 74-657, 74-664	

All left without code and 32TFS badge. Noted to have gone to Ramstein are RS74-045, 74-048, 74-052, 74-657, 74-660 and 74-664.

● Movements at VALKENBURG included:

Jul. 3: 61-14 Br.1150 Atlantic WGNavy MFG-3
4: VP967 Devon RAF 207Sqn (VP981 on 10.07)
10: 156530/LQ-5 P-3C Orion USNavy VP-56Sqn
12: 24462 CT-39A Sabreliner USAF 58MAS
17: 10739 Argus Cl.28 CAF 415Sqn
20: 30-74/MM40112 Br.1150 Atlantic ItAF 86Gr.
CU/87 Nord 262D FAF E1A.44
25: XL953 Pembroke C.1 RAFG 60Sqn
27: 84-71 CH-53D Heer
28: 131592 C-118B USNavy NAF Keflavik
Aug. 7: 156530/LQ-5 P-3C Orion USNavy VP-56Sqn

● Returning from a gunnery mission at Vlieland, K-3006 NF-5A of 313Sqn crashed on 13 September. The accident occurred near Lemselo (Holland) and the pilot ejected safely.

While participating in the big naval exercise Northern Wedding, MLD's Atlantic V/253 crashed into the sea 30 miles off the Scottish coast. Shortly after leaving RAF Machrihanish air base (near Mull of Kintyre) an explosion stopped the port engine. The pilot decided to return but as the aircraft very quickly lost altitude, an emergency landing was necessary. The aircraft broke in two but all 12 crewmembers could be saved in time by a British SAR helicopter.

On its way back from a flight to Kleine-Brogel F-104G D-6685 crashed on approach to Volkel. In the late afternoon of 12 October the F-104G crashed just outside Erp. The pilot J.C.Vleesch-Dubois (311Sqn) was killed.

● Ending participation in exercise Northern Wedding many vessels docked in the various North Sea harbours. Interesting visit to Holland was of USS GUADALCANAL (LPH'7) in Rotterdam. On Sunday 11 October the ship was open to the public:

154003/YS-5, 153953/YS-11, 153965/YS-8 all CH-46E SeaKnights of HMM-162
155313/YS-1, 157668/YS-2, 157651/YS-3, 154846/YS-6
156477/YS-13 all CH-46F SeaKnight of HMM-162
157152/CJ-1, 157734/CJ-3, 156964/CJ-7, 157170/CJ-10
156960/CJ-11, 156951/CJ-12, 157731/CJ-13, 156954/CJ-17
157733/CJ-23, 157165/CJ-26 all CH-53D SeaStallions of HMH-461

160827 UH-1N USNavy 'USS Guadalcanal'
Except for YS'2 everything was parked on the deck.

● On 31 August, RAF Jaguar GR.1 XZ108/W of 2Sqn made a wheels-up landing at De Peel. The aircraft is reported to have been written off.

Belgium

● KOKSIJDE was open to the public on 25 July. Aircraft present on the static display were FX-28 BR-07, FT-03, RS-01, RS-05, ST-28, CM-01, CH-12 CF-02, B4/OT-ZKD and B10/OTA-LJ. The following aircraft were in storage: Stampses V-4, 52, 43 and 49 Magisters MT-01, 04, 11/RD, 12/RD and 15/Red Devils.

● The military participants in the GOSSELIES AIR SHOW DAY of 25 July were Alouette M03, the Siai Marchettis of the Swallows and Bitburg Eagles BT015, 026, 039 and 053. Inside the SABCA buildings were Starfighters FX-11, 41, 70 and 94; Mirages BA-50, BD-15 and BR-24.

● Mirage BR-17 experienced landing difficulties at Ramstein on 14 July, when the nose gear broke off during an unplanned barrier engagement. The aircraft was seriously damaged but is expected to be back in operation within a few months.

● Only one B.727 (CB-01) has been leased to Sobelair. Actually the aircraft is leased to Sabena which sub-leases it to Sobelair. The aircraft replaces a B.737 of Sabena that recently crashed. As soon as Sabena receives a new B.737, CB-01 will return to the air force.

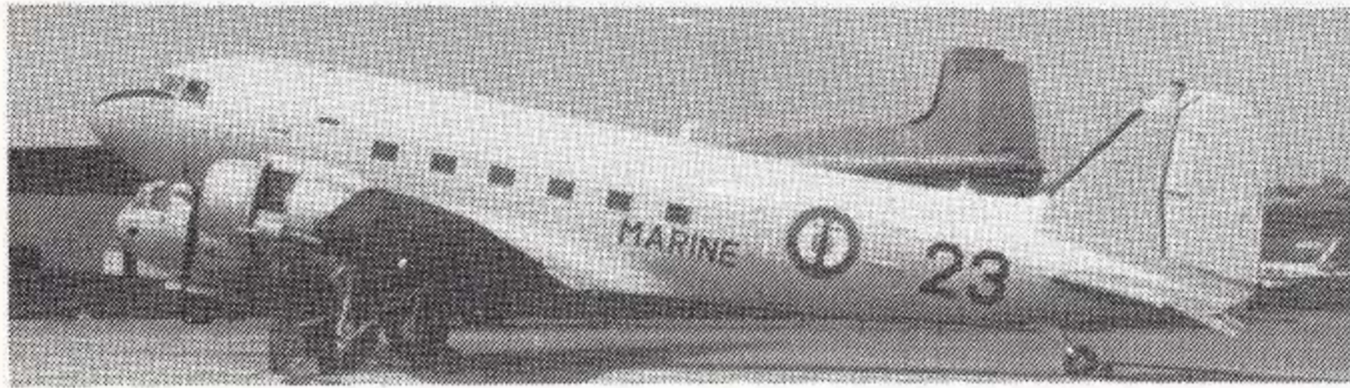
France

● Movements at LANN-BIHOUE included:

Jul. 13: based here till 30.07 was SRL from Landivisiau with Falcon 10 No.32 & 39; MS760 Nos.32,33,40,42,85 & 88. Based here till 03.07 was a detachment of 16F with 4Ps Nos.101,103,107,108,114,118 & 120.
19: FG/141 SE.210 Caravelle GLAM
20: 314-VV/14230 T-33A GE.314
12-ZA/79, -ZK/85 and -ZN/102 Mirage F.1C
21: 28-10 TF-104G WGNavy MFG-2
24: No.35 Br.1150 Atlantic 24F (ex 23F)
25: XV247/47 Nimrod MR.1 RAF St.Mawgan Wing

A future Musée de l'Air candidate is Mirage IV No.02 here seen at Le Bourget on 1 May. (H.Dekker)





MIDDLE: One of the few remaining military Dakotas in Europe: 23/17223 C-47D of 56S at LeBourget on 1 May. (H.Dekker)

BELOW: A risky adventure of Aerospatiale: Fouga 90. Here seen is F-WZJB at Farnborough air show (B.Bailey-Hickman)²



- 26: 338-HJ/14419 T-33A CEVSV.338
XV252/52 Nimrod MR.1 RAF St.Mawgan Wing
- 27: 7-HD/A40 & 7-HH/A22 Jaguar A EC.1/7
315-IM/222 CM-170R Magister GE.1/315
Nos.1, 17 & 34 F-8E Crusader 14F (ex 12F)
- Aug. 3: 64-BU/117 N.2501 Noratlas ET.3/64
- 7: 315-PE/330 CM-170R Magister (ex 315-XK)
- 8: 314-VT/21307 T-33A GE.2/314
- 10: No.37 and 69 Br.1050 Alizé 6F
- 18: No.89 and 262 Alouette IIIASM 34F
255/V SP-13A Atlantic MLD 321Sqn
338-HC/16834 T-33A CEVSV.338
- 21: 61-11 Br.1150 Atlantic WGNavy MFG-3
- 23: 313-TD/388 CM-170R GE.3/313 (ex 315-XR)
- 24: PJ/535 Robin Hr.10/250 CEV
340-VR/84 N-2501 Noratlas CIET-340
- 25: 152722/LD-1 P-3B Orion USNavy VP-10Sqn
- 28: Nos.12,16,31,80 Br.1050 Alizé 59S
59-11 DO-28D WGNavy MFG-5
- 30: 315-PE/330 and -PR/408 CM-170R GE.2/315
250/V SP-13A Atlantic MLD 321Sqn

● The biggest private European project is the *MIRAGE 4000*. Originally it had been expected the first prototype would make its maiden flight only six months after the *Mirage 2000*. However, the fuselage has only recently been transported from the Dassault plant at St.Cloud to the test facility at Istres and is probably not flight-ready until early next year.

The Armee de l'Air has at the moment no particular interest in the *Mirage 4000* but Dassault will bring this aircraft on the market as an alternative for the American F-14 Tomcat and F-15 Eagle.

Both American aircraft are very difficult to procure outside the States and with the always available support of the French government, Dassault is likely to find itself a good market for this project.

● 'Start of a new *Mirage* era'. This is quoted of a Dassault advertisement for the *MIRAGE 2000*. Externally this aircraft does not differ much from its predecessors. But talking of the technical side Dassault has created a highly revolutionary aircraft, capable of supplying the Armee de l'Air with a modern fighter for the 80s and 90s.

The *Mirage* family started with a training & air defence version (3B & 3C). The *Mirage 2000* seems to repeat history. The AdIA has ordered an initial batch of 130 air defence and training versions. This amount is planned to be raised to 200. At the same time hints have been given that some 200 examples will be required for strike and reconnaissance.

Second prototype 2000-02 made its first flight on 18 September. The 02 has been installed with various electronic equipment for weapon system testing. Just as 01, this prototype is equipped with a conventional control system. This is done as a guard against a possible failure of the for Dassault unique fly-by-wire system.

2000-03 which should be a dual version, is expected to make its first flight early 1978 and will test the radar equipment.

● A third new-comer in the French aircraft Industries is the *FOUGA 90*. A first flight of this type was made by F-WZJB on 20 August.

The design is based on the *Magister* but has a much enlarged cockpit, lower fuel consumption and reduced noise level. No orders have been received so far.

● Movements at *LANDIVISIAU* included:

- Apr. 3: 11-MA/A81, -MC/A83, -MD/A84, -MF/A85, -MH/A87, -MO/A89, -MP/A90, -MT/A92 all Jaguar A EC.2/11
- 6: AGT/24731 O-1 Bird Dog ALAT
11-ME/A86 and 11-EV/A99 Jaguar A EC.11
- 7: XV152, XV340, XV342, XZ430, XX901 all Buccaneer S.2s RAF 208Sqn (on exchange with 11F)
11-MW/E17 Jaguar E EC.1/11
- 10: FX-44 and FX-72 F-104G BAF 1Wing
35-03 and 35-11 RF-4E Phantom WGAF AKG-5

The first public appearance of the *Mirage 2000* at Farnborough. (B.Bailey-Hickman)²



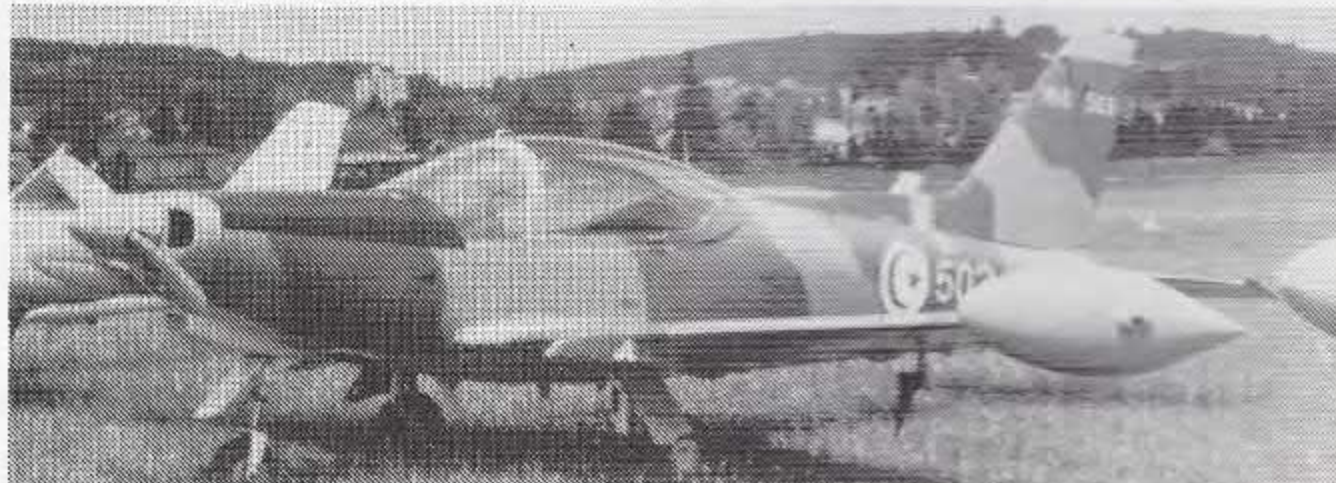
- 17: 12-ZF/84 and 12-ZK/85 Mirage F.1C EC.2/12
 18: 12-YK/63 and 12-YM/67 Mirage F.1C EC.1/12
 313-CA/521 CM-170R Magister GE.1/313
 FT-37 T-33A BAF
 25: 314-YT/21027 T-33AN GE.6/314
 10-KX/14860 and 10-KW/17546 T-33A EEVSV.10
 26: 10-KK/166 and 10-KF/119 CM-170R EEVSV.10
 XF/218 MH-1521M Broussard GAM.56
 28: 242/V and 246/V Wasp AH-12A MLD 860Sqn
 May 2: AGS/24512 O-1 Bird Dog ALAT
 4: 8-OH/14116 T-33A EEVSV.8
 XR/172 MH-1521M Broussard GAM.56
 43-BD/36 MS760 Paris E1A.43
 8: K-3016 and K-3073 NF-5A RNethAF 316Sqn
 V/202,203,210,218 SP-2H Neptune MLD 320Sq
 10: 10739 CP.101 Argus CAF
 11: 3-IA/498, -IC/512, -IB/526, -IJ/530, -IL/
 534, -IN/539, -ID/538 Mirage IIIC EC.1/3
 330, 333, 334 and 570 P2V-7 Neptune 25F
 3-XO/A15 Jaguar A EC.3/3
 15: 33-XH/53093 T-33A EEVSV.33
 13-TC/14284 and 3-KD/16524 both T-33A
 130322 C-130H CAF
 22: BA-08, 53, 55 and 61 Mirage 5BA BAF 1Sqn
 BR-12 Mirage 5BR BAF 42Sqn/2Wing
 23: FX-48 and FX-79 F-104G BAF 1Wing
 FC-03 TF-104G BAF 1Wing (FC-01 on 24.05)
 24: 13-QN/472, -QK/476 and -QF/481 Mirage IIIE
 FX-10 and FX-12 TF-104G BAF 1Wing
 29: 33-TC/354 and 33-TO/364 Mir.IIIRD ER.3/33
 Jun. 2: 33-TD/355 and 33-TL/363 Mir.IIIRD ER.3/33
 BR-16 and BR-20 Mirage 5BR BAF 42Sqn

- Six ACCIDENTS involving French military aircraft:
 On 29 May, Etendard IVM No.38 of 17F crashed near Sicily. The pilot, 17F's commander, was killed
 On 30 May, two Mirage IVAs from Luxeuil crashed in the Mediterranean.
 On 14 September, Etendard 4M No.61 of 17F crashed near Toulon.
 On 16 September, Alouette III No.1029 of 23S crashed on the Foch. Another Al.III (No.450) was written off during July 1978.
 On 19 September, Etendard 4VM No.14 of 17F crashed at Hyeres while making an emergency landing.

Italy

- Relating to this month's leading article a few words about the REPLACEMENT of the FIAT G-91 in service with the AMI.
 This replacement is called AMX and should be a single-seat, single-engined low-level attack aircraft. The Alpha Jet was considered to be not powerful enough and with availability of the Macchi MB.339 there's no need for training capacity.
 The service entry for AMX has been set at 1986-1987. Aeritalia is presently doing wind-tunnel tests for the right configuration. The wing is being designed and the compositions are in an experimental stage.

No longer a familiar sight at Italian air bases. All four CV.440s have been withdrawn from use. Illustrated is 31-1 seen at Bari in June 1977. (G.Zanetti)²



Three photos which should have been in last month's issue. But anyhow. Vergiate air show: 7-05 AB.212ASW WA41-503 SF.260W Tunisian AF and RM-61 P.166/M. (all C.Carretta)²

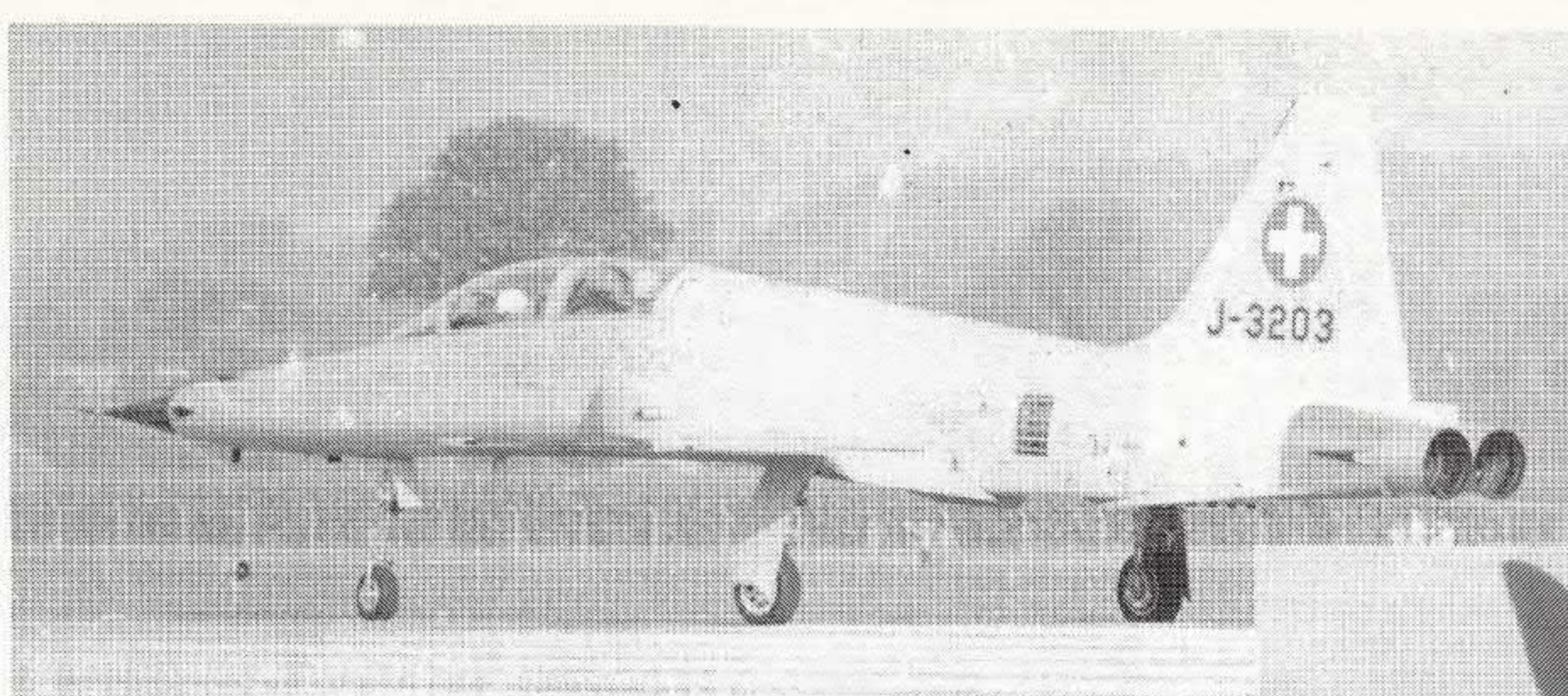


Italy has contacted Sweden to talk about a joint programme for AMX and SAAB's B3LA light attack trainer. One of the greatest resemblances in both aircraft/requirement is the low budget that is received from both governments.

- Earlier this year the last CONVAIR CV.440 was retired from active service. The first of the four CV.440 was delivered to AMI on 25 January 1957. to Reparto Volo Stato Maggiore (Hq Flying Unit). The four Convairs were bought from civil companies and they served more than 20 years with AMI's RVSM and later with 31st Stormo (after the re-organisation of AMI units). The four CV.440s were:
 MM61833 c/n 442 ex I-MIDA, SM-1, 31-1 to AMI 23.10.57
 MM61898 c/n 392 ex I-DOVA, SM-4, 31-4 to AMI 25.01.57
 MM61899 c/n 407 ex I-DOVE, SM-21, 31-21
 MM61901 c/n 450 ex N6666C, VH-BZO, N8446A, SM-22

- The two G-91PANs of Frece Tricolori that collided at Rivolto on 12 July, were No.2/MM6261 and No.4/MM6240. The accident killed Capt. Carrer while Capt. Di Pauli ejected safely.





LEFT: F-5F Tiger II J-3203 seen at Emmen on 21 September. (S.Kunz)^x
 BELOW: Three photos made during the Flugmeisterschaften on 25 & 26 Aug. Hunter J-4029 & DO-27 V-604 (S.Kunz)^x and Venom FB.50 J-1739 (A.Booy)^x



● Movements at RIMINI included:

- May 27: ZR68-566 and ZR69-370 RF-4C USAFE 26TRW
 93/MM54276 MB.326 SVBIA
 30: 51-85/MM51-9030 T-33A 651SC/51Stormo
 31: 2-07, 2-12, 2-37 G-91R 14Gruppo/2Stormo
 2-41, 2-51, 2-56 G-91R 103Gruppo/2Stormo
 51-44 and 51-46 F-104G 155Gruppo/51Stormo
 June 5: 20-15/MM54251 and 20-22/MM54257 TF-104G
 46-35/MM53-8146 EC-119G 71Gruppo/46AB
 13: 6-20/MM5022N and 6-24/MM5026N SH-3D Marina
 July 18: 36-06, 36-15, 36-32 and 36-44 F-104S
 36 Stormo (based here for a week)
 19: BA-19 and BA-33 Mirage 5BA BAF
 3-145/MM51-9145 T-33A 603SC/3Stormo
 20: 36-06/MM6902, 36-15, 36-32/MM6749, 36-47/
 MM6923 F-104S. 36Stormo
 51-46/MM6911, 51-52 F-104S 155Gruppo/51St
 9-34 and 9-36 F-104S 10Gruppo/9Stormo
 36-62/MM61918 P.166/M 636SC/36Stormo
 66, 68, 73 and 75 MB.326 SVBIA
 6-12 and 6-24 F-104G 154Gruppo/6Stormo
 D-8103 and 8282 F-104G RNethAF
 71-88 and 71-78 UH-1D Luftwaffe HTG-54
 21: 02, 68/MM54389, 71/MM54190, 73/MM54169
 75/MM54217, and 81 all MB.326s SVBIA
 SE-58 AB.204B 208Gruppo/SVA
 4-2 and 4-16 F-104S 9Gruppo/4Stormo
 6-06/MM6577 and 6-20 F-104G 154Gruppo/6St
 27: XV205 and XV209 C-130K Hercules RAF LTW
 14-20 T-33A 8Gruppo/14Stormo
 28: 31-53/MM61953 PD.808TA 31Stormo

● Noted at AMENDOLA on 11 July:

- SA-20/MM6317, -33/MM6333, -37/MM6337, -38/MM6338
 SA-39/MM6339, -43/MM6343, -46/MM6346, -48/MM6348
 SA-57/MM6357, -69/MM6369, -71/MM6371, -75/MM6425
 SA-78/MM6428, -80/MM6430, -81/MM6431, -82/MM6432
 SA-84/MM6434, -87/MM6437, -89/MM6439, -97/MM54397
 and SA-104/MM54404 all G-91Ts of SVBAA
 All had the normal NC numbers except for SA-75
 MM6425 with NC.55(!) and SA-89/MM6439 with NC.101.
 Furthermore AB.47J SA-7/MM80197 of Squadriglia
 Collegamenti SBVAA

● Noted at BRINDISI on 13 July:

- 32-1/MM6952, -3/MM6444, -4/MM6475, -6/MM6455
 32-7/MM6470, -8/MM6460, -9/MM6953, -11/MM6459
 32-13/MM6441, -14/MM6960, -15/MM6445, -19/MM6446
 32-21/MM6479 and 32-2, 32-5, 32-20 all G-91Ys of
 13Gruppo/32Stormo
 Furthermore: SA-62/MM6362 G-91T 632SC/32Stormo
 15-11/MM51-7175 HU-16A Albatross 85Gruppo (3rd Det.)
 15-25/MM80281 AB.204B 85Gruppo (3rd Det.)

Switzerland

● ARMEEFLUGMEISTERSCHAFTEN 1978. On 25 & 26 August the best pilots of the Swiss Air Force gathered at Dübendorf to participate in the annual Flugmeisterschaften. The competition is based on missions under war-time circumstances but also contains sports elements as swimming, walking etc.

On both days the air base was open to the public and following was noted:

Static:

- | | |
|-----------------------------|--------------------|
| C-552 EKW C.3605 | V-267 Alouette III |
| U-142 Pilatus P.02-06 | V-59 Alouette II |
| A-852 Pilatus P.3-05 | V-604 DO-27H |
| J-1772 Venom FB.50 mk.4 | V-620 Porter PC-6A |
| R-2117 Mirage IIIRS 10Sqn | U-1233 Vampire T55 |
| J-2315 Mirage IIIS 16/17Sqn | J-4083 Hunter F.58 |

Flying activities:

- J-2306, 2308, 2311(in new grey c/s), 2312, 2313

- J-2314, 2318, 2321, 2324, 2325, 2330, 2332, 2333
 all Mirage IIIS 16/17Sqn
 R-2102, 2103, 2104, 2108, 2110, 2112, 2114, 2116
 R-2118 all Mirage IIIRS 10Sqn
 J-4007, 4015, 4018, 4021, 4025, 4027, 4028, 4029
 J-4031, 4032, 4033(11Sqn), 4040, 4042(1Sqn), 4051
 J-4052, 4078, 4079, 4089, 4095, 4099, 4100 all
 Hunter F.58
 J-4102, 4103, 4112, 4114, 4117, 4123, 4125, 413
 (11Sqn) all Hunter F.58A
 J-1526, 1540, 1594, 1600, 1612, 1618 Venom FB.50
 J-1629 and 1630 Venom FB.50 mk.1R
 J-1701, 1717, 1724, 1730, 1737, 1754, 1765 all
 Venom FB.50 mk.4
 A-702, A-703 Junker 52/3M Transport Flieger Korps
 C-494 EKW C-3605 A-805 Pilatus P.3-03
 A-816, 826, 828, 848, 853, 855, 858, 861, 868, 869
 all Pilatus P.3-05
 V-204, 208, 214, 215, 216, 229, 230, 239, 245, 250
 V-259, 275 and 276 all Alouette III
 Elsewhere on the field:
 J-2303 Mirage IIIS 16/17Sqn J-4132 Hunter F.58A
 R-2113 Mirage IIIRS 10Sqn A-825 Pilatus P3.05
 J-1579 Venom FB.50 mk.1 V-631, 635 PC-6B
 J-1744, 1763 Venom FB.50 mk.4

Hangars:

- | | |
|--|---------------------|
| J-4020, 4023, 4053, 4085 all Hunter F.58 | |
| J-4113, 4122 Hunter F.58A | J-1778 Venom FB.50 |
| J-4202, 4206 Hunter T.68 | U-1205 Vampire T.55 |
| A-701 Junker 52/3M | V-622 Porter PC-6A |
| V-607 Dornier DO-27H | U-111 Pilatus P2-05 |
| U-152, 154 Pilatus P.2-06 | |

Guests:

- 555/VA, 529/VB, 535/VD, 563/VF, 541/VG, 533/VI
 545/VK, 561/VM, 565/VP, 544/VJ, 546/VL all
 CM-170R Magisters 'Patrouille de France'
 Support aircraft: 312-BH/123 Noratlas GE.312 FAF





Sea Harrier FRS.1 XZ450 at Farnborough air show. (B.Bailey-Hickman)^{cc}

United Kingdom

● On 21 August a very important event took place when *SEA HARRIER* XZ450 made its first flight at Dunsfold. In metal finish chief test-pilot John Fairley flew the Sea Harrier FRS.1 for 35min. After this flight the Pegasus 104 engine was replaced due to slight FOD but BAe took no risks.

Later the a/c was painted in dark blue Royal Navy colours and appeared as such at the Farnborough Air Show.

Why so important? Because it rings in a new period for the Harrier, so far the Harrier operates with the Spanish Navy, three operational RAF units and three operational USMC units. Disadvantages of this a/c has been the noise, high fuel consumption and high rate of losses.

On the other hand the VTOL capabilities of the Harrier showed many advantages but exploiting these would mean a complete change of tactics and equipment which is clearly indicated by the discussions within the US Navy about their fourth nuclear aircraft carrier. If fighter aircraft like Tomcats and Hornets are preferred immense carriers like the USS Nimitz are certainly necessary. Protests are growing against these money-swallowing projects while an alternative is given in small and thus less vulnerable carriers equipped with VTOL a/c.

In combination with the ski-jump deck the (Sea) Harrier is the favourite equipment for smaller vessels. Already preceded by Spain, more smaller countries could afford the purchase of such carriers.

The contentedness of the USMC with the Harrier resulted in the development of the AV-8B. Initially the UK and US governments decided to work together in the Advanced Harrier programme, known as AV-16. Both programmes differed too much and each went its own way. The American result is the AV-8B of which two prototypes are being built by McDonnell-Douglas. USMC requirements for the AV-8B calls for 336 examples (including six prototypes/pre-production aircraft).

● Movements at *BRUGGEN* included:

- Aug. 17: XV487/L and XV501/O Phantom FGR.2 29Sqn
 18: XW765/D Harrier GR.3 3Sqn
 K-4013 NF-5B RNethAF 313Sqn
 83785 and 14639 OV-10A Bronco USAF 601TCW
 XS714/P, XS739/F, XS713/C, XS728/E and
 XS709/M all Dominie T.1 6FTS
 22: XX842/T Jaguar T.2 41Sqn
 WJ630/E and WF890/M Canberra T.17 360Sqn
 XV806/H and XV784/D Harrier GR.3 4Sqn
 XV157 Buccaneer S.2 208Sqn
 XW933/Q Harrier GR.3 3Sqn
 23: 24474 CT-39A USAF 58MAS/435TAW
 70-51 UH-1D Luftwaffe HTG-64
 24: FC-02 TF-104G and FX-29 F-104G BAF 10Wing
 30-50 and 32-32 G-91R Luftwaffe LEKG-41
 30: K-4016 NF-5B RNethAF 313Sqn
 34-58 G-91T Luftwaffe WS-50
 XV407/H and XT896/K Phantom FGR.2 19Sqn
 Sep. 6: 20-05 and 24-19 F-104G Luftwaffe JABO-g34
 D-CFSK HSJ25 Luftwaffe Flugvermessungsst.
 7: K-4030 NF-5B RNethAF 315Sqn
 8: XL597/87 and XL613/91 Hunter T.7 4FTS

- 12: 38-51 Phantom F-4F Luftwaffe JG-71
 33-07 G-91R Fiat Luftwaffe LEKG-43
 23-94, 24-13, 22-57 and 27-22 T/F-104G
 WGAF JABOG-34 based at Brügggen for three
 days.
 14: 11-MC/A83 and 11-EU/A99 Jaguar A FAF EC.11

● Movements at *WILDENRATH* included:

- Aug. 2: 35-84 RF-4E Luftwaffe AKG-52
 XZ108/W Jaguar GR.1 2Sqn
 9: WR66-558 and 66-633 F-4D USAF 81TFW
 850 CF-104G and 637 CF-104D RNoAF Skv.334
 FC-10 TF-104G BAF
 GT-844 TF-104F RDanAF (also on 07.09)
 15: K-4019(314) and 4020(316) NF-5B RNethAF
 Arrival of XV487/L of 29Sqn. Delivery to
 92Sqn as XV487/Y as compensation for the
 Phantom that crashed in July.
 30: RS74-653 F-4E USAF 86TFW
 Sept. 2: Arrival of six F-4Es of 86TFW for a detach-
 ment till 8 Sept.: RS68-413(r), 68-452(y)
 RS68-478(-), 74-645(r), 74-648(r) and
 RS74-662(r).
 Arrival of six Mirage IIIEs of EC.1/13 for
 a detachment till 8 Sept.: 13-QD/500,
 13-QJ/467, 13-QE/466, 13-QR/470, 13-QB/517
 and 13-QH/483
 4: 27-35 & 27-72 TF-104G Luftwaffe JABOG-31
 35-17 RF-4E Luftwaffe AKG-51
 5: XV500/H and XV460/E Phantom FGR.2 56Sqn
 CR74-654 F-4E Phantom USAF 32TFS
 10947 C-130E USAF 435TAW
 7: XZ331/N, XZ320/T, XZ314/O Gazelle AH.1 ARWF
 8: 27-74 TF-104G Luftwaffe JABOG-33
 XV396/P Phantom FGR.2 228OCU/64Sqn
 K-3061, 3055 & 4021 NF-5A/B RNethAF 314Sqn
 MT-13 CM-170R Magister BAF
 27-24 and 27-35 TF-104G Luftwaffe JABO-g31
 Phantom FGR.2s presently operating from Wildenrath
 No.19Sqn: XV499/A, XT901/B, XV475/C, XV418/D
 XV428/E, XV471/F, XV484/G, XV407/H, XV481/J
 XT896/K and XV491/L
 No.92Sqn: XV435/O, XV467/Q, XV498/R, XV411/S
 XT899/T, XV488/U, XV470/V, XV496/W, XV412/X
 XV487/Y and XV480/Z

● On 22 August, D Flight of 202Sqn at Lossiemouth took delivery of the first two *SEA KING HAR.3s* XZ593 & XZ596 for active Search and Rescue duties. A total of 15 Sea King HAR.3s will replace the Whirlwind HAR.10s presently operating with No.22 and 202Sqn of which detachments are spread out all over the UK.

United States of America

● The 1st TFW at Langley AFB has temporarily been integrated in the *AIR DEFENCE SYSTEM* alongside the Atlantic coastline. Many time Russian long-range aircraft like the Bears, have to be intercepted along the coast of Florida when on their way to Cuba. Normally this is done by F-106A Delta Darts of the various interceptor squadrons of the Aerospace Defence Command.



Six C-7A/B Caribous (above - G.v/d.Veen) and six C-123K Providers (below - J.P.Bergmans)^x seen at Wiesbaden. A very uncommon sight.

Some time already the F-106 is subject of replacement. This replacement is called Follow-On-Interceptor. President Carter refused that money would be spend on the research for this new a/c. Hence the assignment of 1TFS in the national air defence must have been a test for the F-15s as a replacement for the F-106.

As soon as the new F-15C and F-15D models are available (around 1980) these will be sent to Europe to replace the present A & B models. It is not unlikely that the surplus aircraft will be used to replace the F-106s.

● On 1 October the BOEING E-3A SENTRY (AWACS) officially entered the European theatre. On this day a ceremony took place at Keflavik (Iceland) as the last EC-121T Connies of 79AEW&CS were replaced by three E-3As.

All three remaining EC-121Ts (50548, 50118 & 50122) flew directly to Davis Monthan following their retirement. One of the E-3As is known to be 50588. These A-models are reportedly to be replaced by E-3Bs, the latter being better equipped for operations over sea.

NATO recently adopted the name 'Sentry' for the E-3A which is now gradually taken over by the Americans.

The history of AWACS dates back to 1970 when the USAF announced their requirement for an Airborne Warning and Control System. The name of the system already points out the dual task. The warning task is obvious. From relatively great height an aircraft can cover bigger areas with its radar than radar station on the ground do.

The demand for an airborne control system results from the air-war over Vietnam. Guarded and directed by other aircraft fitted with all kinds of elec-



tronics like EB-66s & EC-121s, the actual fighters carried out their missions.

If an air-war would start in Europe, the air would be crowded with aircraft. Surely this would lead to one big chaos. Especially since the increasing amount of aircraft in the late sixties and early seventies, the need for one big controlling system became inevitable: AWACS.

An aircraft with the necessary radar and communication equipment would be able to cover a large area but would also be very difficult to destroy due to its mobility. Tests with the four prototypes (71-1407, 71-1408, 73-1674 and 73-1675) showed the immense value of the system. Proof was given while participating in three major US air exercises. Once AWACS controlled 134 aircraft against 274 enemy aircraft.

● Saxon Drive, Gryphons Galore, Red Tornado, Certain Shield, Blaue Donau, Bold Guard, Black Bear. All names of NATO exercises part of AUTUMN FORGE 1978. On 6 September, these series of exercises was officially opened during a ceremony at Ramstein. The concentration of activities was from 18-28 Sept and air force activities of six countries had been combined in 'Cold Fire' over this period. These activities included:

CORONET KINGFISHER:

Arrival of 8 F-111Ds from 27TFW/Cannon AFB at Gardermoen, Norway on 30 August. Incl. CC68-129 CC68-163, CC68-169, CC68-173, CC58-166 and CC68-111 (commander's a/c)

CORONET SWALLOW:

Arrival of 18 A-7Ds of S.Dakota ANG at Rygge, Norway on 9 September.

CRESTED CAP:

The first wave (given last month) was with F-4Es of 335TFS/4TFW. The second wave arrived on 11 September with 24 F-4Es of 334TFS/4TFW: SJ69-583 SJ71-092, 71-392, 72-135, 72-139, 72-140, 72-142 SJ72-144, 72-161, 72-478, 72-479, 72-484, 73-1160 SJ73-1164, 73-1164, 73-1165, 73-1168, 73-1172, 73-177 SJ73-181, 73-1182, 73-188, 73-194, 73-200, 74-042

AFRES:

Six C-123K Providers and five C-7A/B Caribous forming the 1st Provisional Airlift Squadron arrived at Wiesbaden on 15 & 16 September. Coming from Goose Bay-Keflavik, they landed there at 10.00pm. C-7B 39765 made an emergency landing at Stornoway and arrived three days later.

Together with personnel from USAFE air bases, the 170 soldiers aboard these aircraft formed the Air Base Squadron Provisional 7077:

Aircraft included:

76291 C-123K 302TAW/911TAG	39718 C-7B 908TAG
40695 C-123K 302TAW/911TAG	12398 C-7A 700TAS
40583 C-123K 439TAW/901TAG	24182 C-7B 700TAS
40663 C-123K 439TAW/901TAG	03766 C-7A 700TAS
40592 C-123K 439TAW/901TAG	12600 C-7A 908TAG
54512 C-123K 439TAW/911TAG	39765 C-7B 908TAG

All left for the States on 29 September. It were by the way the first Caribous ever visiting Europe.

TAC:

Arriving at Rhein-Main was the annual deployment of C-130E-II Hercules of 7ACCS from Keesler AFB: 21832 & 21836 (on 9.9) and 21863 (on 10.9). The first two departed on 28.9 and the latter on 29.9.

SAC:

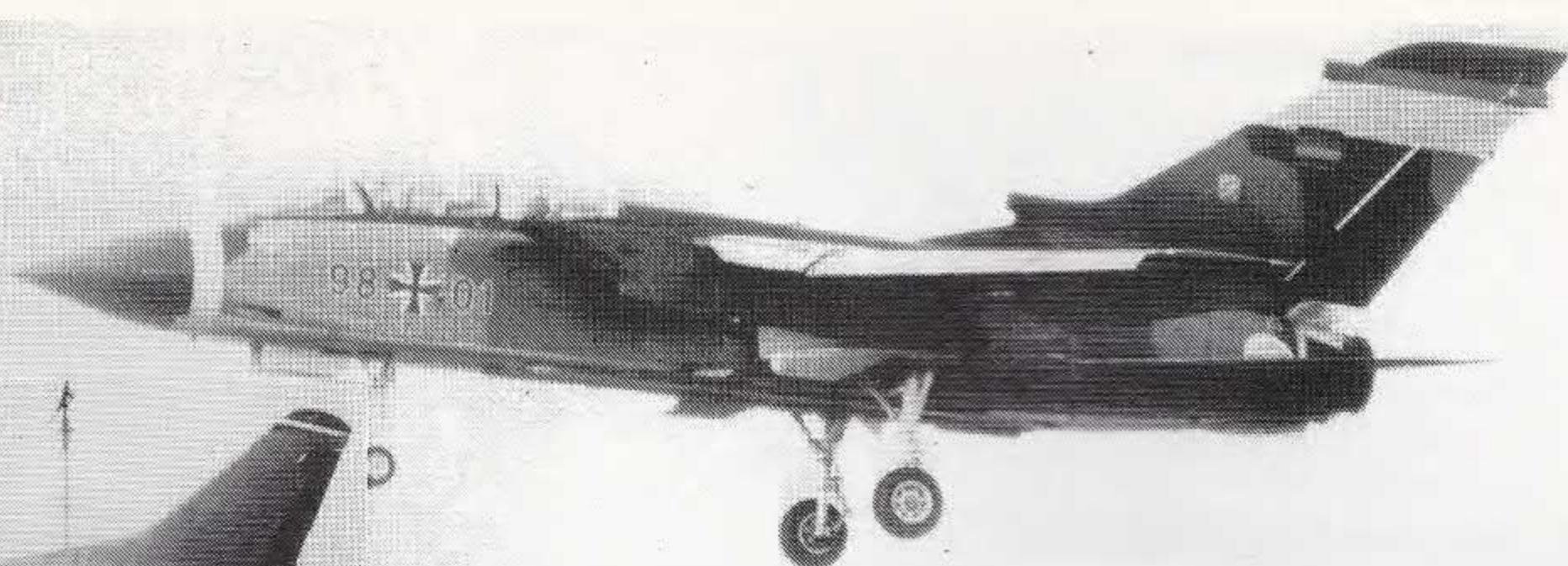
Nearly every day during Cold Fire B-52s from Pease and Carswell AFB made simulated high-altitude conventional bombing missions over Germany, entering Europe via the Shetland Islands.

US MARINE CORPS:

Contrary to what has been published last month Northern Wedding was no part of Autumn Forge. This naval exercise included 40,00 soldiers, 150 ships, 22 submarines and 800 aircraft. Two other exercises in the North Sea/Norway area but part of Autumn Forge were Bold Guard and Black Bear. This concentration of exercises was enough for USMC to deploy some of the aircraft to this area. Except for a deployment of 12 A-6Es to Sola, no further details are known except for various visits of USMC aircraft to Mildenhall:

155585/EA06, 152947/EA05, 154129/EA09, 152902/EA12 A-6E Intruder of VMA(AW)-332 153903/DN and 155772/DN F-4J Phantoms VMFA-333 As well some Marines stuff passed through Ramstein including Phantoms and CY-coded EA-6As. Hopefully more details next month?

RIGHT: MRCA Tornado 98-01 made two test-flights on 1 August from Manching. (J.P.Bergmans)
 BELOW: In dark green, this G-91R is exhibited in a private museum near Hermeskeil. (J.v.Tuyn)
 BOTTOM PAGE: Light grey & dark green and a small reg. presentation is the latest experimental c/s of the Luftwaffe Phantoms. (J.v.Tuyn)



● Movements at FRANKFURT/RHEIN-MAIN included:
 On 14 July, President Carter arrived here and a small air show had been arranged:

BT76-043 F-15A 36TFW	25-12 F-104G JB-33
RS74-0637, 74-650 F-4E 86TFW	37-09 F-4F JABOG-35
UH68-041 F-111E 20TFW	98-05 Tornado ES-61
40787 E-4B 1ACCS	50-89 C-160D LTG-61
86870 VC-137B 89MAW	98-34 Alpha Jet

July 15: 11-02 C-140B, 17-02 VFW-614 & 10-04 B.707 Luftwaffe all FBSS

85-03 CH-53G HEER mHFTr-32
 27000 VC-137C 'Air Force One' taking the President back to the States

17: 4X-JYT/140 B.707-329 ID/FAF (ex Sabena)

18: Transport for the annual Cadet-exchange:

XV195 C-130K RAF	5S-TB Skyvan Aust.AF
CS-03 HS.748 BAF	6703 DC-6A Port.AF
XZ393 Gazelle AAC	C-8 F.27M RNethAF

N.30/F-BPNS Nord 262 FAF
 954 C-130H RNoAF (UNO c/s)

19: 51-13 Transall C-160D Luftwaffe LTG-61

25: B-37 Bo.105C RNethAF GPLV

26: 61-ZL/F94 Transall C-160F FAF ET.61

27: 50-58, 50-47 and 50-85 C-160D WGAF LTG-61

Aug. 8: Transport for the annual Cadet-exchange:

XV201 C-130K RAF	5S-TA Skyvan Aust.AF
CS-01 HS.748 BAF	C-2 F.27M RNethAF
50-10 C-160D WGAF LTG63	954 C-130H RNoAF

No.35/F-BPNT Nord 262 FAF

T7-16/911-16 CASA-207 Spanish AF

22564 C-12A USArmy Hq. USEUCOM

9: 80213 C-5A 60MAW (90023 on 10.08, 90020 on 18.08, 90010 on 29.08, 68306 on 31.08 and 70167 on 31.08 all 60MAW)

West Germany

● Noted at RHEINE-HOPSTEN on 10 July:

37-01, 37-12, 37-37, 37-45, 37-49, 37-69, 38-13
 38-17, 38-33, 38-37, 38-39, 38-45, 38-53, 38-57
 38-69 all F-4F Phantoms of JABOG-36

Noted at EGGEBECK on 12 July:

21-15, 21-16, 21-19, 21-21, 21-32, 23-08, 23-11
 23-17, 23-18, 23-21, 23-22, 26-62, 26-66, 26-79
 26-82, 26-87, 26-90 all F-104G WGNavy MFG-2
 22-15, 22-17, 22-20, 22-21, 22-29, 22-30, 22-77
 22-82, 22-85, 22-88, 22-95, 26-60, 26-67, 26-70
 26-80, 26-89 all F-104G WGNavy MFG-1 (due to runway repairs at Jagel, MFG-1 was based here)

Noted at FURSTENFELDBRUCKEN on 31 July:

30-85, 31-24, 32-03, 32-13, 32-16, 32-26, 32-29
 32-59, 32-83, 32-93, 32-97, 34-16, 34-20, 34-24
 34-28, 34-29, 34-31, 34-39, 34-41, 34-48, 34-50
 34-54 all G-91R/Ts of WS-50
 90-04, 90-23, 90-28, 90-44, 90-77, 90-88, 91-57
 (yellow), 91-59(yellow), 91-86, 91-88(yellow)
 91-89, 91-90 all P.149Ds of WS-10

Noted at MANCHING on 1 August:

23-40, 24-22 and 27-84 T/F-104G JABOG-31
 37-15 F-4F and 30-02 G-91R both ES-61
 70-41(HTG-64), 72-70(Heer) and 72-83(Heer) UH-1D
 10935 C-130E USAF 435TAW 98-01 Tornado
 27-34 TF-104G JABOG-33 50-72 C-160D LTG-61
 Due to runway repairs at Neuburg, JG-74 was temporarily based at Ingolstadt. When flying all Phantoms of JG-74 used the runway of Manching.
 Noted F-4Fs on 01.08: 37-11, 37-32, 37-38, 37-64
 37-72, 37-76, 37-80(new c/s, see photo), 38-00
 38-04, 38-08, 38-20, 38-28, 38-44, 38-48, 38-60
 38-68, 38-72

Noted at MEMMINGEN on 2 August:

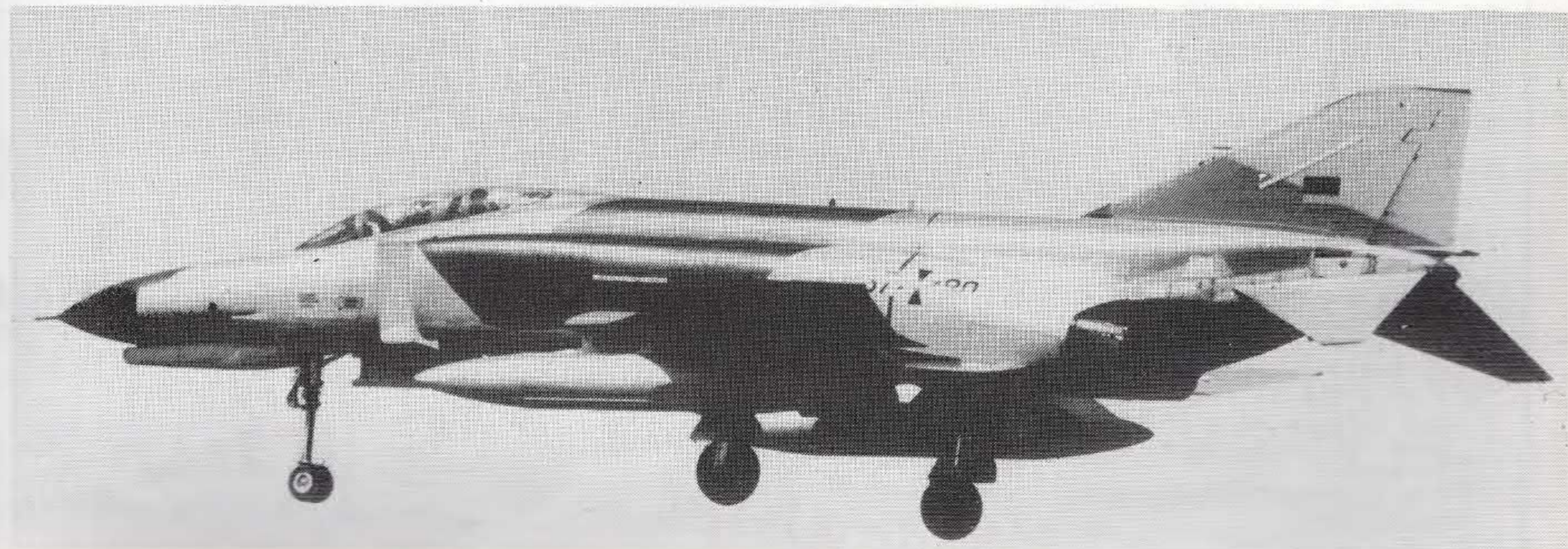
21-38, 22-39, 22-40, 22-45, 22-46, 22-48, 22-49
 22-54, 22-58, 22-61, 22-62, 22-63, 23-92, 24-11
 24-60, 26-23, 26-29, 26-32, 26-35, 26-43, 27-39
 27-87 and 28-13 T/F-104G of JABOG-34

● Exhibited in the 'Aerospace Museum' near HERMES-KEILL (Trier) on 29 July were:

D-ACUT N-2501 Noratlas (ex WGAF 52-26)
 83-11 H-21C ex HEER (fuselage part only)
 100997 C-47 Dakota ex Jordanian AF (serial has been deleted as well as the roundels)
 58-681A T-33A ex WGAF 95-17 (without registrations)
 83-21 H-21C ex HEER (now in bare metal)
 54-21 Pembroke C.54 ex WGAF
 3.-70 G-91R ex WGAF (compl. painted in dark green)
 D-EFSV DO-27A ex HEER/WGAF 56-53
 31-52 G-91R ex WGAF (cockpit only)
 BB-816 T-33A ex WGAF (cockpit only)
 F-104G ex WGAF (in bare metal with '8162' written on its tail)

● Four MB.326s from Lecce (SBVIA), 68, 73//MM54159 75/MM54217 and 66, made a two days visit to Furstenfeldbrücken on 30 and 31 July. From Lecce the aircraft flew to Rimini-Cameri-FBB and made the same trip back.

A week earlier, four other MB.326s had tried to do the same but returned for some reason before arriving at Fursty.





Aeritalia's (former Fiat) G-91 celebrated its 20th service-year with 2^o Stormo on 22 September. A remarkable high amount of years compared to other fighter-bomber aircraft.

Reason enough to take a closer look at this aircraft in service with the Aeronautica Militare Italiana (Italian Air Force).

BASIC DESIGN

The original design of the G-91 was one of the competitors in a NATO competition for a new standard strike fighter. An aircraft was wanted for replacing the aging F-84E/G Thunderjet & Vampire. The G-91 design proved to meet the requirements. Despite the enormous promotion and demonstration campaign, however, the G-91 could not compete with the American and British aircraft companies. The only users of importance became the AMI and the Luftwaffe. The latter built the major part of its G-91s in license.

The US Army did a test programme with two examples in the USA that wouldn't mean a change for the better either for the aircraft. Because of the recession in the American aircraft industries following the Korean war, it was decided to order American aircraft.

Greece also completed a test programme with a G-91 but no orders followed.

PRINCIPAL VERSIONS

G-91 : 4 prototypes built (f/f 09.08.56); c/n 1 (no MM), 1bis/MM565, 2/MM566 & 3/MM567.

The last 3 prototypes had redesigned cockpits, tails and armaments, uprated engines
Pre-serie a/c 27 built (f/f 20.02.58):
c/n 0004-0030/MM6238-6264. All except c/n 11,12,13,23,24,28,& 29 converted to G-91PAN

G-91A : Experimental version, 1 built, having leading-edge slats, increased wing span and integral wingtanks.

c/n 0031/MM6265 modified to G-91R.1 later to G-91PAN.

G-91R1::22 built. Basic version for AMI with three nose cameras.

c/n 0032-0053/MM6266-6287

G-91R1A:25 built. R.1 version with improved navigational equipment.

c/n 0154-0178/MM6290-6314. c/n 165,174,175 175 and 178 converted to G-91PAN.

G-91R1B:50 built. R1A version with improved armament.

c/n 0179-0228/MM6372-6424

G-91PAN:Special version for Pattuglia Aerobatica Nazionale (National Aerobatic Team). Armament and two camera's have been removed and replaced by balast, special smoke tanks

G-91PAN:mounted under the wings. 26 a/c converted either from pre/series and G-91R1As.

G-91T1: Tandem two-seat trainer based on G-91R with longer fuselage and extended wings.

77 built with an additional order for 25.
c/n 1-2/MM6288-6289, c/n 45-100/MM6315-6370
c/n 101/MM6439, c/n 102-105/MM6371-6374
c/n 106-119/MM6425-6438, c/n 120-144/MM 54393-54417

G-91Y: Advanced version for AMI, two engined based on G-91T version. F/f 27.12.66. Born to fill a gap in fighter-production in Italy and offered as a G-91R replacement. But only 75 a/c were built for additional service.

c/n 2003-2057/MM6441-6495, c/n2058-2075/MM6851-6968.

G-91YS: c/n 2023/MM6461

AMI'S ROMEO

TANGO & YANKEE



In preparation of this article, a team of FLASH editors and our Italian agent Frank Smith visited Treviso (2^o Stormo) and Cervia (8^o Stormo). Both visits have been integrated in this article.

Noted aircraft at Treviso on 9 August 1978:

2-01/MM6416, -02/MM6408, -05/MM6393, -07/MM6381
2-10/MM6415, -30/MM6280, -34/MM6277, -32/MM6283
2-62/MM6292, -24/MM6312, -56/MM6291, -41/MM6390
2-21/MM6300, -32/MM6302, -63/MM6269, -37/MM6377
2-16/MM6409, -35/MM6274, -31/MM6275, -33/MM6287
2-64/MM6267, -52/MM6405, -53/MM6406, -55/MM6290
2-60/MM6305, -70/MM6272, -61/MM6298, -66/MM6285
2-57/MM????, -54/MM????, -27/MM6302, -25/MM6303

Underlined MM serials were not noted on this day and are not confirmed.

In a hangar an G-91 was partly broken up with only c/n NC23 visible.

Further notes G-91Ts SA-27/MM6327 and SA-59 both on permanent detachment at Treviso.

Special thanks to: Col.De Piero, Col.Rossetti, Lt.Col.Acquistucci, Lt.Col.Battaglia, Lt.Col. Pianca, C^{apt}.Tellerini and Capt.Tito.

Noted at Cervia on 25 July 1978:

8-01, 8-04, 8-06, 8-10, 8-11, 8-12/MM6453, 8-20/MM6463, 8-21/MM6464, 8-22/MM6466, 8-24, 8-27, 8-36/MM6477, 8-53, 8-60, 8-62/MM6955, 8-64/MM6957 and 8-65.

Special thanks to Col.R.Marozzi, Col.Simonetti and Lt.Col.O.Minghetti.

PRINCIPAL USERS OF THE G-91

2^o Stormo - 14^o Gruppo and 103^o Gruppo at Treviso with G-91R1A and G-91R1B.

313^o Gruppo- Gruppo Addestramento Aerobatico Frece Tricolori based at Rivolto with G-91PANs and some G-91Rs.

8^o Stormo - 101^o Gruppo at Cervia with G-91Y.

32^o Stormo - 13^o Gruppo at Brindisi with G-91Y.

SVBAA - Scuola di Volo Basico Avanzato Aviogetti (Advanced Flying Training School)





based at Foggia-Amendola. Divided in 201°, 204° and 205° Gruppo with G-91Ts.
 RVS - Reparto Sperimentale di Volo (test Squadron) based at Pratica di Mare. Controlling 311° Gruppo having some G-91Ts and G-91Ys.

2° Stormo regained its status and traditionally it took command over 8° Gruppo and 13° Gruppo which had been re-activated on the same occasion. Both squadrons received DH.100 Vampires which had been built in license by Fiat and Macchi. With the arrival of the F-86E Sabres, an additional squadron was needed: 14° Gruppo. As a result

HISTORY of 2° STORMO

The 2° Stormo celebrated its 50th anniversary on 25 December 1975. Built up from 7°, 8° and 13° Gruppi, the wing didn't make much history upto WWII. In 1928-1929 it saw combat in Northern Africa but the only other mentionable events were participation in parades and air shows. The task it had in those days was the defence of the fatherland and operates resp. Spad XIII, Nieuwpoort Ni-29, Fiat CR-1, AC-2 & AC-3 Fiat CR-20 & CR-30, BA65, Fiat CR-32 & CR-42. At the start of WWII, the 2° Stormo detached to Northern Africa being Bengassi, El Alamein and El Tobruk. Meanwhile the wing also supported the home-front for a short period. In August 1943, it was disbanded and its Gruppi, No.8 & 13 operated autonomously until the Italian capitulation. While reforming on the side of the Allied Forces all aircraft of 13° Gruppo were destroyed on the ground by the Germans on 8 September 1943. Integrated in the Allied Forces, 8° Gruppo joined the 5° Stormo at Lecce and was sent to Tunisia. In 1947, the Gruppo went to Orio al Serio and two years later to Vicenza where the Spitfire Mk.IXs were traded in for P-51 Mustangs. On 1 August 1953

ROMEO W/Os:				
27.02.57	1	MM	near Turin	5-245
30.07.59	11	MM6245	Treviso	5-253
04.09.59	24	MM6258	near Comacchia	5-258
09.06.60	32	MM6266	Treviso	5-266
28.09.60	36	MM6270	Treviso	5-270
01.02.61	52	MM6286	Fort Rucker (USA)	0052
(In US Army colours)				
14.02.61	29	MM6263	Treviso	5-263
26.02.61	50	MM6284	Pratica di Mare	5-284
12.04.61	28	MM6262	Treviso	5-262
30.01.62	44	MM6278	S. Agata Feltria	5-278
15.05.62	13	MM6247	Treviso	5-247
12.06.62	39	MM573	Treviso	5-273
12.06.62	47	MM6281	Treviso	5-281
04.07.62	1bis	MM565	Pratica di Mare	RS-01
24.07.62	34	MM6268	Treviso	5-268
14.02.64	177	MM6313	Treviso	51-313
13.04.64	3	MM567	near Latina	RS-??
(collided with G-91T MM6289)				
12.06.64	157	MM6293	near Perugia	51-293
15.02.65	12	MM6246	Treviso	2-246
16.02.65	45	MM6279	Treviso	2-279
22.03.65	159	MM6295	Treviso	51-295
17.05.65	37	MM6271	Treviso	51-271
07.06.65	158	MM6294	Treviso	51-294
04.05.66	184	MM6380	Treviso	5-380
27.08.66	23	MM6257	Treviso	2-257
(currently stored at Treviso)				
22.03.67	22	MM6256	Rivolto	PAN-22
30.11.67	211	MM6407	Pordenone	2-..
05.02.69	?	MM????	Maniago	2-..
05.02.69	?	MM????	Maniago	2-..
(collision)				
17.03.69	?	MM????	near Treviso	2-..
07.06.69	?	MM????	Treviso	2-..
13.06.69	?	MM????	in sea nr. Brindisi	32-..
21.01.70	?	MM????	near Brindisi	32-..
21.01.70	?	MM????	near Brindisi	32-..
(collision)				
22.09.71	21	MM6255	Palmanova	PAN-13
03.01.73	?	MM????	near Caorle	2-..
02.06.73	4	MM6238	Pratica di Mare	PAN-9
02.06.73	?	MM????	Pratica di Mare	PAN-?
(collision)				
14.03.74	25	MM6259	Palmanova	PAN-15
14.03.74	26	MM6260	Palmanova	PAN-10
(collision)				
10.10.75	?	MM????	near Novara	2-..
12.07.78	6	MM6240	Rivolto	PAN-4
12.07.78	27	MM6261	Rivolto	PAN-2
(collision)				
15.09.78	169	MM6305	Treviso	2-60





the wing got the status of Aerobrigata Day Interceptor and from the same time dates the Aerobatic team 'Lancieri Neri'. It flew six entirely black F-86E Sabres.

In July 1957, a move to Cameri took place and in 1959 14^o Gruppo took the G-91 in its inventory. Three years later, in 1962, the first steps towards the present organization of 2^o Stormo were taken when 8^o Gruppo disbanded while 14^o Gruppo moved to Treviso where 103^o Gruppo was already based. 103^o Gruppo changed from 5^o Stormo to 2^o Stormo and with 14^o Gruppo it formed the Reparto Volo Caccia Tattici Leggero (Light Fighter Tactical Detachment).

On 1 October 1962, the wing was disbanded and 13^o Gruppo moved to Cameri as an autonomous unit. Later the squadron moved to Brindisi from which the 32^o Stormo was erected.

On the day two years later, the wing was reformed at Treviso in its present organization: 13^o and 103^o Gruppo.

CURRENT STATUS:

Except for the normal mission for a fighter unit, 2^o Stormo with its G-91Rs, has a special task. These light fighter bombers are able to operate from rough fields. Taking advantage from this, 2^o Stormo has been made completely mobile and can operate from its home-base as well as from forward positions where hardened runways lack.

Unique within NATO is that 2^o Stormo actually practises on this task. Mostly aircraft with the same capability are not allowed to operate in rough fields as FOD can cause serious damage.

The operation area for 2^o Stormo is Northern Italy which is a very difficult flying district due to its mountain and quickly changing weather.

Mountains are getting extra dangerous these days as more and more people do hang-glyding.

Although the present machines need replacement urgently, the future is vage as discussions about such an aircraft have only just started. In the meantime, 2^o Stormo will carry on fullfilling its two main tasks tactical recce and fighter bombing with the Romeo.

HISTORY of 8^o STORMO

For a proper view on the history of this unit, two separate stories are needed. One on the 8^o Stormo & one on 101^o Gruppo as both didn't join until 1967.

In contrary to the former wing history, the pre-war period of 8^o Stormo was very lively. Noteworthy are the combat actions in the Northern African colonies and the unique detachment to Spain during the Civil War. The versality of the wing is best illustrated with the earned award 'Coppa de Pinedo'. In 1929 one of the wing's aircraft flew a long range mission over the East Meditterreanean which was needed to win this award.

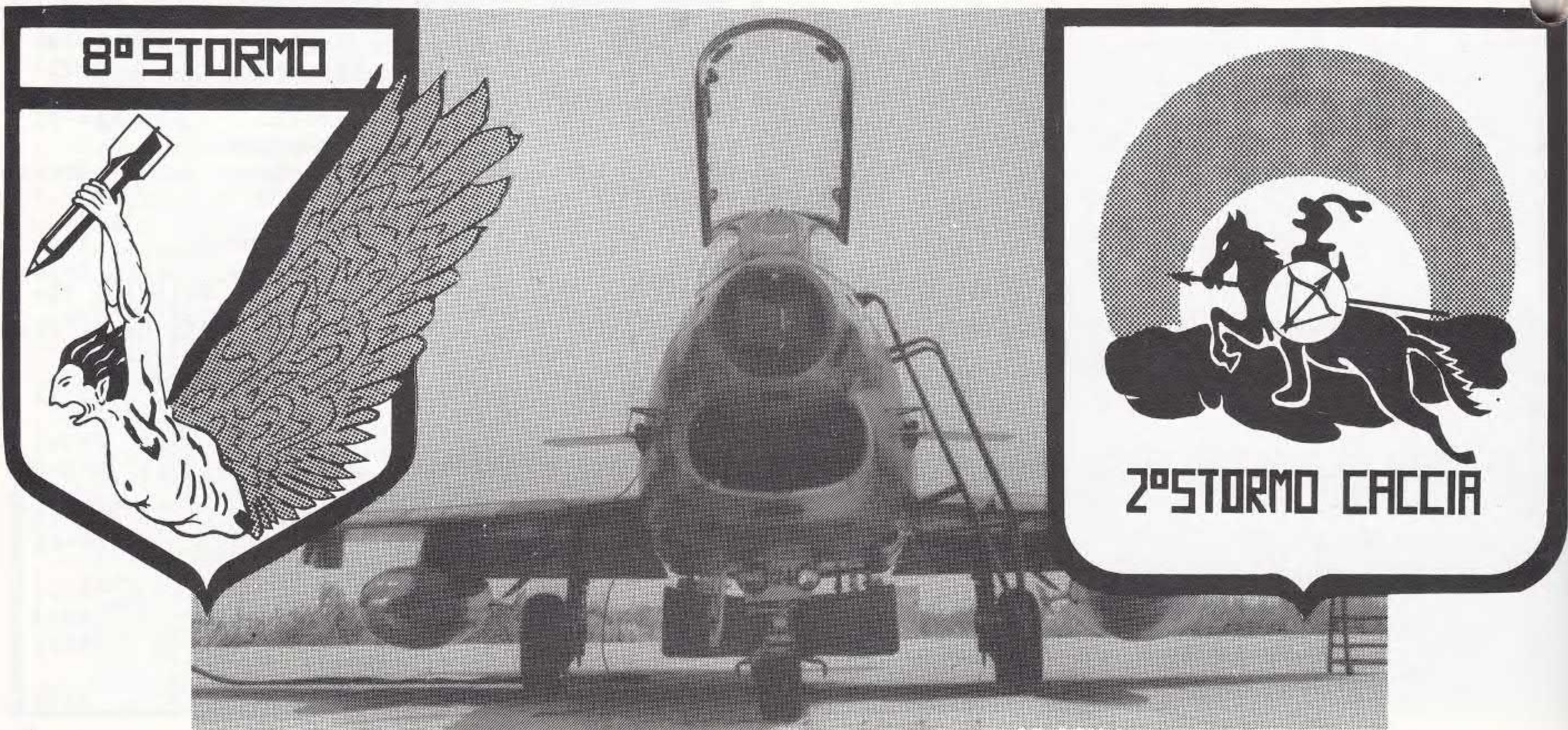
During WWII missions were made from Bengassi & El Tobruk and later on attack missions to defend the fatherland. On one of the latter it damaged British aircraft-carrier Ark Royal which had to abandon an important convoy. On 8 September 1943, the wing was disbanded and up to then the inventory changed from resp. Caproni 75, Macchi 24, Cant 6, Fiat AC-3, Fiat CR-20, Siai S55, Caproni 74, Breda 15S, Caproni 102, Caproni 111, Savoia-Marchetti SM-79 & 81 and Cant Z-1007bis.

Not until 4 September 1967, the wing was reactivated again at Cervia. It immediately had its present organization with 101^o Gruppo taking over from 5^o Aerobrigata.

Formed as a dive-bombing unit, on 3 February 1941, 101^o was equipped with Stuka Ju-87 and was autonomous (not committed to a wing). It immediately saw action in Albania while operating from Greece. Additionally it made missions against Malta, Sicily and other Balkan countries.

On 1 May 1942, the squadron was joined to the 5^o Stormo changing to the Fiat CR-42 and later to the RE2002.

After WWII, 101^o operated from resp. Lecce, Orio al Serio, Vicenza, Villafranca and Rimini with resp. Macchi 205, Spitfire Mk.IX, P-47 Thunderbolt, F-84 E/G Thunderjet and F-84F Thunderstreak.



In 1964, the F-104G entered the squadron and over a period of 19 months, 3058 missions were logged without an accident. For this achievement it was awarded the Lockheed Factory Trophy for Flight Security.

An odd change in June 1967 was the re-introduction of the F-84F Thunderstreak while the F-104Gs were dispatched to other units. On 28 June the squadron moved from Rimini to Cervia. The latter had been the reserve air-base for the 5^o Stormo. Two months afterwards 8^o Stormo took over the squadron and till 1 April 1970 it operated the F-84F. They were replaced by their present equipment.

CURRENT STATUS:

Part of the 1^o Air Regio, the present status of 101 Gruppo is twofolded being dual attack and re-

cognition.

The battle field for these missions are in the flat areas of the Po valley, the mountains of Northern Italy but also over sea. Alo-lo-lo flight into the mountains can easily be followed by a recce flight over the Adriatic Sea.

This recce flight illustrates the naval commitment of 8^o Stormo. Together with 32^o Stormo, this wing also has an anti-ship task. Normally this task is carried out by fighter aircraft units within the navy. In Italy the Marina, however, has only rotary aircraft and all other flying activities have been organized under AMI. 30^o Stormo and 41^o Stormo taking the anti-submarine & patrol task, 32^o Stormo and 8^o Stormo the anti-ship task.

For all this versatility 8^o Stormo uses a well appraised tool: the Yankee.

On 2nd Thought

Special thanks to C.Russell, J.Grech P.Peulemeule and BAR.



ABOVE: Reims' flight-line on 6 September with six MIG-23s, Tu-124 & AN-12. (P.Peulemeule)
BELOW: Final ceremony at Wildenrath - UH-1N 96607 of 67ARRS (J.P.van Kempen)

After a welcome rest during the summer months we will return again with this column on a regular basis. The bulk of this month's thoughts concerns the show reports.

SHOW REPORTS:

Mermont-Ferrand:

Also noted were: 313-CP/418 CM-170R; 307-SD/6 and 307-SI/11 CAP.10B; F-ZBDF/1646 Al.III Securite Civile; YD (c/n V-2) C-160 (dumped); AS/20 Mirage IVA (flying only)

Creil:

Also noted were: 62-QN/79 N.2501; 314-VV/14230 TF33A; 67-ID/2097 Al.III; ADB/1221 SA.330; 10-SA/27, 10-SC/21, 10-SE/35, 10-SL/37, 10-SS/13, 10-RB/82 10-RU/28 all Mirage IIIC

10-RY/69 and 10-RC/19 Mirage IIIC both dumped in pieces.

Cambrai:

Corr.: 12-YO/44 Mirage F.1C not ZO/44. Also noted were: AJ/11 Mirage IVA; 12-ZJ/90, -YG/49, -ZB/80 and -ZH/52 Mirage F.1C

Dijon:

Corr.: BT76-032 F-15A not 020; 2-FP/217 Mirage 3B not 213; 2-LF/443 Mirage 3E not 433.

Also noted were: JBA/1715 Al.II Gendarmerie; F-TFVV 02 CAP.20; 2-ZK/267 Mir.3BE and CB/55 Mirage IVA (flying only).

Lahn-Bihoué:

Corr.: DJ/215 Mirage IIIB not 213.

TAM 1978

Not mentioned in FLASH 93 were the TAM-codes for the Jaguars of the 20Sqn and Belgian Mirages. They are resp.: XZ374/CA 'A', XZ375/CB 'B', XZ378/CH 'C', XZ381/CD 'D' and XZ393/CP 'E'. BR-04/I, BR-10/II BR-19/III and BR-23/IV.

- The registrations of all teams are those on arrival at Wildenrath on 02.06. After a few days however, the Jaguars XZ366/H and XZ108/W of the 2Sqn were replaced by XZ106/E and XZ107/R.

- Apart from the CF-104D 104634 (illustrated with the TAM-article in FLASH 94/95) the final ceremony

on 15.06 was attended by the following aircraft:

38-62 F-4F WGAF JABOG-35	58-92 & 58-88 DO-28D
35-28 RF-4E WGAF AKG-52	133450 CT-133 CAF
34-61 G-91T WGAF WS-50	ZR68-566 RF-4C USAFE
CM-01 Mystere XX BAF	HR68-321 F-4E USAFE
01544 F-5E USAFE	12491 VC-140B 58MAS
24462 CT-39A 58MAS	96609 UH-1N 67ARRS

MIG-VISITS

The six MIG-23s at Reims were all S-models and were part of the Moscow air defence zone based at Kubinka near Moscow. Although a flying demonstration had been planned on the press-day of 6 September, the bad weather made the Russians decide to cancel the plan. Except for one, all MIGs remained under schrouds. No.22, however, did a swing-wing demonstration.

Early August, six MIG-23S Floggers had made a similar 'friendship visit' to Rissala Airport in Finland. These MIG-23 also came from Kubinka and three known serials are: No.22, 24 & 26. Funny, I've seen these serials somewhere before?

LOOSE-ENDS

- Two more A-7Ds involved in Coronet Teal at Wittering were SC71-365 and SC73-1741. SC74-1728 has to be -1738 (Flash 94/95-9).

- The RA-5Cs noted aboard the Nimitz are of RVAH-5 (not -6). The A-7E 159403/303 has to be 159303. (94/95-10)

- Another ex-Spanish AF C-47A at Blackbushe is G-BFHB exT.3-51/744-51 (96-8). A future edition of our civil section will probably devote more attention to this subject.

- Mentioned in the last of RAF w/os (92-8) was the accident with Harrier XV745/27 of the 2330CU on 19.01.76. This aircraft collided with another Harrier of the 1Sqn XV754/07 near Nantwich, Cheshire.





FARNBOROUGH AIR SHOW 1978

The 31st S.B.A.C. show (4-10 September) has turned out as predicted, to be much smaller than that held two years ago.

The massive American contingent has been cut drastically by President Carter, leaving Farnborough a shadow of its former self. The American companies explain diplomatically that they do not need to demonstrate their aircraft - there is nothing like sticking together.

Though numerically the aircraft present were lower than previous years, there was never the less an impressive flying display; absolute power in the form of the Mirage 2000 and an exhilarating take-off by the Sea Harrier, closely followed by the Harrier GR.3 heavily loaded with live weapons. At a glance one might think that this was a convention for training aircraft, no less than eight different jet trainers being present. Interesting additions to the old-timers came in the form of the Fouga 90 (a very pregnant Magister), the Aeromacchi MB.339 (only a plastic one was displayed in 1976), the CASA C-101 Aviojet (in Viggan style splinter camouflage) and the Pezetel TS-11 Iskru - nice to see an Eastern block military aircraft at Farnborough, even if it was in civil markings.

The novelty prize for this show must be taken by the AEW development Comet 4, not a flattering colours scheme but oh what a nose! G-FANS the Dowty Dutched - Fan Islander takes to the air despite its strange looks. For the most imaginative flying display one must look towards Germany, the Dornier Turbosky performing a magnificent series of loops and stall-turns ending with some super - slow flying and a very short landing.

Whilst on the subject of short landings, there seems as usual to be the normal rivalry to see who can perform the shortest landing. Even the heavily loaded Tornado manages a very respectable ending to its show, while of course the Pilatus PC-Turbo-Porter manages the shortest landing run. To go one step better, the Aeritalia G-222 manages a take-off, climbs to about 200 feet, lands again, comes to a full stop and takes-off again - all in the length of the runway, with room to spare.

Most new types on show are only in model form; among these are the Airbus Industrie's A.310 & JET 2, the Boeing 757 - 767 - 777, while on the military side, McDonnell-Douglas show models of the



proposed C-15B transport, the AV-8B and two seat versions of the F-15 and F-18.

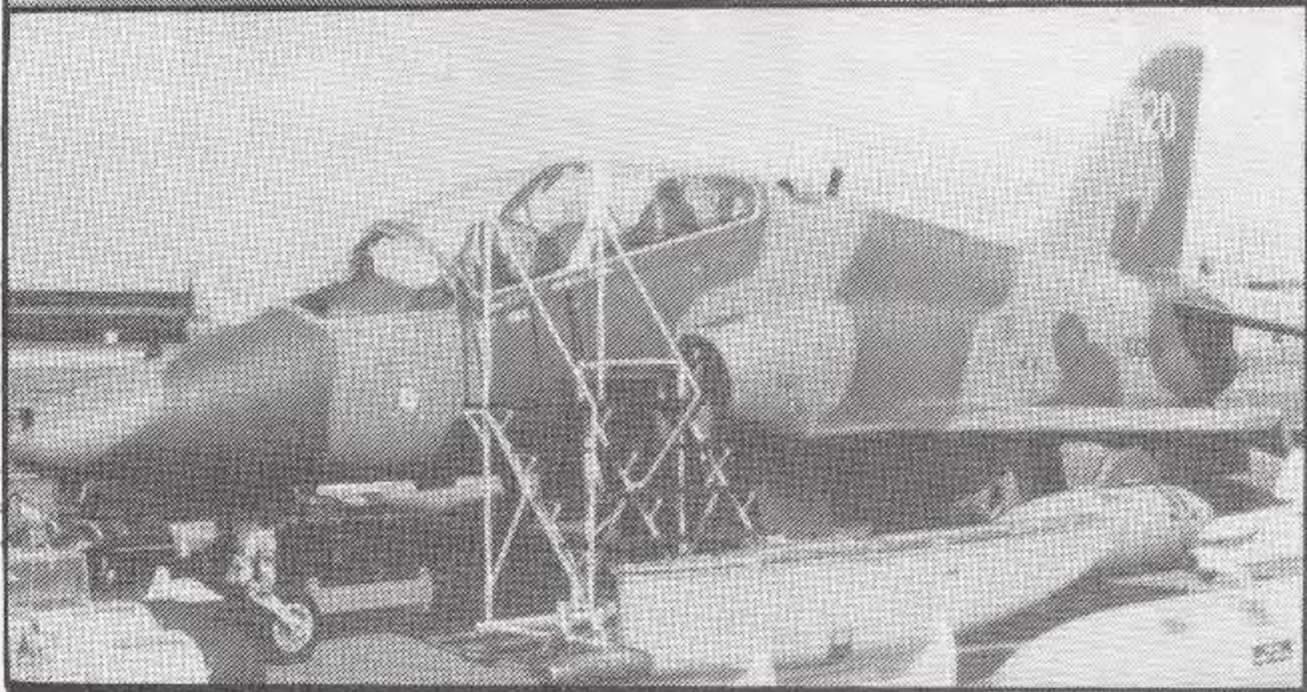
Though a smaller show than previously, as far as aircraft are concerned, there were some interesting machines displayed with keen competition between companies. Large displays of avionics and munitions go to make up a complete picture of the world aircraft industry - no doubt some interesting deals will be announced soon. Who said anything about Chinese Harriers?

One question remains. What have Dassault done to the Mirage family. This 'thing' called the 2000 destroys all the beautiful lines seen so far. It is squat, fat and the tail looks like a spare part from a modellers junk box. A high technology return to the Delta wing form, it flies very well.

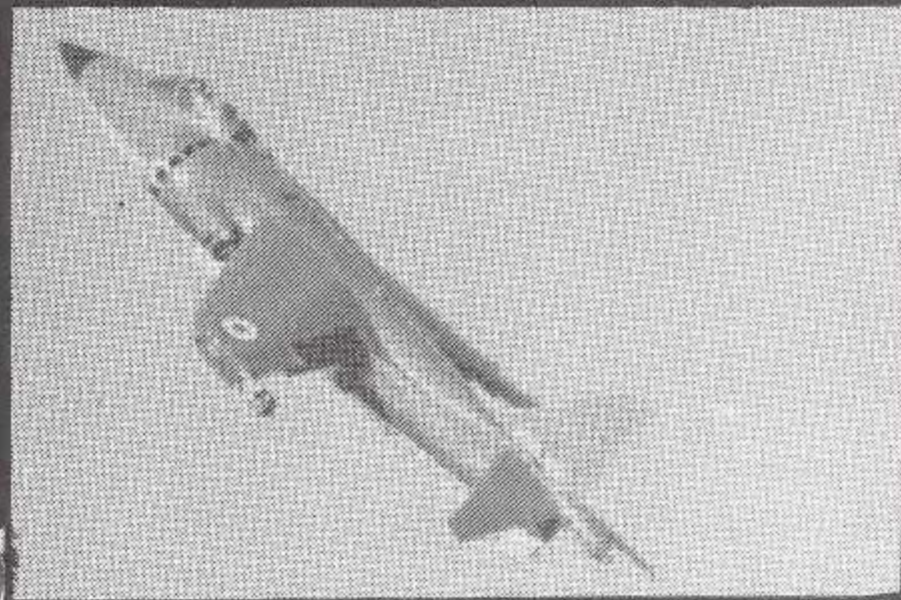
Participating aircraft, in order of company marketing or demonstration them at the show:

- Boeing Aircraft Co.:
76-22684 CH-47C US Army 180th Aviation Company
- C.S.E. Aviation Ltd.:
FAB-7052 EMB-111 Banderante Forca Aerea Brasileira
- Panavia:
XX950 (c/n P.08) and XX947 (c/n P.03) Tornado
- SNI Aerospatale:
61-MQ (c/n F.45) Transall C-160F FrenchAF, ET.61
- Westland Helicopters:
XZ248 Lynx HAS.2; XZ179 Lynx AH.1; XZ586 SeaKing 3
- Fairchild Industries:
77-0192 A-10A Thunderbolt II USAF 81TFW (coded WR)
- British Aerospace:
XX108/G27-313 Jaguar GR.1 (prototype engine installation for International model)
XX164(CFS), XX174(4FTS), XX205/120 (TWU) and XX156 latter A&AEE, all Hawk T.1
XW322/1 Jet Provost T.5A RAFCollege
XX766/14 Jaguar GR.1 226OCU
XV789/F Harrier GR.3 4sqn
ZA250/G-VTOL Harrier T.52
XZ450 Sea Harrier FRS.1 ZA101/G-HAWK Hawk mk.50
- Construcciones Aeronauticas SA (CASA):
XE25-01 (EC-ZDF) & XE25-04 (EC-ZDI) C-101 Aviojet
ECT-103(c/n 138) & ECT-104(c/n 139) C-212 Aviocar
- Agusta (Giovanni Agusta):
EI-855/MM81014 A-109AT Italian Army
7-23/MM80954 AB.212ASW Italian Navy
- Avions Marcel Dassault/Breguet Aviation:
01 Mirage 2000 (not there on Saturday) c/s F-ZWRS
- Mirage F.1B (serial was painted out)c/s F-ZJTJ
- Mirage F.1E (serial was painted out)c/s F-ZJTK
- Dassault-Breguet/Dornier:
118-BQ/E2 Alpha Jet CEAM 98-33/0001 Alpha Jet
- Dornier:
58-37 DO-28D Skyservant
- Fabrica Militar de Aviones:
A.19 FMA-IA58 Pucara of the Fuerza Aerea Argentina
- Aeronautica Macchi SpA:
I-NEUF/54401 and I-NINE/MM589 MB.339
RS-25/MM54391 MB.326K
- Aeritalia:
MM62116 (c/n 4018) and MM62114 (c/n 4019) G.222

Article and all photos by Barry Bailey-Hickman. Except for two on top of this page, all photos can be ordered with Flash Photo Service.

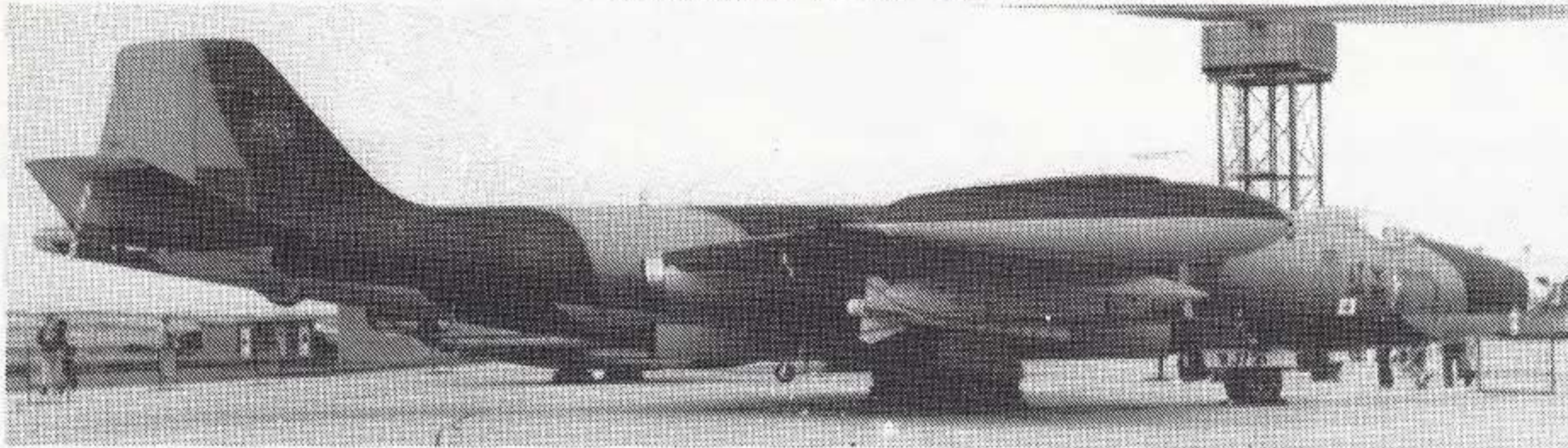


FARNBOROUGH INTERNATIONAL 78



-- SHOW REPORTS --

International Air Day at St. Mawgan (UK) on 16 August (T.Liu & B.Bailey-Hickman)



STATIC:

218/V SP-2H Neptune MLD 320Sqn
 250/V SP-13A Atlantic MLD 321Sqn
 160293 P-3C Orion USNavy VP-30
 10723 Argus CAF
 XV235 Nimrod MR.1 42Sqn
 31-37 & 32-86 G-91R WGAFF LEKG-43
 34-37 Fiat G-91T WGAFF WS-50
 20-46 F-104G WGAFF JABOG-34
 D-6668 & 8318 F-104G RNethAF
 35-82 & 35-86 RF-4E WGAFF AKG-51

XV218 C-130K Hercules LTW
 VP952 Devon C.2/2 207Sqn
 WB560 DHC.1 Chipmunk T.1 4AEF
 XW368/66 Jet Provost T.5 3FTS
 XZ229/740 Lynx HAS.2 702Sqn
 XH537 Vulcon SR.2 27Sqn
 WJ721 Canberra TT.18 7Sqn
 XZ285 Nimrod MR.2 42Sqn

HANGAR:

WH848 Canberra T.4; WH904 Can-

berra T.19; WJ639 & WK118Can-
 berra TT.18 all of 7Sqn
 XV261 Nimrod MR.1

FLIGHT-LINE:

XS791 Andover CC.2 32Sqn
 VP967 Decon CC.2 Culdrose St.F1
 XP751 Lightning F.3 (no mark.)
 XP753/S Lightning F.3 5Sqn
 XX758/18 & XX759/19 Jaguar GR.1
 2260CU
 XZ360/Y Jaguar GR.1 41Sqn
 WL793/93 Shackleton AEW.2 8Sqn
 XX166 & XX226 Hawk T.1 4FTS
 XM874/521 Wessex HAS.1 771Sqn
 XV711/592 SeaKing HAS.2A 706Sq
 XD186 Whirlwind HAR.10 202Sqn
 XV581/E Phantom FG.1 43Sqn
 XT273 & XT278 Bucca.S.2 2370CU
 XV748/B & XV762/G Harrier 2330CU
 XW860/CU544, XW868/CU550, XW895/
 CU551, XW890/CU553, XW861/CC559
 all Gazelle HT.2 705Sqn

Open Day at RAF Binbrook (UK) on 26 August (West Midlands Aviation Group)

STATIC:

XX199/114 Hawk T.1 TWU
 XE656/35 Hunter F.6 TWU
 XP820 Beaver AL.1 6Flt
 XX495/72 Jetstream T.1 3FTS/METS
 XW423/55 Jet Provost T.5A 3FTS
 K-4009 NF-5B RNethAF 316Sqn
 XX747/17 Jaguar GR.1 2260CU
 35-40 & 35-28 RF-4E WGAFF AKG-51
 34-26 G-91T WGAFF WS-50
 23-35 F-104G WGAFF JABOG-32
 BT76-025 & 76-037 F-15A USAF
 XV583/G & XV572/N Phantom 43Sqn

XR728/D Lightning E6 LTF (first
 F.6 for LTF)
 XP751/- Lightning F.3 (no mark
 kings but of 5Sqn)
 XP753/S Lightning F.3 5Sqn

Operational Lightnings noted
 on both the open day and the
 press day (on 24.08) were:

No.5Sqn:

XR753/A XR770/B XS899/C
 XS931/D XR747/E XS919/F
 XS921/H XS898/J XR726/K

XS928/L all Lightning F.6
 XR718/P and XR749 Lightning F3
 XS419/T Lightning T.5
 No.11Sqn:
 XR754/A XR769/B XR772/C
 XR773/D XR727/F XS901/G
 XS897/H XS923/J all Ligh-
 tning F.6
 LTF: XP749/A, XP750/B, XR716/C
 all Lightning F.3
 XS416/V, XS459/X, XS457/Y all
 Lightning T.5

Battle of Britain Day at RAF Leuchars (UK) on 1 September (T.Liu)

STATIC:

XL191 Victor K.2 55Sqn
 XH562 Vulcan B.2 2300CU
 WH902/N Canberra T.17 360Sqn
 XV244 Nimrod MR.1 KinlossWing
 C-9 F-27M RNethAF 334Sqn
 XX899 Buccaneer S.2B 12Sqn
 XW327/62 Jet Provost T.5 1FTS
 XR998/47 Gnat T.1 4FTS
 XS726/T Dominie T.1 6FTS
 01532 F-5E Tiger USAF 527TFTAS
 XG164/36 Hunter F.6 TWU

XV592/R008 Phantom FG.1 892Sqn
 D-5816 TF-104G RNethAF TCA
 AT-153 TF-35 RDanAF Esk.729
 XX496/73 Jetstream T.1 3FTS
 XX534/04 Bulldog T.1 ELUAS
 XW791 HS.125 CC.1 32Sqn
 VP977 Devon CC.2 207Sqn
 XX221/125 Hawk T.1 TWU
 13555 OV-10A Bronco USAF 601TCW
 XX725 Jaguar GR.1 54Sqn
 XR726/K Lightning F.6 5Sqn

FLIGHT-LINE:

PS853 Spitfire 19 B.of B.Flight
 BT76-034 F-15A USAF 36TFW
 XP694/R & XP751/- Lightning 5Sq
 K-3043 NF-5A RNethAF 316Sqn
 D-8091 F-104G RNethAF '65+
 XV753/C & XV762/G Harrier GR.3
 2330CU
 XT273 & XT274 Bucc. S.2B 208Sq
 ST-33 and ST-35 SF-260M BelgAF
 XX180 and XX161 Hawk T.1 4FTS

Battle of Britain Day at RAF Finningley (UK) on 2 September (T.Liu)

STATIC:

XW307/S, XW287/P, XW309/V and
 XW352/R Jet Provost T.5B 6FTS
 XX492/70 Jetstream T.1 3FTS/METS
 XP532/32 Gnat T.1 4FTS
 XX223 Hawk T.1 4FTS
 XL621/81 Hunter T.7 4FTS
 14637 OV-10A Bronco USAF 601TCW
 AT-154 TF-35 RDnAF Esk.725
 244 F-5B RNoAF
 WR66-759 & 66-711 F-4D USAF
 BT75-068 F-15A USAF 36TFW
 XT270 Buccaneer S.2 208Sqn
 XX218/122 Hawk T.1 TWU
 XT907/T Phantom FGR.2 2280CU
 XZ360/Y Jaguar GR.1 41Sqn
 XR752 Lightning F.6 11Sqn
 XJ634/29 Hunter F.6A TWU
 XS727/D Dominie T.1 6FTS
 XX619/B Bulldog T.1 Yorks. UAS
 WL747/47 Shackleton AEW.2 8Sqn
 XZ595 Sea King HAR.3 202Sqn
 10364 HH-53C 67ARRS
 XV263 Nimrod MR.1 St.MawganWing
 XL427 Vulcan B.2 9Sqn

XX758/18 & XX750/22 Jag. 2260CU
 XV576/D & XV572/N Phantom FG.1
 43Sqn
 XW862/D Gazelle HT.3 CFS
 XP694/R Lightning F.3 5Sqn
 XV753/C & XV762/G Harrier GR.3
 2330CU
 XT273 & XT274 Bucc. S.2 2370CU
 D-8091 F-104G RNethAF '65+
 K-3043 NF-5A RNethAF
 BT76-125 F-15B USAF 36TFW

OTHER A/C ON THE FIELD:

XR457 Whirlwind HAR.10 202Sqn
 XX507 HS.125 CC.2 32Sqn

XP328 Whirlwind HCC.10 32Sqn
 XV183, XV197, XV305 C-130K LTW
 XS728/E, XS739/F, XS729/G, XS730/
 H, XS731/J, XS737/K, XS709/M,
 XS734/N, XS710/O, XS733/Q,
 XS735/R all Dominie T.1 6FTS
 XW428/70, XW404/77 Jet Provost
 T.5A 1FTS
 XW311/W Jet Provost T.5B 6FTS

HANGAR:

XS713/C, XS732/B Dominie 6FTS
 XR588 Wessex HAR.2 22Sqn
 XZ594, XZ597 SeaKing HAR.3 202Sq

FLIGHT-LINE:

XM609 (44Sq); XM651 (50Sq) Vulcan
 2406, 2407, 2414, 2415, 2423, 2426
 2428, 2429, T-37C Asas de Portugal



Flugtag at Linz (Austria)

on 9 September

(R. Tamburini)

4D-BY/3204, -BW/3202, -BN/3156
 4D-BM/3155, -BP/3160, -BZ/3224
 4D-BR/3190, -BI/3118, -BE/3066
 4D-BH/3107, -BX/3203, -BS/3191
 4D-BV/3201 all AB.204B
 3C-OA, -OC, -OE, -OH, -OI, -OL
 and -OD all OH-58A Kiowas
 3C-CJ, -JI, -JF, -JJ AB.206A
 3A-CU, -CT, -CJ, -CS and -CE
 all Cessna O-1E Bird Dogs
 3G-EE, -EB, -EC, -ED and -EH
 all PC-6 Turbo Porters
 5S-TA Short Skyvan
 3E-KI/1545, -KL/1656, -KF/1460
 3E-KJ/1546, -KM/1985, -KR/2079
 3E-KP/2064, -KN/2107, -KV/2058
 all Alouette III
 5L-MA/65223, -MB/65224 both
 Sikorsky S-65OE
 E, H, J, A, D, B, I, F, (yellow) Saab
 105OE
 A, F, B, I, J (green) Saab 105OE
 D (red) Saab 105OE



Battle of Britain Day at RAF Abingdon (UK) on 16 September (T. Liu & B. Bailey-Hickman)

STATIC:

XL392 Vulcan B.2 617Sqn
 XT664 Viscount 800 RS&RE
 X661 Dakota C.3 RAE
 X536/P Canberra T.19 100Sqn
 XS709/M Dominie T.1 6FTS
 XP778 Beaver AL.1
 XR538/01 Gnat T.1 4FTS
 XS919/F Lightning F.6 5Sqn
 XX498/75 Jetstream T.1 3FTS
 XV163 Buccaneer S.2 2370CU
 XV466/K Phantom FGR.2 56Sqn
 XX196/111 Hawk T.1 234Sqn/TWU
 WA662 Meteor T.7
 XX526/C Bulldog T.1 OxfordUAS

WE877 Chipmunk T.10 6AEF
 XX758/18 Jaguar GR.1 2260CU
 XM698 Gnat T.1
 XW362/17 Jet Provost T.5A RAFC
 XS770 Basset TE311 Spitfire 16

HANGAR:

XN962 Buccaneer S.1 (front fu-
 selage)
 XX111/01 (2260CU), XX112/12 (226)
 XX113/09 (2260CU), XX115 (2260CU)
 XX116/04 (2260CU), XX117 (-)
 XX118 (6Sqn), XX121 (54Sqn)
 XX144 (6Sqn), XX719 (54Sqn)
 XX720 (-), XX730 (6Sqn), XX733
 (6Sqn), XX752/06 (2260CU)

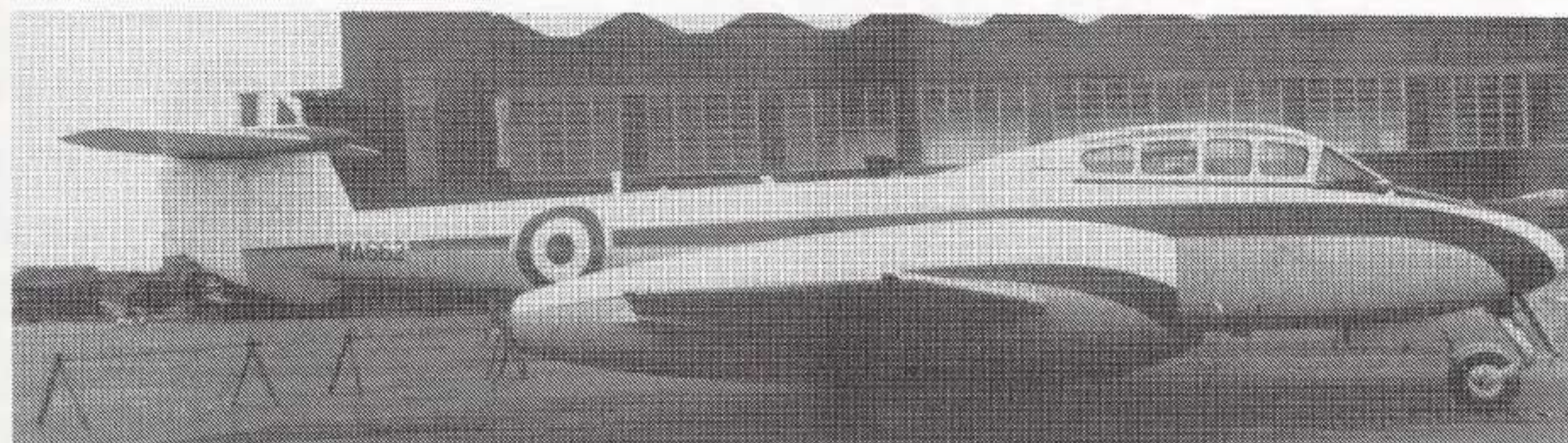
XX755/08 (2260CU), XX768/BA
 (17Sqn), XX817/BB (17Sqn),
 XX834/U (2260CU), XX835/V (226)
 XX844/DZ (31Sqn), XX955/AF (14)
 XX957/CG (20Sqn), XX975/DJ (31)
 XZ112/B (2Sqn); XZ114/B (41Sqn)
 XZ356 (-), XZ364 (-) and XZ367/H
 All Jaguar GR.1 & T.2s
 WP901/B, WK589/C, WP805/D and
 WB586/A Chipmunk T.10 6AEF
 XR535/05, XR954/30 Gnat 4FTS
 WT684/7422M Hunter F.4 (ex 381
 ATC at Reading)

SHOW:

XV107 VC.10 10Sqn
 XP694/R & XR747/E Lightning F.3
 5Sqn
 XM572 Vulcan B.2 35Sqn
 XH669 Victor K.2 57Sqn
 XH170 Canberra PR.9 39Sqn
 XX750/22 Jaguar GR.1 2260CU
 XZ282/82 Nimrod MR.2 Kin.Wing
 WL801/01 Shackleton AEW.2 8Sqn
 XX225/225 Hawk T.1 4FTS
 XV572/N Phantom FG.1 43Sqn

FLIGHT-LINE:

XW428/70 & XW404/77 J.Provost
 T.5A 1FTS
 XV748/B & XW767/H Harrier GR.3
 2330CU
 XT601/AH Wessex HC.2 72Sqn
 XZ244/AD340 Lynx HAS.2 702Sqn
 XT624 Scout AH.1
 XZ319/S Gazelle AH.1
 XP328 Whirlwind HCC.10 32Sqn
 XX517/7, XX516/10 & XX530/12
 Bulldog T.1



Toul (France) on 17 September

(P. Bigel)

11-MW/E21, 11-MA/A81, 11-MQ/A91
 11-MB/A82, 11-EJ/A101, 11-RC/E30
 11-RA/A78, 11-ES/A106, 11-MD/A84
 11-MG/A86 all Jaguar A/Es
 11-OA/6 CM-170R ELVSV.11
 12-YJ/60 Mirage F.1C EC.1/12
 67-FE/2060 Alouette III EH.2/67
 No.297 PA-31 Navajo Aeronavale
 No.21 Etendard IVM Aeronavale
 38-17 F-4F WGAF JABOG-36
 312-BJ/24 Noratlas
 339-WL/115 Mystere XX
 13-PT/30 Mirage VF EC.2/13
 3-JD/515 Mirage IIIIE EC.2/3
 33-NE/331 Mirage IIIIR ER.2/33



Special thanks to : 1 TASW , H.Dekker, H.Rozema
R.L.D. and Fokker-VFW .

' California here we come '. This is to be read
on all B.747s of Singapore Airlines, which are
due to fly to the US West Coast from April 1979
on. This a/c is 9V-SQE a srs 212B c/n 21162 .

CORRECTIONS & ADDITIONS

- 95 page 22/1 PH-PLX CT.210L is ex N2187S .
22/2 the B-25 Mitchell is 151632 , NL9494Z
96 page 21/1 PH-GJO c/n is F.0414
21/2 PH-CUP to OO-OPB, PH-FOH to TY-ATM !!
22/1 PH-AYJ to D-EGHC
23 c/n 10405 9Q-CLQ (not CLP)
c/n 10409 after delivery rereg'd TYATM
c/n 10422 PK-GFJ (not GFI)

SCHIPHOL

Movements in August (including military ones):

- 1: N15715 B.707 of Global International Airways
G-BRAC Britannia 253 Redcoat
G-AROI DH.104 Dove Fairflight
- 2: TU-VAF G.1159 Gulfstream II Ivory Coast AF
HA-LCL Tupolev 154 Malev
- 3: I-TIGI Douglas DC-9-15 Itavia
- 5: LN-IKM Cessna 206
- 7: N537PA B.747-SP21 PanAm (new aircraft)
- 8: PH-CHB F.28-4000 (Fokker) G-GGAE HS.125
- 9: N5038 B.707-123B Dresser N7008 L.1329
- 10: XV102 VC-10 Royal Air Force 10Sqn
- 11: N605W HS-125/3A-RA N6361X Cessna 402
- 12: HB-EVT SIAI SF-260 PH-PLX Cessna 414
- 14: PH-REL Rockwell RC-114
- 15: 5Y-AYR Britannia 307F ASA G-DJBB Cessna 500
N231R Learjet 35A G-DMAN HS-125
N515KA Grumman G.1159
- 16: N789TW B.707-373C Trans World Airways Cargo
G-BPAT B.707-321 P.A.T.
- 17: HB-IEO CL-44D TransValair N82MD Falcon 310
9G-ABZ F.28-2000 Ghana Aws N8557 PA-28-180
D-IAFC RC-690 Commander
- 18: N911CL DC-8-61 Capitol Aws OO-MRT RC-690
5N-ABB F.27 Nigeria Aws PH-WLH Cess.F.172
N105WA DC-10 World Airways G-BCJF Beagle 206
- 19: HB-XCG Bell 204 Heliswiss; assembled in KLM
hangar; arrived by ship from Surinam
YU-AGE B.707-340C JAT OY-ATZ Mu.2
N70X Beech Baron
- 20: TC-JBU Boeing 707 THY
- 22: SE-DBN DC-9-33F S.A.S. YU-BLY Flacon 20
F-BPIG Aero Commander 500 N101BG Learjet35A
- 23: PK-MFP F.27-200 Merpati, damaged and on 24-8
to Ypenburg for repairs.
D-IMLL Beech 200 King Air N535SM RC-690
- 24: 64-BK (148) N-2501 FrenchAF N400KC Jetstar II
G-PRIX Cessna 414 JPS/Lotus PH-EXB Fokker F27
- 25: HB2012 Fournier RF-5 OE-GLP Learjet36A
N75RP Grumman G.1159 SE-FKO Cess.F.177
D-IMWT Rockwell RC-690
- 26: G-BCOD Piper PA-31 JPS HB-VDC Cessna 500
N8000 Grumman G.1159 N4PH Sabre 40A
G-BBKN Beech King Air HB-LGK Cessna 340
G-BFKD & G-BDLT RC.112s OY-BAC Mooney
- 27: HB-IMU CV.440 Air Sea G-ASVO Herald BAF
HB-IBS Douglas DC-6A Balair
- 28: N616US B.747-251F NW Orient PH-BNO Beech F33C
- 29: 38/LO MS.760 French AF OY-RPO Piper PA23
N141TC Lockheed Jetstar II LX-RCB DR-400

- N30RP G.1159 Gulfstream II
30: F-BUYE Mystere 20 Citroën OY-CBW Merlin
G-BFLE B.707-338C PIA Cargo G-BEUZ Beech 200
G-BEUT Partenavia P.68B Victor

FOKKER-VFW

FRIENDSHIP

- 10120 100 VH-TFE/DCA Australia, delivered to Air
Anglia on 16 August
10131 100 VH-CAV/DCA Australia, for sale
10132 100 VH-CAT/DCA Australia, to C.S.I.R.O.
10413 600 TY-ATM/Air Benin, stored at Ypenburg AB
10561 400 PH-EXI stored Woensdrecht
10563 600 PH-FTH/Air Niger, after being bought now
registrated 5U-BHH
10571 600 PH-EXB for Egypt Air Charters as SU-AZN
10573 600 PH-EXE stored Woensdrecht
10574 600 PH-EXF stored Woensdrecht (Burma A.C. ?)
10575 400 PH-EXG stored Woensdrecht
10576 600 PH-EXH for Egypt Air Charters as SU-AZZ
10577 400 PH-EXK stored Woensdrecht, Ivory Coast
10578 400 PH-EXL stored Woensdrecht, Ivory Coast
10579 and 10580 priming
10581 400 Maritime PH-EXA, all white (Spanish SAR)
10582 400 PH-EXB for Senegal AF/1^e GAS as 6W - STC
named 'Casamance'.
10583 400 PH-EXC for Senegal AF/1^e GAS as 6W - STD
named 'Djolaf'.
10584 400 M under construction, owner unknown
10585 400 Maritime, in Spanish SAR color scheme.
10586 400 M 10587 400 Maritime
10588 600 10589 600 RF
10592 600 10593 600

FELLOWSHIP

- 11133 4000 PH-EXO for Air Anglia
11135 4000 PH-EXR for Air Anglia
11136 3000 delivered 18-07-78 as PH-ZBR, Swazi Air
11142 4000 Nigeria Airways 11143 4000
11144 4000 Nigeria Airways 11145 3000C ArgentNavy
11146 4000 11148 4000 Argentina
11149 4000 11153 3000

It seems that DCA Australia doesn't need its
Friendships anymore, now that the Fellowships are
fully operational.

On 14 July, the F.28 PH-MOL was delivered to
Air Anglia for tests. First service should take
place on 29 October(?).

- Ivory Coast Republic bought three F.27-400Ms.
- Air Ivoire ordered two F.27-600s.
- GATL ordered one F.27-400 (Ivory Coast AF).
- Linjeflyg should be interested in two F.28s.
- The F.28-3000 for the Ghana Gov't(c/n 11125) has
finally been delivered as PH-ZBP/G530.
- Tanzania ordered a third F.27-600 last month
the aircraft will probably be c/n 10589 a 600RF.
- It's said that the NLM Cityhopper is to replace
their Friendships by mark 500 ones.
- Rotterdam Airlines ordered two F.28 Fellowships
- deliverydates for the last three F.28s for Garu-
da are ; PK-GFU/17-05-78,GFV/30-05 and GFW/01-07

DUTCH REGISTER

NEW REGISTRATIONS -- AUGUST 1978 --

PH-BUK B.747-206B/SCD (21549) K.L.M. 'Ch.Lindberg'
 PH-JMR F.172N (F.1749; ex PH-AYN) A.S.H. BV
 PH-SLG Beech 200 (BB-397) Schreiner Airways BV
 PH-HES Cessna 550 (0020) Heerema Ingenieurs Bureau

OWNER CHANGES -- AUGUST --

PH-BSK C.210L (61202) to I.Blecker e.v. Behrens
 PH-JBD F.172M (F.1207) to A.W. van de Haar
 PH-JDB F.172M (F.1328) now official to C.A.T.
 PH-LTY F.150L (F.0682) to Air Service Holland BV
 PH-PLX C.T.210L (61148) to Internationale Beleg-
 ging Societeit Vermogensadviezen BV
 PH-VOX F.150M (F.1367) to A.Slingerland)

CANCELLATIONS -- AUGUST 1978 --

PH-GJO FR.172J (F.0414) o.o.r.; 10-8-78 to G-JANS
 PH-LTM C.T.210M (62433) o.o.r.; to D-EGSD
 PH-SNO C.172F (52635) o.o.r.; for UK
 PH-SPR F.150L (F.1066) o.o.r.; 11-8-78 to G-PLAN
 PH-TIF PA-28R-200-III (7837276) to Benelux Av'n,
 afterwards o.o.r.
 PH-VGL F.150M (F.1204) o.o.r.; to G-FFEN



RESERVATIONS:

PH-ABK F.182RG (F.0012) ASH BV
 PH-SYB PA-44-160 Seminole, for Fly-yourself Holland
 PH-TSM PA-31-350 Chieftain, Tractor Service

NEWS:

PH-HBG FA200-180 (224) crashed in Flevoland on 23
 August and was transported to Lelystad.W/o.
 PH-HVS F.172M (F.0992) to NEAS BV, for UK
 PH-KDL F.152-II (F.1489) had recently two engine
 failures, on 16 and 23 August.
 PH-KLU AT-16 Harvard (14-664) sold at Schiphol
 PH-VIT F.172H (F.0620) to NEAS BV, for sale
 PH-SRG DR.400-160 (807) ran into PH-AVU at Zes-
 tienhoven. Both flying again.

Air Service Holland:

D-ELQO C.172E (51444) sold in Germany
 D-EDLQ F.172H (F.0508) for sale
 SE-GYH F.172N (F.1700) to Sweden via Teuge
 D-EHRS FR.172K (F.0622) sold in Germany
 E-FATF C.182G (55135) G-CBIL ntu., to G-ASRR
 D-ELGO C.182K (57804) to G-CBIL



N756JM CU.206G (04129) del. Teuge 18 August, same
 day to Wevelgem, Belgium
 N6388X C.402B (1351) del. Teuge 25 July, to
 SE-GEH of Golden Air 17/8
 N4694A C.414 (0080) for sale
 LN-PAD PA.31-300 (31-104) to G-TAXY of Solitair P1
 D-IGSD PA-34-200 sold in Germany
 PH-AYN(1) F.172N (F.1749) to PH-JMR 14/8
 PH-AXC(2) F.182Q (F.0080) current
 PH-AXE(2) F.182Q (F.0089) current
 PH-AXF(2) F.182Q (F.0092)



• After a second accident with PH-MVA on 30-8-78,
 it was decided by the Vliegclub Teuge to order a
 new Archer II which will be delivered by GLM via
 NEAS as PH-AVT (next a/c will be PH-BVT etc.).
 Meanwhile PH-MVA has been sold, and will go to
 England during the second week of October.

• The SE/NW grass runway of Lelystad has been
 closed due to soft ground conditions. For the same
 reason the length of the NE-SW strip has been re-
 duced to 750m. Repairs for the closed runway are
 likely to take at least a year.

• Teuge International Airport finally received
 permission to finish its hardened runway. Works
 should be completed at the end of October. P.S.:
 the action-group 'Teuge stop' is said to have a 100
 % increase of real members, making a grand total
 of two! Is that worth a congratulation?

• The maximum weight for Jumbo Jets of the KLM
 has been increased officially during August:
 B.747-206B from 350627 to 351533 kilogram
 B.747-206B (SCD) from 362872 to 362874 kilogram
 However, the newly delivered PH-BUK a B.747-206B
 (SCD) has a max. of 371945 kg. It arrived on 2.9
 by the way.

• On 28 August four Piper Warrior IIs arrived at
 Rotterdam and one on 30 August. These five will
 replace the Cherokee Es of Schreiner Airways BV.
 All will be used at Beek for pilot-training. The
 ones delivered are N39736/45/46/68 & N39735 and
 registrations will be PH-SBW/X/Y/Z/V resp.



- Heli Noord and Tom's Vliegbedrijf, have agreed to cooperate. Both being agriculture-flying companies Heli Noord only operates with helicopters while Tom's Vliegbedrijf (owned by van der Meulen van Tienen) uses fixed wing aircraft only.
- 20 August was a bad day for the SBOV. On that day their Harvard PH-KMA had a collision with QJ-J the wellknown Spitfire AB910. The Harvard had to be written off. On the same day and same airfield (Bex, Switzerland) PH-UEG crashed. The Safir was delivered six days earlier to the SBOV, but can be repaired if a wing-carrier can be found.
- Skylight/Daams sold three aircraft last month PH-KAE a Bolkow 207, PH-MVB Cessna 172 and the Super Cub PH-WAM. The latter will be delivered to the U.K. during October/November.
- The Vereniging Historische Vliegtuigen tries to get an original Fokker Spin back in the Netherlands. The aircraft, in store at Cracow, Poland, is said to get a visum at the end of October and if things work out all right, delivery will take place during November.
- A new Chipmunk based in the Netherlands is G-BBMO (C1/0550). The aircraft arrived at Hilversum on 20 August and the owner is Mr.Pfund.
- The first Cardinal with Retractable Gear has been delivered to Air Service Holland. The R.L.D. hasn't yet cleared the aircraft (PH-LTN c/n F.0008) for flying. The F.182RG was only cleared for the delivery flight to Teuge.



- A very active man in the Dutch Aviation scene is André Verlinden, first holding travel agency Christoffel. He continues with the set up of Jetstar Holland and now he took over Business Air Services,

while his Rotterdam Airlines has become reality too. At the moment there is no clear sight of it as a whole but it is possible that B.A.S. and Jetstar Holland will merge sooner or later.

- Small activity with the Gelderse Luchtvaart Mij At last work has been started on PH-SEB a Cessna P.206A c/n 0173, ex N2673X, D-EFKU; D-EKSA, OO-GJP which was stored here for at least one year. Work on PH-RYK should be started within three months, as with PH-OTG. Stored outside the field are two Bolkow 208Cs: PH-KAT (657) and PH-CEP (700).

According to Mr.Gosens there are no intentions for an aggressive salescampaign for the Rockwell 114, as he said 'if one is interested he should come to us, but we don't intend to go to them'. (wonder whether they will sell an RC.114 this way. ED)

- Rumours say that Transavia Holland is to be sold by the current owners, the Koninklijke Nederlandse Scheepvaart Maatschappij (100%), Airlines mentioned were KLM, Martinair and PanAm.
- NLM Cityhopper decreased the daily flights from Zestienhoven to Paris. From mid August on flights will only take place on working days.



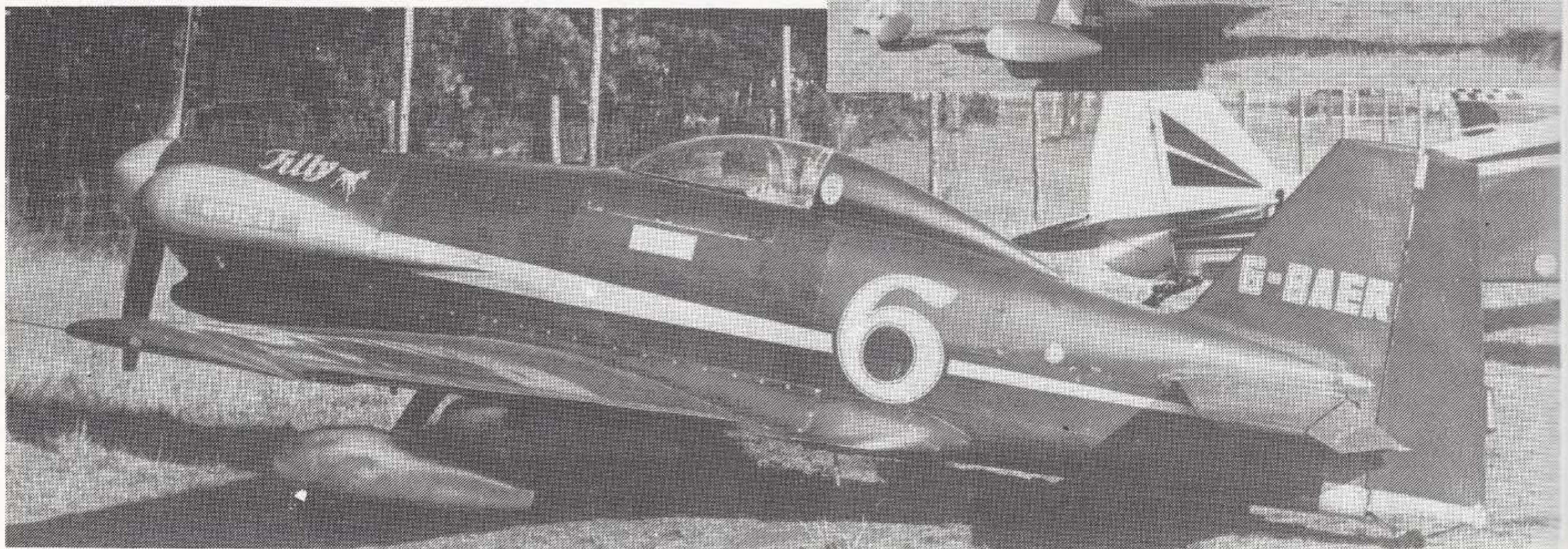
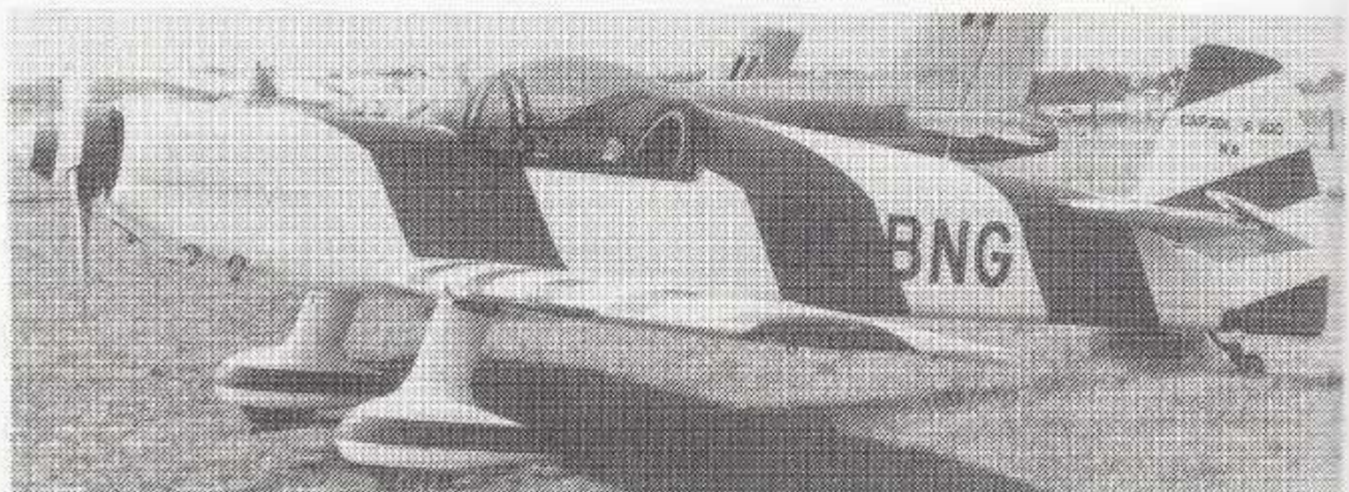
- The Federal Aviation Administration (USA) has announced the temporary suspension of the C. of A for the Tomahawk during September. Cause is the failure of the Slick magnetos installed on the Lycoming engine. Meanwhile PH-SRR is still flying around.
- Motorglider PH-TER has been transferred into the gliding register as PH-635, under the category 'normal'. Probably PH-ART will follow soon.

KEIHEUVEL

For eighteen years now, a group of the Aeroclub Keiheuvel organizes an airshow. It became a tradition for us to visit this show every year.

Although it never will be a Hanover, Farnborough or Le Bourget, it is always nice to be here and to enjoy a program with varied items.

- OO-JPG Mooney M.20J (24-0534) EAT
- OO-DVB H.369HS (14-0558S)
- G-BAER Cosmic Wind (PFA1571 & 106) of R.S.Voice
- G-AOAA DH.82A Tiger Moth (85908) of N.H.Jones
- G-ARZB Wallis WA.116 (B.202) of K.H.Wallis
- OO-11 and OO-42 Le Pou de Ciel
- OO-BNG CAP.20L/S200 (8)
- OO-HGC AA-10 (0118) of NEAS - camouflaged
- A62, A45, A47, A65, A75, A90 (1991), A93 (2004) and A94 (2102) all Alouette IIs 'Blue Bees'
- XW630/G Harrier GR.3 RAFG 3Sqn
- ST-33 and ST-35 Marchettis of the 'Swallows'
- B-11 BN.2A Islander Belgian Army
- HR62-460, 68-492, 74-059 F-4E Phantom USAF 50TFW



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10425	5161	PH-FOZ, f/f 20-11-69, 09-12-69 to OY-APA of Maersk Air, 07-02-77 to F-BYAF of Air Rouergue, leased to East West Airlines, 10-09-77 leased to Royal Air Inter, 22-10-77 back, during early '78 used by FrenchAF/CNET, 4/78 to VH-EWS of East West Als, current.
10426	5161	PH-FPA, f/f 09-12-69, 17-12-69 to OY-APB of Maersk Air, crashed 27-12-69 on a training flight near Bornholm, only ten days after delivery.
10427	5158	PH-FPB, f/f 16-12-69, 07-01-70 to HL-5211 of Korean Air Lines, current.
10428	5158	PH-FPC, f/f 30-12-69, 22-01-70 to HL-5212 of Korean Air Lines, 23-01-71 hi-jacked, aircraft made an emergency landing at Kansong and was written off (PS:hijacker killed)
10429	6157	PH-FPD, f/f 19-01-70, 02-02-70 to PK-GFM of Garuda 'Rinidani', 01-03-77 to Fokker and stored at Ypenburg, regd PH-EXD(26-10-77/14-2-78), 27-02-78 to EC-DBN of Iberia, current.
10430	6157	PH-FPE, f/f 30-01-70, 13-02-70 to PK-GFN of Garuda 'Salahuto', 24-10-73 to PK-RFT of Mandala/Seulawal Al, 05-02-77 to Garuda as PK-GFN, 23-05-77 to Fokker and stored at Ypenburg, regd PH-FTC(28-12-77/4-1-78), 06-01-78 to F-BYAR of Air Alpes, current.
10431	5161	PH-FPF, f/f 09-02-70, 14-02-70 to OY-APC of Maersk Air, 14-12-76 to F-BYAC of Air Rouergue, 14-07-78 to East West Airlines as VH-EWT, current.
10432	6180	PH-FPG, f/f 13-03-70, 26-03-70 to CN-CDA of Royal Air Inter, current.
10433	6180	PH-FPH, f/f 02-04-70, 25-04-70 to CN-CDB of Royal Air Inter, current.
10434	5164	PH-FPI, f/f 13-04-70, 10-06-70 to OY-STN of Sterling Airways, 18-1-73 leased to United Nations, 01-06-73 back to OY-STN Sterling Airways, 12-09-73 to VH-EWN of East West Airlines 'The Sunshine Coast', current,
10435	6157	PH-FPK, f/f 17-04-70, 01-05-70 to PK-GFO of Garuda 'Lokon', 24-10-73 to PK-MFO of Merpati Nusantara Airlines, current.
10436	6166	PH-FPL, (15-4-70/16-1-76), f/f 28-05-70, 11-07-70 leased to Oasis Oil, 23-12-75 regd 5A-DBF, after buying the a/c. 29-11-76 to 5A-DBN of Libyan Arab Airlines, current.
10437	6185	PH-FPM, f/f 15-06-70, 04-08-70 to OY-APD of Maersk Air, 25-01-75 crashed Vigar Apt
10438	6186	PH-FPN, f/f 09-08-70, demonstrator, AP-AWN of PIA cancelled stored Ypenburg, regd PH-FPN (7-9-72/19-9-72) 22-09-72 to S2-ABH of Bangladesh Biman 'City of Dacca', current.
10439	2170	PH-FPO, f/f 25-06-70, 07-07-70 to CR-LLD of DETA /Cubango/, crashed Lobito 21-5-72.
10440	6173	PH-EXB, f/f 25-07-70, 30-07-70 to VH-TQR of TAA 'William Hovell', current.
10441	6173	PH-EXB, f/f 31-07-70, 13-08-70 to VH-TQS of TAA 'Hamilton Hume', current.
10442	6186	PH-EXA, f/f 04-09-70, Chili Police cancelled, leased to Ansett as VH-FKD, back to Fokker and regd PH-FPR (26-3-71/30-11-73), 19-04-71 leased to Southwest Aviation. 25-04-71 back Fokker, 26-04-71 leased to Air Anglia, 29-04-71 back Fokker, I-VANA of Turavia (mk.6204) cancelled 7-6-71, 02-08-72 leased to Air Anglia, 24-08-72 back Fokker, 15-09-72 leased to Royal Air Inter, 30-10-72 back Fokker, 08-12-72 leased to Air Anglia, 22-12-72 back Fokker, i/s/Bangladesh Biman as S2-ABP 23-12-72, to Fokker 01-10-73 for conversion to srs.6174, 27-11-73 back Bangladesh Biman, current.
10443	6185	PH-EXD, (27-8-70/17-9-70). f/f 28-08-70, regd PH-EXD (19-10-71/5-11-71), 12-11-70 to OY-APE of Maersk Air, PH-EXA (19-11-70/4-12-70) back Maersk Air, 05-03-74 leased via Fokker to Aero Peru, 24-05-75 back Fokker and stored Ypenburg, 19-07-75 back Maersk Air, 16-03-77 to F-BYAI of Air Rouergue, 07-06-77 to Fourways (Danish Aero

