



December



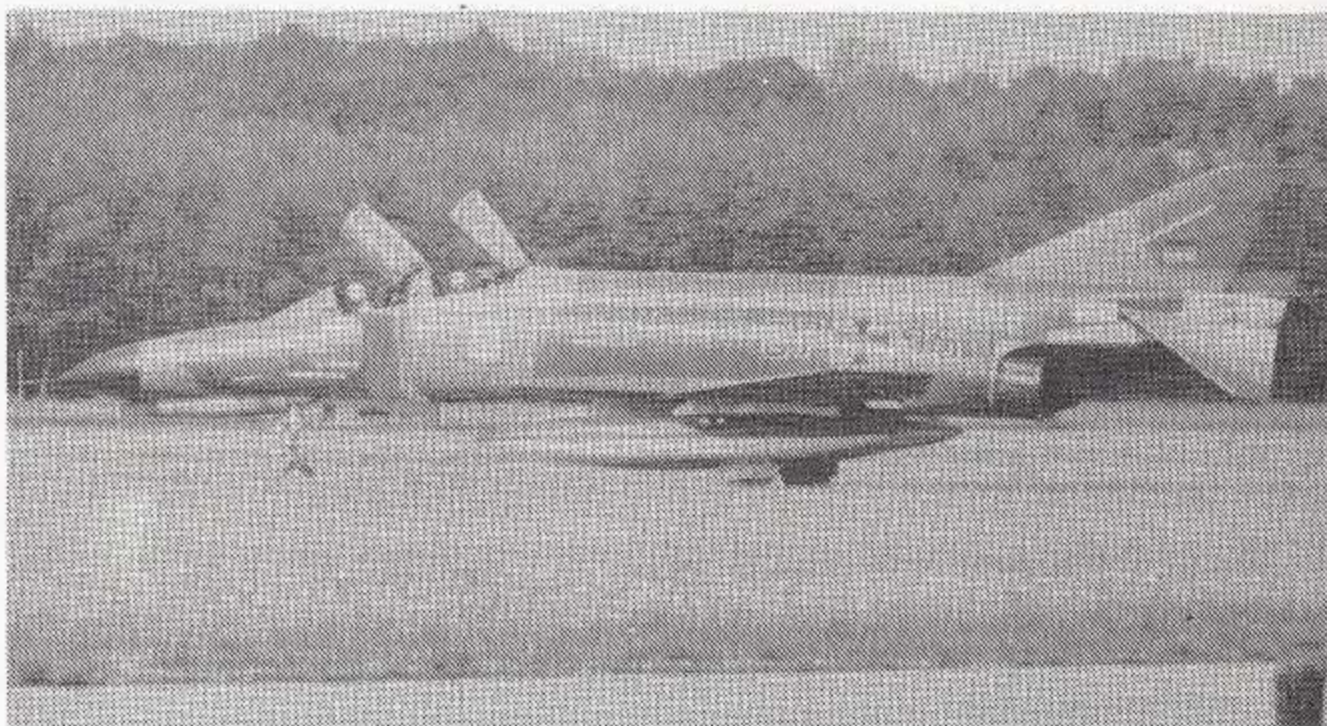
aviation

magazine





RICHTHOFEN -- JG-71



■■■■ FLASH AVIATION BOOK SERVICE ■■■■

The collection of items has been expanded. Now also available are:

OBSERVER'S BOOK OF AIRCRAFT (DFL.8,50). A handy pocket-sized book, in brief dealing with all current military aircraft. Each aircraft on two pages with a photo, technical data and some drawings.

BRITISH CIVIL A/C REGISTER 1919-1978 (DFL.15,95) A complete run-down on all 20,000 entries in the British register. Although the title might not suggest, it also contains a lot of military items as many aircraft went civil after RAF-service. Also many export-aircraft used a civil reg during their delivery-period.

Still available are all four books in the Military Aviation Series:

Dutch Military Aviation	DFL.15,95
German Military Aviation	DFL.15,95
Belgian Military Aviation	DFL.13,50
Spanish and Portuguese Military Av.	DFL.13,50

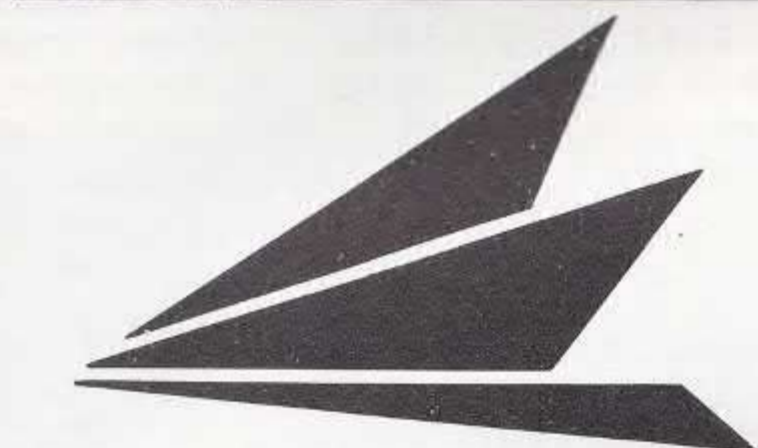
Just a quick note to FLASH which book you want and remit the money to giro Nr.3126138 or bank Nr.44.46 .20.370 (Amro bank).

WANTED: Black and white negatives of Lightning and furthermore would like to exchange all kinds of military aircraft. Please contact Siete Meeter, Reigerstraat 19, 9001 EZ Grouw Holland.

FLASH

AVIATION MAGAZINE

P.O. BOX 855 5600AW EINDHOVEN HOLLAND



FLASH is a non-professional monthly magazine published by Stichting FLASH Aviation.

EDITOR

Peter van de Krommenacker

ASSISTANT EDITOR

Will van Loon

CIVIL EDITOR

Coen van de Heuvel

PHOTOGRAPHIC EDITOR

JanPieter Bergmans

MILITARY EDITORS

Frank Klaassen

Frank Swinkels

Jac van Tuyn

AGENCIES

U.K. Barry Bailey-Hickman
27 Hitchman Road
Leamington Spa
Warwickshire
CV31 3QH

Italy Frank Smith
Viale della Pace 164
36100 Vicenza

West Germany Gerd Lammers
& Georg Büming
4281 Raesfeld
Weidengrund 26

SUBSCRIPTION RATES

Benelux.....DFL.26,-/year
Europe.....DFL.30,-/year
Overseas.....on request
Single copies.....DFL.3,00

PAYMENTS

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

- Giroaccount Nr.3126138,P.v/d.Krommenacker, v.Ostadepad 9, Best, Holland.
- Bankaccount Nr.44.46.20.370 Amrobank, Eindhoven,Holland.
- International Money Order to the editorial address.

British, Italian and German subscribers can pay directly to their agents.

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

Sample copies are free obtainable on request.

NUMBER 99

DECEMBER 1978

VOLUME 9

Dear reader,

Again, a year has come to the end and as usual before giving the best wishes for the coming year, we will look over our shoulders to what made 1978 so significant.

The given standard of FLASH magazine is a result of a.o. member-cooperation by means of gathering news and photographs but moreover the given confidence to us for going on.

For this reason we could increase the number of printed magazines and it is foreseen that growth will not come to an end soon.

Although you readers won't notice any difference in the FLASH-structure, we have made a remarkable step forward as the magazine is now the journal of the recently founded 'Stichting Flash Aviation', a juridical form much alike a foundation. In this form a certain continuity is guaranteed and even an expansion without restrictions may be possible. The aim of this foundation is to promote aviation in general and specifically publishing a magazine. Any retrofits out of these actions have to be reinvested in this magazine or organisation.

Furthermore we are glad to be able to introduce to you our new German agency led by Gerd Lammers and Georg Büming, who have already started their activities. On the other hand we are sad to tell you JanPeter van Kempen has left the editorial team. Military service has laid hands on him and he could no longer combine this with his activities for FLASH.

With these and future changes, we will try to give you all adequate information in the year 1979. For this year we wish you all the best and see you next month at a new 'FLASH' milestone.

the editors

COVER:

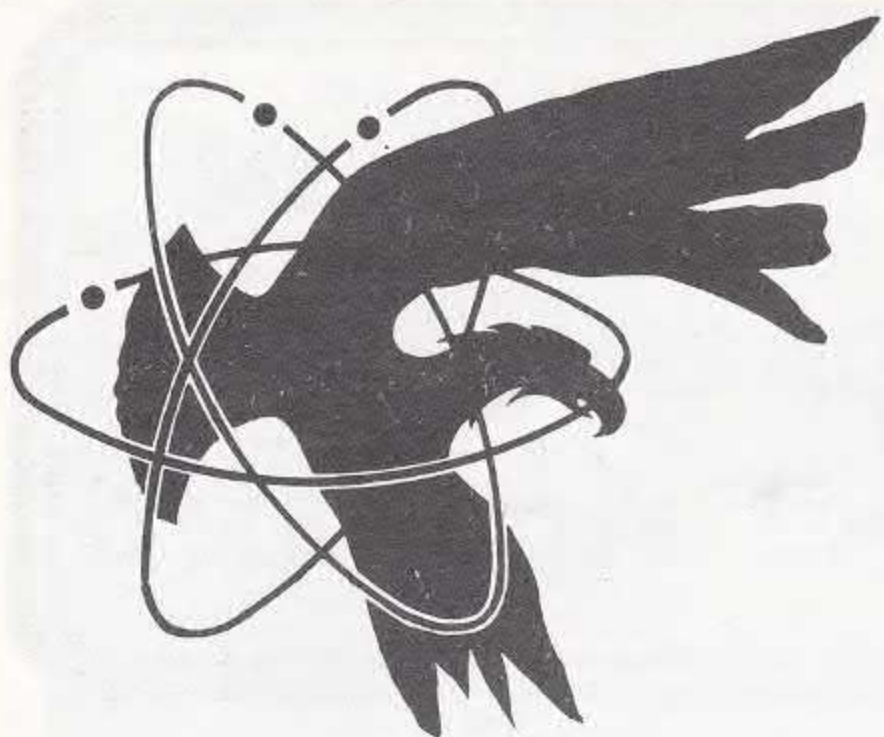
Restored by personnel of 51Stormo at Istrana, F-84G 51-18/111049, will be exhibited in the Vigna di Valle museum. The Thunderjet is painted in colours of aerobatic team 'Tigri Blanche', a team flying in the fifties with a/c of 21Gruppo/51Stormo. Photo was made at Istrana on 06.11.78. (F.Smith)^x

BACK-PAGE:

FLASH goes French again! TOP: Magister 12-XJ/7 at Portes Ouvertes Creil on 28.05.78 (P.v.Oers)^x. MIDDLE: Mystère 8-MQ/315 at Cognac on 11.09.77 (A.Booy). BOTTOM:^x T-33A 338-HS/17497 at Nancy-Ochey on 08.05.77 (J.v.Tuyn).

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

B.Berkemeijer	R.G.Harris	R.Tamburini
P.Bigel	D.O'Mahony	E.Tanner
A.Booy	D.Mattiuzzo	C.Taylor
R.Breur	S.Meeter	G.Weinmann
S&M.Crinò	H.v/d.Oever	H.Wilderdijk-
J.Grech/MCAS	J.Schets/SGS	de Jongh



MILITARY NEWS

Holland

● As promised, the Dutch government finally took a decision on the Neptune replacement and announced that an order will be placed for 13 LOCKHEED P-3C ORIONS before the end of the year.

The French counter-orders that would be made if the Atlantic would be chosen, were found to be based too much on sheer promises. The Dutch government therefore preferred the Orion because of its price, quick delivery and more aircraft.

The approval of the parliament to this order will surely cause many discussions especially by both Fokker and the trade-unions.

● The DUTCH AIR FORCE has disclosed some of the future plans:

The F-16 programme needs few comment apart from the fact that it now is three months ahead on schedule. If no serious problems turn up, the first F-16 will be delivered in May 1979. The last has been scheduled to be delivered for mid-1984.

In the mid-1980s, the NF-5 needs replacement and a study has been initiated to set up global directions for a proper replacement. In 1979, it is expected some results of this study will be revealed.

At last, the Klu started talking about the replacement of their 12 F.27M Troopships. With an exceptionally good flight-record of no w/os since service entry in 1960, the aircraft is expected to be maintained in service till the late 1980s. Within this period the Klu will be needing a greater air transport fleet to fulfill its NATO commitments e.g. for the exercises at Kreta (Greece) with the new Lance-missiles and ACM forces. Thought indicate a transport-fleet with different kind of types for different kind of missions.

A fourth item is the replacement of the Alouette III. In 1983, this problem will become topical and will probably intensively discussed. The replacement itself is not so difficult as well the fact that NATO prefers the purchase of attack/observation choppers. The Klu on the other hand, still favours the common observation version as long as night operations by the attack version are still so limited.

● A very unusual accident happened at Wildenrath on 21 November when two Dutch Starfighters, D-8098 and D-8341 collided on the runway. During a sqn-exchange with No.19Sqn, four of the six Starfighters returned at their temporary home. While rolling out the wheel-brakes of the second a/c (prob. D-8341) blockaded. The a/c turned over and stopped on the runway with one wing sticking up. The third 104 was too close behind to avoid the collision and ran into the up-sticking wing. The wing hit the cockpit and killed pilot Lt.H.Elbertse.

Two days latter during the same exchange, D-8338's nose-wheel collapsed just before take-off. Both D-8098 & D-8341 were transported to Ypenburg on 5 December but D-8098 seems to have been written off. D-8338 was transported back to Leeuwarden for repair. Wildenrath is very likely to remember this exchange for quite a while!

● The first Dutch SH-14B, 266 (c/n WA076), made its first flight from Yeovil on 6 October. This is the first of a batch of 18 helicopters ordered by the MLD for the anti-submarine rôle.

● LEEUWARDEN PREPARES FOR THE F-16. All 6 TF-104Gs have been divided over the two based squadrons. 322Sqn received D-5702, 5809 & 5812. 323Sqn operates D-5813, 5814 & 5816. D-5817 left Leeuwarden for Volkel on 9 October.

Three other 'Leeuwarden stafs' known to have gone for good are D-8105, 8342 (since 9.2 at Ypenburg) and D-8311 (since 10.3 at Ypenburg).

● Movements at SOESTERBERG included::

Jul. 10:	01547, 01550, 01560	F-5E Tiger II	USAFE
	027	Transall C-160D	Turkish AF
	13186	C-130E	Turkish AF
11:	37-19 and 37-71	F-4F	Luftwaffe JG-71
12:	WR66-702 and 66-768	F-4D	USAFE 81TFW
14:	21-16 and 23-17	F-104G	Bundesmarine MFG-2
	67958	C-141A Starlifter	USAFE 63MAW
17:	RS68-446 and 68-447	F-4E	USAFE 86TFW
	ZR68-565 and 69-373	RF-4C	USAFE 26TRW
	30-82 and 32-18	Fiat G-91R	Luftwaffe WS-50
	38081	C-141A Starlifter	USAF 62MAW
19:	WR66-558 and 66-768	F-4D	USAFE 81TFW
	17830, 21754 and 22235	UH-1H	USArmy
20:	31-77 and 32-50	Fiat G-91R	WGAF WS-50
21:	21-69, 22-35 and 26-32	F-104G	JABOG-34
24:	37-85	F-4F Phantom	Luftwaffe JABOG-36
	030	Transall C-160D	Turkish AF
25:	16002 and 15846	CH-47C	Chinook USArmy
26:	BT75-077 and 76-031	F-15A	USAFE 36TFW
27:	WR66-610 and 66-824	F-4D	USAFE 81TFW

From 5-14 December, 313Sqn at Twenthe had a sqn-exchange with No.16Sqn from RAF Laarbruch. Noted Buccaneers at Twenthe were: XW530/Q, XW543/W, XW550/X and XW526/Y. Here seen are XW550/X-above and XW530/Q on 11.12.78. (B.Berkemeijer)





all photos by S.Meeter

● On the occasion of the 30th ANNIVERSARY - 323SQN published a memorial book. The cover of this very interesting and richly illustrated book reveals a unique picture that needs a few words. In June D-6655 and D-5816 visited RAFBrawdy. With sticking plaster, Hunter XE656/35 was given the registration N-198 while Meteor VZ467/01 the reg Y9-18. From D-5816 a photo was made of the formation of the three aircraft, showing the equipment 323Sqn has used over the years. The actual anniversary was celebrated on 17 November, including a static display:
 D-6656 & 8319 F-104G (both sides 323Sqn-badge)
 XW537/G Buccaneer S.2B RAFG 15Sqn
 XZ131/M Harrier GR.3 RAFG 4Sqn
 XV407/H Phantom FGR.2 RAFG 19Sqn (on exchange)

XR/16/C Lightning F.3 RAF LTF
 XE656/35 Hunter F.6A RAF 1TWU/63Sqn
 XG164/36 Hunter F.6A RAF 1TWU/-
 XZ368/AN and XX847/AY Jaguar GR.1/T.2 RAFG 14Sqn
 38-72 Phantom F-4F Luftwaffe JG-74
 31-73 Fiat G-91R3 Luftwaffe LEKG-41
 CR77-075 F-15A Eagle USAFE 32TFS
 BA-54 Mirage 5BA BAF 2Wing/2Sqn
 MT-23 CM-170R Magister BAF (Red Devils c's)
 I-323 'Diana' Meteor T.7 3'3Sqn
 K-4019 (314), 3039(313) & 3030(316) all NF-5A/Bs
 H-81 Alouette III C-10 F.27M B-46 Bo.105C
 The only F-84F Thunderstreak remaining at Leeuwarden is P-194 used for fire-practises and failing its tail. The three others were moved to Schaarsbergen during the summer (?) months.



TWO F-5s. ABOVE: RNoAF F-5A 165 visiting Soesterberg. RIGHT: Klu Testgroep NF-5A K-3001. The two pods under the wings are used to study the behaviours of rocket-dispenser pods after dropping. (both B.Berkemeijer)



- Aug. 2: 37-85 and 38-57 F-4F Luftwaffe JABOG-36
K-3015 and 3034 NF-5A 314Sqn
- 15: SP66-711 and 66-748 F-4D USAFE 52TFW
XV407/H, XV491/L Phantom FGR.2 RAFG 19Sqn
K-3034 and K-3052 NF-5A 314Sqn
- 16: SP66-735 and 66-689 F-4D USAFE 52TFW
35-73 RF-4E Phantom Luftwaffe AKG-52
- 17: WR66-714 and 66-759 F-4D USAFE 81TFW
- 22: 22-97 and 26-57 F-104G Bundesmarine MFG-1
26-55 and 26-82 F-104G Bundesmarine MFG-2
- 24: 60141 C-141A Starlifter 62MAW
- 29: FX-02 and FX-78 F-104G BAF 1Wing
XZ372/AQ Jaguar GR.1 RAFG 14Sqn
- 31: XX836/AZ Jaguar T.2 RAFG 14Sqn
XZ121/M and XZ135/P Harrier GR.3 RAFG 4Sqn
- Sept.13: XK884 and WV740 Pembroke RAFG 60Sqn
21498 & 21489 VC-140B Jetstar USAFE 58MAS
- 18: BT76-017 F-15A Eagle USAFE 36TFW
- 21: 38-51 and 38-67 F-4F Luftwaffe JG-71
- Oct. 5: 242 and 246 UH-14B Lynx MLD 7Sqn
XR442 SeaHeron C.2 Royal Navy
- 11: UH68-050 F-111E USAFE 37-35 F-4F JG71
- 19: 165 and 214 F-5A RNoAF
- 24: 15847, 16002, 16030, 16032 CH-47C USArmy
MT-14 CM-170R Magister BAF
- 25: 4818 and 4632 CF-104G/D RNoAF
34-11 and 34-21 G-91T Luftwaffe WS-50
- 31: 52 Nord 262 Aeronavale 38-67 F-4F JG-71

On 20 November, six new CR-Eagles were delivered to 32nd TFS: CR77-078, 77-085, 77-086, 77-091 all F-15As and CR77-0157, -0158 F-15Bs. Three days later six FF-Eagles left Soesterberg for Langley.

Belgium

- If nobody does anything about it, 23-24 June will become a rather impossible weekend. Greenham Common's Air Tattoo on 23-24 June, Ramstein on 24 June and the Belgian air force has planned their *VLIEGMEETING 1979* at Florennes for 23 June!!!!!!

- On 14 December, the *ALPHA JET* arrived at St. Truiden to be the first one officially handed over to the Belgische Luchtmacht. Another milestone was the first flight of a European built F-16 at Gosselies on 11 December. On 26 January it will be handed over to the Belgian air force.

Canada

- The three Starfighter units at *CFB SOLLINGEN* will have the following squadron-exchanges next year: 421Sqn with RNethAF's 314Sqn at Eindhoven early June. 439Sqn will go to Bierset early May and 441Sqn to Schleswig-Jägel late April.
- In April, a second *MAPLE FLAG EXERCISE* will be held at Cold Lake. A close to real combat exercise for Canadian & American air force units 'battling' over a 4,000sq miles range. Maintaining last year's policy, Canada tries to get other NATO countries interested in the exercise. With its bad weather conditions and the range without any restrictions at all, the place is ideal to simulate a European combat theatre. One air force known to have accepted the invitation is the RAF.

- In the Canadian competition for a *NEW FIGHTER AIRCRAFT*, the candidates have been reduced to the F-18A and F-16. Two drop-outs were the Tornado and the CF-18L. The Tornado has always been one of the leading candidates. Canada is very considerate towards European standardization but the price for the Tornado didn't allow the purchase of the necessary amount of aircraft. The CF-18L was dropped as the service-entry would be too late. McDonnell-Douglas offered 127 F-18As against General Dynamics 142 F-16s. This would mean the F-16 fulfills the Canadian requirement by means of the number of aircraft. With 2/3 based in Europe it

provides a good contribution to European standardization. On the other hand, the F-18A has better all-weather capabilities.

The Canadian government is now awaiting a renewed offer from McDonnell-Douglas with an extra 13-23 aircraft. A final decision is expected to be taken before national elections in May as otherwise an extra half year will pass.

International

● All participants in the AWACS project agreed on the purchase of 18 BOEING E-3A SENTRIES. 12 a/c will be stationed at the Main Operating Base (MOB) Geilenkirchen. Detachments will receive the remaining aircraft of which one will be based at Woensdrecht and one at Melsbroek. Other nations mentioned to get a detachment are Norway and Portugal.

Delivery will take place between 1981-1985. The daily activities at Geilenkirchen are to include 10-12 AWACS movements and about 10 night-flights a month.

The overall control of the fleet will be located at Brunssum but Belgium protested against this decision as it rather sees the headquarters in Brussels. As soon as Belgium has a new government this matter is likely to be brought forward again.

One wonders what the roundels will look like on the NATO Sentries!!

● Following its participation in the air show at Farnborough, HUGHES 500MD N58235 made a European-Middle-East tour through eight nations. These eight were Denmark, Sweden, Norway, Belgium, Switzerland Italy, Jordan and Morocco.

Based on the OH-6 Light Observation helicopter, Hughes managed to produce a small, agile and cheap helicopter equipped with a four-missile TOW installation. The fire capabilities of this 500MD are far less than the comparable AH-1S but according to Hughes, this is more than compensated by the manoeuvrability.

The demonstration-tour is a reaction to the growing world-wide interest in attack-helicopters. Belgium e.g. is looking for a replacement of its Alouette IIs on a rather short term. The 500MD might be a cheap alternative to give the army relatively much fire-power in relation to the sophisticated but very expensive attack helicopters as AH-1S and A-109.

Italy

● SEEN at Bolzano on 20 October: NH.500MC GF-95/MM81053! Seen at Vergiate on 28 October the first Moroccan CH-47C Chinook CN-ALA c/n G-001.

● The order for 12-14 AB.212s for Esercito has been confirmed, They will be delivered to a sqn of 51st Gr.Sq. and one of 54th Gr.Sq.

● The first four G.222 delivered to 98Gruppo/46AB are: 46-81/MM62110 c/n 4015, 46-82/MM62105 c/n 4008 46-83/MM62111 c/n 4016, 46-84/MM62106 c/n 4009. All carry a black code but this has not been approved by AMI HQ so they'll be repainted in white. Recently two other G.222 have been delivered.

● Noted at GRAZZANISE on 12 July were: 9-30/MM6768 9-31, 9-32, 9-33/MM6756, 9-34, 9-35/MM6710, 9-40/MM6878, 9-41/MM6884, 9-43/MM6746, 9-45, 9-46 all F-104S 10Gruppo
9-31/MM53-5795 and 9-32/MM53-5587 both RT-33As
9-33/MM51-9033 T-33A and 9-44/MM80207 AB.47J
And SL-37/MM54098 T-6G Harvard (wfu)

● Noted at LATINA on 19 September were:
SP-04/MM54421 SP-05/MM54422 SP-07/MM54424
SP-10/MM54425 SP-11/MM54426 SP-12/MM54427
SP-13/MM54428 SP-14/MM54429 SP-15/MM54430
all SF.260/M
SP-39/MM61873 SP-40/MM61915 SP-41/MM61910
SP-37/MM61877 all P.166/M
Furthermore: SP-11/MM61778 C-47; 15,70,72,74/MM53566
77/MM53740, 79/MM53726, RR-71/MM53558 plus about
30 more. All wfu.

● Noted at VITTORIO VENETO on 25 August:
EI-534/MM80595 EI-537/MM80598 EI-577/MM80639
EI-625/MM80893 EI-626/MM80894 all AB.206A-1 of
25Gruppo Squadroni
EI-339/MM80710 AB.205 55Gruppo Squadroni
EI-410, EI-428, EI-435 SM.1019 25 Gruppo Squadroni
EI-36/MM61-2963, EI-41/MM61-2974 both O-1E Bird Dog



RIGHT: Malpensa must be a paradise for Hercules freaks. Here seen is C-130H 10689 of Pakistan Air Force. (P.Druif via A.Ciarini)

BELOW: Supporting the Portuguese G-91s visiting Treviso, CASA C.212A1 6510 was seen here in October. (G.Zanetti)



Portugal

● After a period of severe defence-cuts following the colonial wars. Portugal is now gradually developing plans to *REBUILT ITS AIR FORCE*. As goal is set a strong commitment to NATO. So far only the Neptunes and G-91Rs contributed to NATO operations. In 1980, the Portuguese air force hopes to have funds to replace its 18 G-91Rs with a squadron of F-5Es. The need for a second squadron with multi-rôle aircraft has been predicted as well. The ageing Neptunes also need replacements and the P-3 Orion is the most likely candidate. To provide a proper link with NATO's southern flanks, a transport fleet of six C-130Hs is foreseen. At the moment already two aircraft are in service and the remaining four are on order.

Spain

● Despite the reports Ejercito del Air is to receive F-4E Phantoms, some additional F-4Cs have been delivered recently. Known to be included are 64-820 (ex-35TFW), 64-882, 64-892 (ex-58TFW) and 64-896 (ex-35TFW).

To improve the reconnaissance operations of EdA, 12 Wing at Torrejon will receive four RF-4C: 65-936, 65-937, 65-942 and 65-943 (all ex-363TRW).

United Kingdom

● A second chance for Scottish Aviation *JETSTREAMS* is given by the Royal Navy. The first T.2, XX481, was delivered to 750Sqn at Culdrose on 26 October. The same day it was applied squadron-code CU570. Of the 26 Jetstreams originally destined for the RAF, 8 are with 3FTS/METS at Leeming, one crashed, one at Boscombe Down for trials and the remaining 16 will all be delivered to 750Sqn to replace the Sea Prince.

● Following USAF's Keflavik-based F-4Es in light grey c/s, *PHANTOM FGR.2 XV474/X* of 23Sqn returned from overhaul in a similar grey overall coat in October. Probably this concerns a test but who knows..... it might become permanent on all air-defence Phantoms. Air Defence units of the RAF are 23 & 56Sqn at Wattisham - 19 & 92Sqn at Wildenrath and 43 & 111Sqn at Leuchars.

This, however, would not stroke with the camouflage applied to RAF's air defence Lightnings at Binbrook.

● Harriers based at RAF Gütersloh should be as follows:

No.3Sqn: XV741/A, XV738/B, XW764/C, XW765/D, XW766/E
XW630/G, XZ138/H, XZ134/J, XW763/K, XW917/L, XV792/N
XV781/Q, XV779/P, XW933/Q, XZ145/T, XV758/V, XV808/W
XV801/Y, XZ139/Z

No.4Sqn: XV740/A, XV761/B, XV782/C, XV784/D, XZ137/E
XV789/F, XV747/G, XV806/H, XV809/J, XW921/K, XW924/L
XZ131/M, XW768/O, XZ135/P, XV783/R, XW916/W, XV810/X
XW269/-, XW272/Z

● With 431MU at Brüggen is XZ108/W. This Jaguar had a cat.3 damage following the crash at De Peel on 31.08.78.

United States of America



O-2A 21204 of California ANG at Ontario ANGB on 07.11.78. In about five months, these O-2As will be replaced by F-4Es. (A.Wilderdijk)

● USAF has given go-ahead for the production of the first two KC-10 Advanced Tanker Cargo Aircraft. The first flight is expected to be somewhere in April 1980 and delivery to SAC in October 1980. These first two are part of an estimated total of 20 aircraft to be ordered over a period of five years.

Acquired to increase the mobility of US Forces, this military version of the DC-10 Convertible Freighter, has the following missions:

- refueling fighters and simultaneously carrying their support equipment and personnel on overseas deployments.
- refueling strategic airlifters, such as the C-5 and C-141, during overseas deployments and re-supply missions
- refueling strategic offensive and reconnaissance aircraft during long-range conventional operations
- providing increased cargo capability on selected missions.

● Movements at *FRANKFURT/RHEIN-MAIN* included:

- Oct. 5: MJ/58 Nord 262 FAF
7: 70015(63MAW), 70164(62MAW) & 38088(60MAW)
all C-141A Starlifters
11: 13702 CC.137 CAF
14: 18092 U-21A USArmy (re-delivery to USA)
17: 50216(63MAW), 60129(62MAW), 50231(60MAW)
and 50246(60MAW) all C-141As
24: 60496 C-130A Hercules AFRES/440TAW
29: 149677/20 P-3A Orion USNavy VQ-2
Nov. 1: 12359 C-130E Mississippi ANG
6: 22932 C-12A USArmy SETAF
7: 66-17825 OH-6A(!) USArmy (airlifted in
00450 C-5A 60MAW)
8: 50966 WC-130H 53WRS
58-44 DO-28D Luftwaffe JG-71
15: 18010 U-21A USArmy Berlin
17: 31-48/MM61948 PD.808TA ItAF
21: 22947 C-12A USArmy (on delivery to ???)
27: 80757 C-130B AFRES/439TAW
29: 5-8543 C-130H IIAF 84-67 CH-53G HFTR-35
157324/LR-4 P-3C Orion USNavy VP-24Sqn
30: 50-42 C-160D LTG-61 (emergency-landing)

One of the two Varsitys disposed at the airstrip Sibson near RAF Wittering. WJ909/A still carries 6FTS-markings and the other Varsity is WF372/T. (F.Swinkels)





Chief test pilot Jack Krings begins the first flight for F-18A Hornet on 18 Nov. (McDonnell-Douglas)

RF-101C Voodoo 56-211 (illustrated) and 60-055 were the first two a/c of 153TRS/186TRG recently arriving at Davis Monthan. Mississippi ANG is the last RF-101C unit to convert to RF-4Cs. (A.Wilderdijk)^x



● At George AFB the newest version of the Phantom the F-4G WILD WEASEL is slowly replacing 35TFW's F-4Cs and F-105Gs. Noted at George late October were WW69-(0)239, (0)240, (7)201, (7)206, (7)209 69-(7)219 and (7)566.

Early 1979 the replacement should be completed with the F-4G operating in three squadrons 561, 562 and 563TFS and one training squadron 39TFTS.

The surplus F-4C Wild Weasels will go to the AFRES and some of the F-105Gs have already been transferred to 128TFS/Georgia ANG. The remaining F-105Gs will go to Davis Monthan.

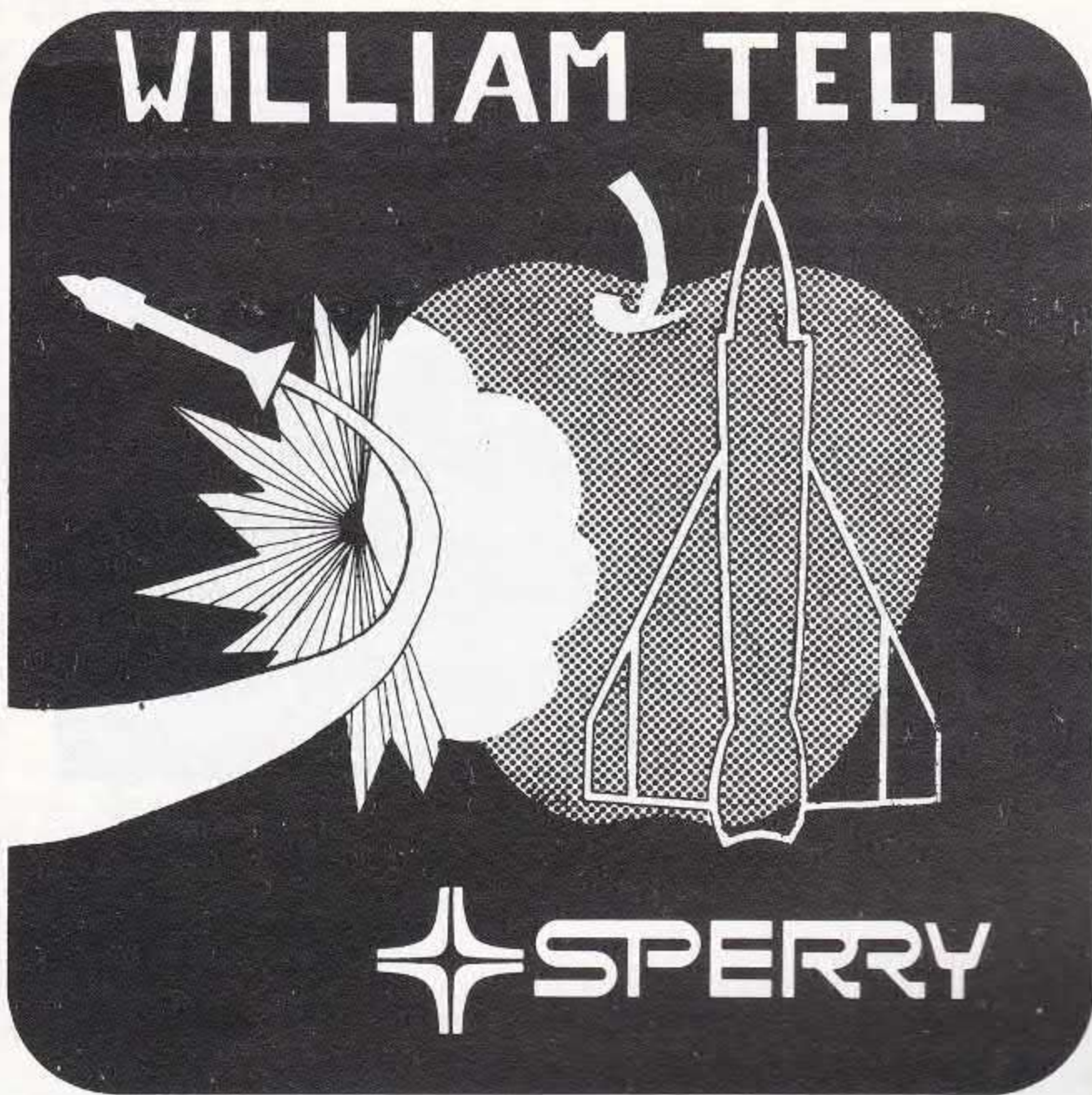
The newest version? Not entirely correct as McDonnell-Douglas is evaluating the possibility to launch a new air defence and interceptor version of the Phantom, the F-4T. It would fail all conventional air-to-ground equipment of the current versions and have instead high-performance air combat features.

● Movements at RAMSTEIN included:

- Aug. 16: LN71-890 F-111E 48TFW 01548 F-5E 527TFTAS
HR68-377 F-4E 50TFW ST-28 SF-260M BAF
27-72 TF-104G Luftwaffe JABOG-31
35-60 RF-4E Phantom Luftwaffe AKG-52
11-OB Broussard FAF FT-16 T-33A BAF
573 F-5A and 242 F-5B RNoAF
- Sept. 21: HR68-405 and 68-379 F-4E 50TFW
104634 CF-104D CAF (silver c/s)
22: 27-22 TF-104G Luftwaffe JABOG-34
133393 and 133069 CT-33A CAF 1CAG
149796/QH KC-130F USMarine Corps VMGR-234
30-41 G-91R Luftwaffe LEKG-41
25: FX-38 and FX-15 F-104G BAF 10Wing
3-41/MM6588 and 3-45/MM6522 F-104G ItAF
RT-682 TF-104G RDanAF
35-49 RF-4E Phantom Luftwaffe AKG-51
- Oct. 10: 31-58 and 33-16 G-91R Luftwaffe LEKG-41
D-6683 F-104G RNethAF 311/312Sqn
232 and 234 F-104G; 100 and 101 RF-5A;
135 F-5B and 905 F-5A. All RNoAF
MT-43 CM-170R Magister BAF
13: 156528/LL-40 P-3B Orion USNavy VP-30Sqn
CR77-074 F-15A Eagle 32TFS
32-42 G-91R WGAFF WS-50 24-05 F-104G JB-33
XX919 BAC.1/11 RAE FX-02 F-104G 10W
64-IV/177 N.2501 Noratlas FAF
- Nov. 28: 27-37 and 28-34 TF-104G Luftwaffe WS-10
24-00 F-104G Luftwaffe (no badge - JB-33)
41-AT/91 Paris IIR FAF EIA.41
GT-996 TF-100F RDanAF
489 and 106 RF-5A; 242 and 569 F-5A RNoAF

F-4G Wild Weasel WW69-209 at George AFB on 03.11.78. (A.Wilderdijk)^x





In the mid-fifties, many people were convinced aircraft would become unmanned in the future. A clear step towards this view was the development of the Starfighter. Soon this view changed and all efforts were focused on the electronics and manoeuvrability of the aircraft.

Nowadays, the discussions about unmanned aircraft can be heard again. Technology has reached so far that the human-being become the limitations in air combat. With the F-16 this is clearly illustrated and at the moment results of the reactions of the human body on the high G-pressures are being studied.

NASA is working on a follow-up fighter called Himat. All latest technologies have been integrated and as a result the main problem for the designers has become the pilot himself. Thus the question whether to make it an RPV has raised.

Also as target-drone the RPVs are gaining more interest. For many years real dog-fights were only practised on small towed targets. Then the US Navy started to use old Air Force F-86 Sabres which were converted so they could be remotely controlled. However, these were only used for test purposes. Nowadays, the Air Force uses real aircraft as target-drones in exercises such as William Tell

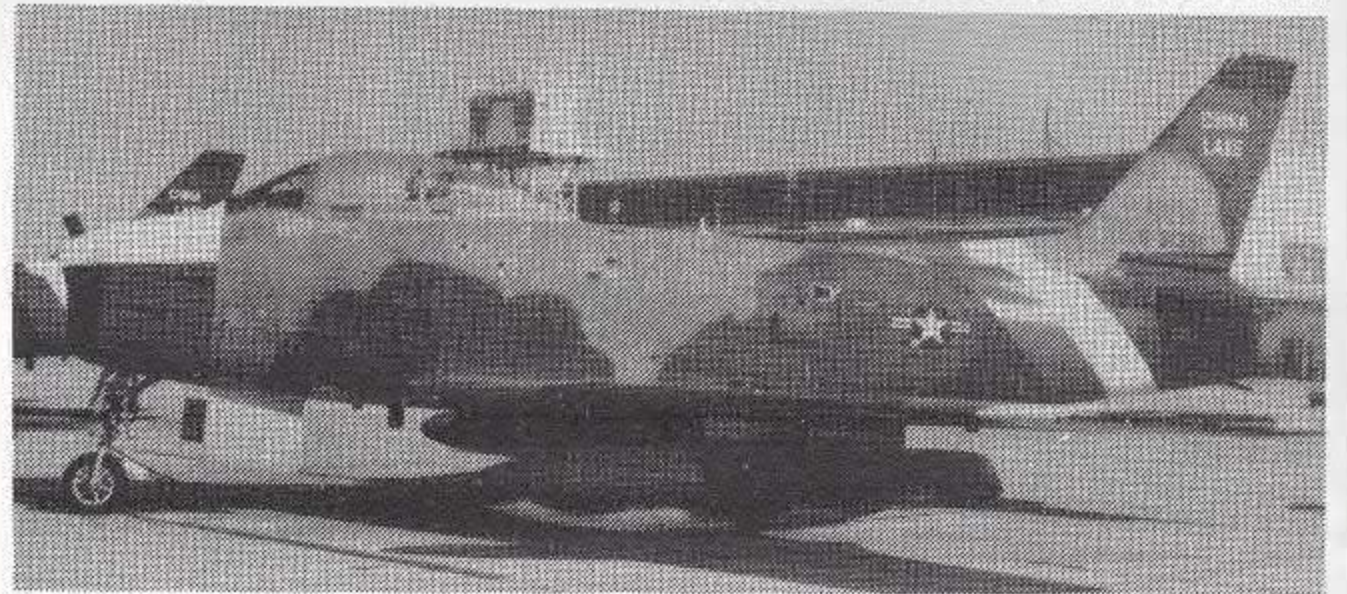
'We give the Deuce a second life'. Sperry Flight Systems received a USAF contract for the conversion of 66 PQM-102B Delta Daggers.

After phase out, the ex-ANG 'Deuces' went to Davis Monthan AFB for open storage. Some examples re-entered service after being converted to QF-102As a man-piloted target aircraft. This version must have lead to the order for 69 PQM-102As of which the first were delivered in 1974.

These unmanned remotely controlled aircraft were used as targets during air combat trainings. Electronic controls made it possible for the a/c to take-off, get into an engagement with other aircraft and if not destroyed return to the home-base for a normal landing. Controls are normally directed from a chase-plane.

Earlier this year, the USAF placed a new order for 66 PQM-102Bs. This version differs only in the lower costs converting it from F-102As. This month the first of this new badge is expected to be delivered.

Much of the air combat training takes place at the enormous White Sands range, New Mexico. For this reason, the PQM-102s are located at the nearby air base Holloman and are part of the 6580th Test Wing. Though some even make several missions, the wing continually receives new Delta Daggers. This delivery will last till at least 1981 as the USAF still has another 79 PQM-102Bs in option. 'Long live the Deuce'.



All US Navy QH-86 Sabres moved from Point Mugu to China Lake. 0-31351 was seen here on 30.10.78. (A.Wilderdijk)

Noted Delta Daggers to have been converted to PQM-102s are:

- 41393, 41407, 61048, 61055, 61061, 61208, 61323
- 61329, 61347, 61398, 61400, 61426, 61443, 70776
- 70800, 70807, 70832, 70847, Even an ex TF-102A has been noted: 62317.

Noted target-drones at China Lake Naval Weapons Center late October:

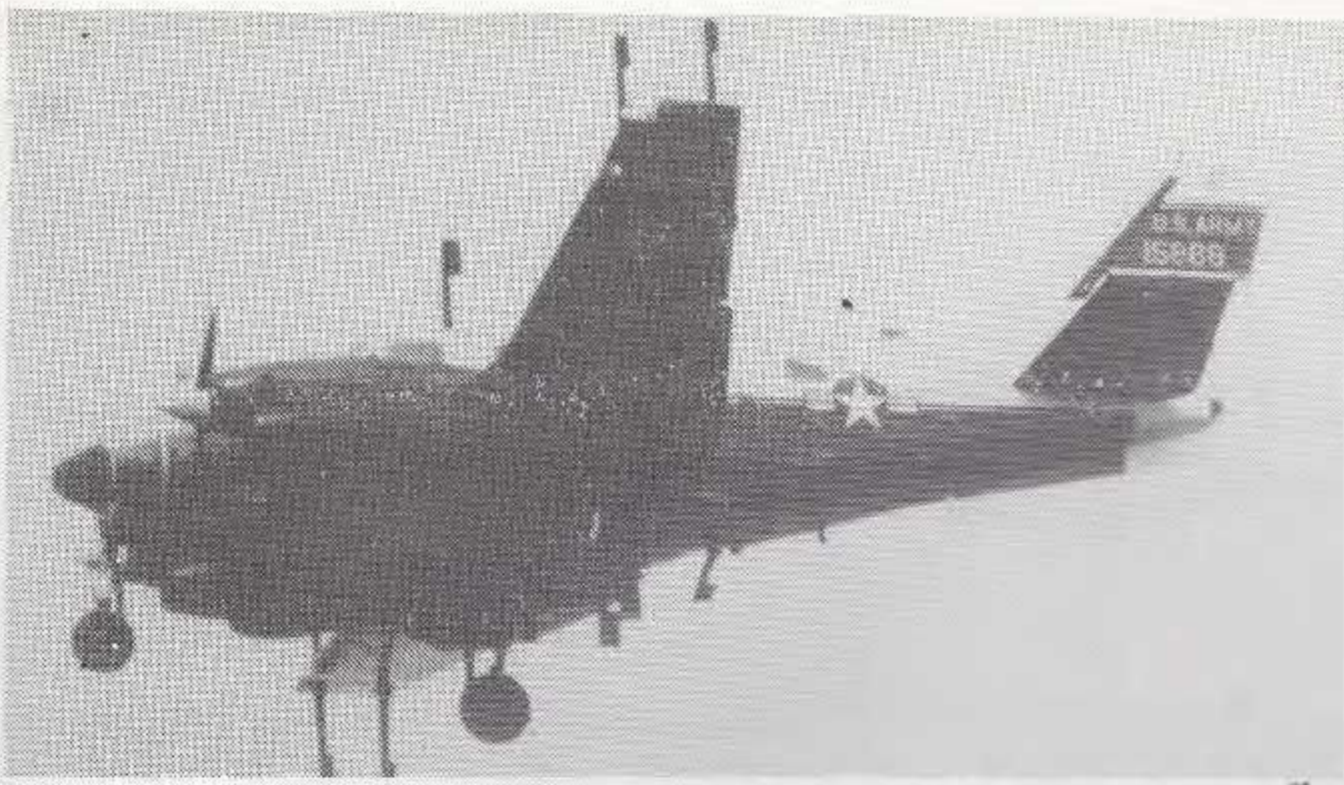
- 22090, 25744, 31351, 31383, 22122, 31413, 31406
- 31409 and 31416 all QF-86H Sabres

Also noted were ex-Japanese AF Sabres: 55-3865, 55-3883, 55-3900, 55-3903 & 55-3912.

And 59-1594, 59-1596 QT-38A and 156017 QT-33A

PQM-102 61443 at Holloman AFB on 20.10.78 with red wing-tips & tail-tip for 'visibility'. (A.Wilderdijk)





RU-21H 15886 coming at Ramstein. (J.P. Bergmans)^x

Three of the RU-21Hs (70-15876, 15880 & 15886) of 320nd ASA based at Ramstein have moved to Coleman by mid-October. Passing through Mildenhall in November were four new RU-21Hs for Ramstein: 70-15887, 15889, 15891 & 15899. Two others had been delivered earlier passing through Lossiemouth: 70-15879 and 70-15903.

On 28.11, three of these were noted operating from Ramstein using c/s Erik C, B, etc. All had a dark c/s and carried tip tanks.

West Germany

- To increase the operational capability in service of all Bundesmarine BR.1150 ATLANTICS of MFG-3 till 1983, Dornier has been awarded with an extensive modernization programme. The programme mainly concerns the installation of newer equipment concerning reconnaissance and detection.

Dornier already has the overhaul contract for all Atlantics which is done in an enormous hangar at Oberpfaffenhofen.

- On 30 September, WS-50 was renamed JABOGESCHWADER 49 (Lehr- und Versuchsgeschwader Alpha Jet). In February this unit is expected to be completely operational on the Alpha Jet. Despite the problems that recently turned up with the canopy. At the moment no Luftwaffe pilots are allowed to fly the Alpha Jet as with trials in America, the canopy didn't functioned well during high-speed ejections. Not all JABOG-49's G-91s will be replaced as some G-91Ts will be used for training of 'Kampf beobachter'.

- The second Forward Operation Location of 81TFW will be LEIPHEIM. Six to eight A-10A Thunderbolt IIs will be permanently based here. In cases of exercises they will also fly during the weekends.

- In 1992, the Luftwaffe PHANTOMS need REPLACEMENT. Undoubtedly, the replacement will write aviation history. Will the European aircraft industries be able to co-operate in a good and cheap aircraft or will all attempts fail and the Luftwaffe be forced to purchase an American fighter? The first case will give Europe a firm base in the production of fighter aircraft. In the latter, all attempts as Panavia, were in vain. Perhaps an bite hard statement but that's what it largely depends on. Discussions have already started. The Luftwaffe has very fixed ideas about the mission of this fighter. With the Tornado and Alpha Jet, they are well provided for the air-to-ground rôle, so an air-to-air fighter is needed. Based on this requirement TKF-90, MBB has done far going research. The configuration of this version is largely fixed (see drawing FLASH 93/19). Much effort was put in trials with CCV-Technology as well as research on carbon-metal alloys.

Of course producing this aircraft alone would mean an unpayable project. MBB is therefore seeking for co-operators. Panavia is an existing multi-national company with a great many advantages but a co-operation in the British AST403 project is also not unthinkable. The latter, however, is largely based on the RAF requirement for a air-to-ground mission.

MBB's test-aircraft is F-104G 23-91. As both photos show, it now has two tail-wings. 23-91 flies the Critical Controlled A/c project. (MBB)





Centro

Aviazione

Leggero

Esercito



by R. Tamburini

Situated near the city of Viterbo, in a complex of modern buildings, the C.A.L.E. directs all the functions necessary for training of Army Staff members to attain their licence for aeroplane, helicopter pilot or observer.

The A.L.E. (Italian army air corps) is not a distinct army specialization like e.g. infantry, artillery, engineering etc. Hence the staff members entering the courses come from all different kind of schools and departments. Even after completing the courses at Viterbo, they keep their own identity and discipline.

For its task the Centre has been divided in two parts. The Course Department that takes care of the theoretical part of training the pupils and specialists. The Flying Department that takes care of the realization of the practical part. Therefore all aeroplanes and helicopters are under control of the latter department.

Before joining the C.A.L.E., the selected staff members have completed a basic instructional pilot course with the AMI. At Latina, the Piper L-18s are used for training on fixed wing and general aviation. Pupils conclude this part with a kind of qualification for pilotage but not a fully-qualified licence. For training on rotary aircraft, the Agusta-Bell AB.47G2s at Frosinone are used. This part concludes with the handing over of the helicopter-pilot licence. Courses and exams are under responsibility of AMI while all flying-equipment is Esercito property.

With these preparations, the pupils are allowed to attend the theoretical and practical courses held by the C.A.L.E. at Viterbo. At the end they are fully qualified aeroplane observer pilot or helicopter observer pilot. Successively they join the Reparti Aviazione Leggera (Light Air Department) or Gruppo Squadroni (Group Squadron).

This is not all C.A.L.E. comprehences. All the air departments can if necessary send their personnel to Viterbo to acquire the Tactical Qualification. A specialized training course for helicopter combat operations. The emphasis is naturally on everything regarding the technical and operational means and tactics.

Ending the course, non-officers have the qualification 'aircraft commander' whereas officers become 'tactical unit commander'.

Amongst the aircraft present at Viterbo, are the Piper L-18 and L-21, the Cessna O-1E Bird Dog and the new Siai-Marchetti SM.1019E. The Piper has been in service for 25 years which is as long as the ALE exists. It is now being replaced by the SM.1019. Subsequently the Cessna O-1E should also be affected but the MM-serials reveal this aircraft entered service in the early sixties. Therefore the Bird Dogs are expected to stay in service for many more years to come.

On these two piston-engined aircraft, the cadets coming from Latina, finish their pilot and ability courses. The conversion of a pilot to an SM.1019 requires a minimum of 10-15 flying-hours. On the





other hand there is the Chinook, which course are followed only by pilots who have at least logged two hundred hours on the AB.205. The courses for the SM.1019 can be followed even by pilots who received their licence only recently. A big help for the SM.1019 is found in a recently installed simulator which has resulted in a noteworthy cut in expenses.

The AB.204 is gradually being replaced by the more powerful and manoeuvrable AB.205. This also goes for the small and humming AB.47G2 which is giving way for the AB.206. The first one will be given to the AMI, uncertain is the destination of the latter.

The actual helicopter force is nearly standardized on the AB.205 & AB.206 for patrol duties, light transport, assistance and even for combat duties. The latter is practised at Sardinia.

Near CALE's building area, many aircraft and helicopters are lined-up. About 50 are constantly used apart from the CH-47s for which anew area has been created when entering service. In front of the hangars all aircraft are parked for maintenance and overhaul.

These are all used for the scope of C.A.L.E. which is formation, training and adjournment or re-qualification of men.

The ALE and therefore C.A.L.E. as well, are going through great structural renewals. The heavy transport and combat operations have shown to be essential components in the functions of the ground force. The ALE has consequently reacted and the C.A.L.E. is ready to take up its work.

Present at Viterbo on 18 May 1978 were:

EI-822/MM80844 EI-806/MM80828 EI-825/MM80847
 EI-807/MM80829, EI-800/MM80822 all CH-47C Chinook
 EI-425/MM57218 and EI-408/MM57201 both SM.1019s

EI-21/MM?? EI-23/MM61-2988 EI-2/MM61-2983
 EI-28/MM61-2977 EI-26/MM61-2900 EI-137/MM53-7759
 EI-22/MM61-2961 EI-8/MM61-2993 EI-5/MM61-2984
 all O-1E Bird Dog

EI-511/MM80572 EI-624/MM80892 EI-514/MM80575
 EI-521/MM80582 EI-518/MM80579 all AB.206A-1
 EI-315/MM80686 EI-308/MM80560 EI-323/MM80694
 EI-324/MM80695 EI-336/MM80707 EI-325/MM80696
 all AB.205

EI-208/MM80308 EI-228/MM80382 EI-209/MM80309
 EI-213/MM80313 EI-241/MM80395 EI-245/MM80399
 EI-212/MM80312 EI-217/MM80317 EI-229/MM80383
 all AB.204

EI-851/MM81010 c/n 7114 A.109 Hirundo

--/MM80436 AB.47G-2A1, --/MM80348 AB.47G-3B1 and
 EI-34/MM80268 AB.47G-3B

EI-71/MM57-6220 Bell OH-13H



All photos are included in FLASH Photo Service. Except for the two above, all were made by R. Tamburini on 18 May 1978.

On 2nd Thought

by N.A.Wiltens

USS GUADALCANAL (October 78 page 5)
 YS-2 & YS-3 are both CH-46Es (not CH-46Fs as stated)
 The USS Guadalcanal is one of the seven amphibious ships of the Iwo Jima class. The ship can be used for both USN and USMC missions and main task is to transport combat ready troops & supplies and to land them ashore close to the battle area. The LPH-7 can have 30 helicopters (CH-46) on board but normally a mixture of CH-46s, CH-53s, AH-1s and UH-1s are operated from the ship. The Guadalcanal is USN property but is used by the USMC. The ship commissioned on July 20, 1963, its home-port is Norfolk, Virginia.

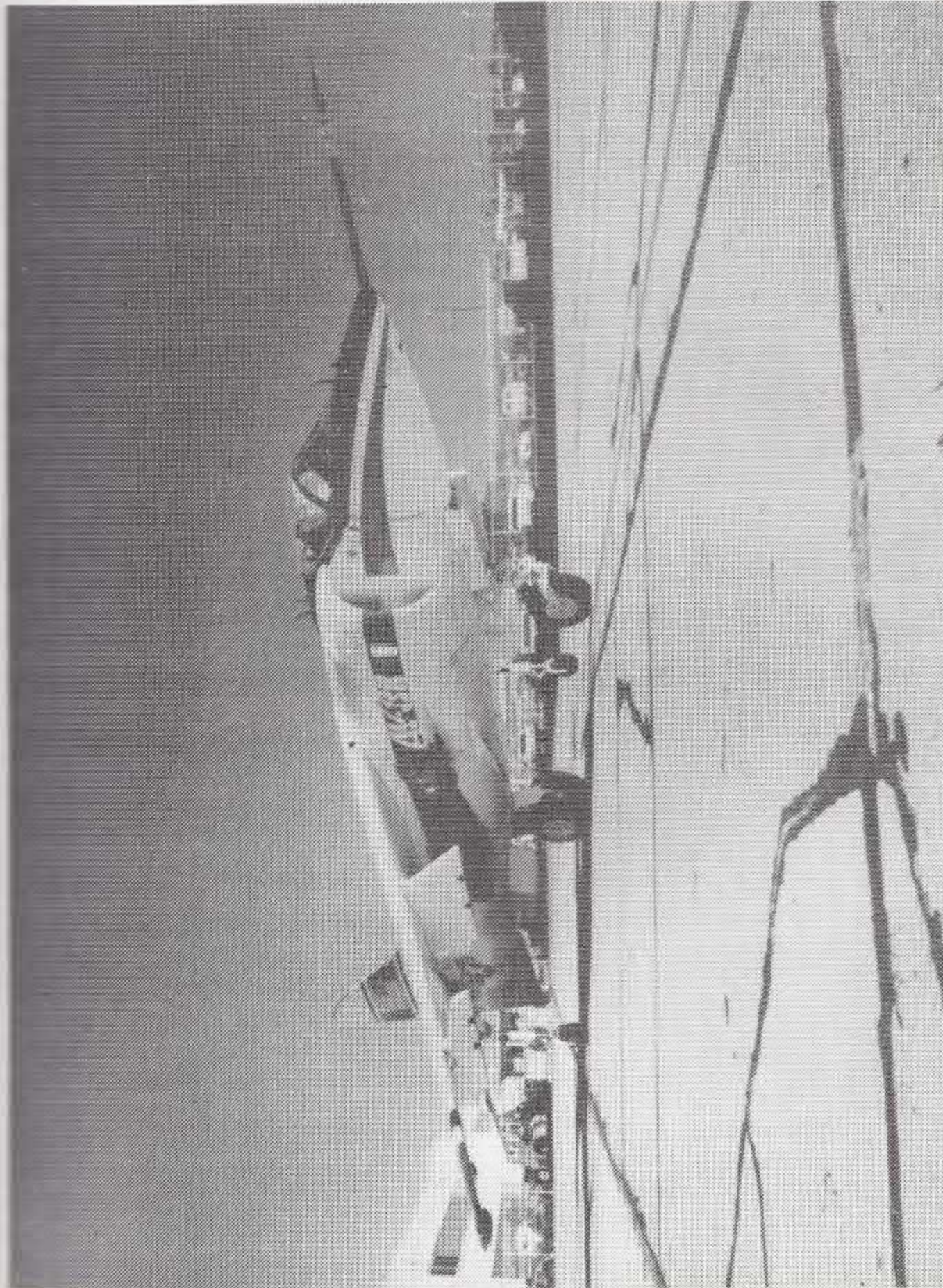
FAF SABRE 13-PI/54841 (October 78 page 6)
 Unfortunately the text was omitted. The picture was made at Le Bourget in May 1978. For years it acted as gate-guard at Colmar where it recently was replaced by a Super Mystère. This F-86K is destined for the museum and is the only Sabre that remained in France.

WILLIAM TELL (November 78 page 15&16)
 86TFW won the F-4 category, 147FIG the F-101 category and 120FIG the F-106 category.
 Under exercises participators Montana ANG delete F-106A 72483/13 and add 72463/07. the F-106A coded 15 is 72487. Another static item at the Tyndall open house (held on 23/24 Sept. not 21/22 Sept.) was B-52G 92594 of 2BW. F-5E 0847 had fiscal 73 (not 70) this particular machine once served with the South Vietnamese AF.
 Under 'elsewhere' T-33A 80632 is from 46ADW (not 46FIS). More visitors during the open house were T-33A 70708 46ADW and T-39A 10662 of 1401MAS.



Illustrating the different versions Frecce Tricolori uses. TOP - No.11 a G-91R; ABOVE - No.9 a G-91PAN (K.Verloop). In the next 'On 2nd Thought' corr & add on the G-91-article

Vertical take-off? The first AV-8B is Bu.No.158394 a converted AV-8A. (McDonnell-Douglas).



LOOSE-ENDS

- 76-7 - news/France - More details are now known about the accident near Cholet on 20.12.76. The two Vautour IIRs involved were 627/92-AP and 637/92-AX both of Esc.1/92.
- 92-5 - News/Belgium - Not exactly hot news was the crash report of S-58 B-13/OT-ZKM, since this accident happened seven years ago on 15.10.71. So forget about it.
- 92-15 - Belgian Light Av. - The delivery-date of Auster A-1 was 08.08.47 (not 08.05.47).
- 93-12&13 - Report from St.Truiden - L-21B LB-01 s/n is 54-2403 (not 2404), Magister MT-8 crashed on 08.04.63 (not 08.04.64).
- 96-7 - News/Italy - F-104S w/o in the accident on 30.05.78 was MM6871/53-15.
- 96-9 - Sqn-exchange Brüggen - 3Stormo F-104Gs 3-01' should be MM6599 (not 6568) and 3-07 is MM6598 (not 6529).
- 96-10 - US autumn exercises - Only briefly mentioned was the presence of five (not four) EB-57Es of 17th DSES at Bitburg during the various exercises. These a/c operated from several airbases, and on 2nd October 54253, 54263, 54266, 54281 and 54295 returned home for Forbes Field, Kansas.
- 96-11 - News/USA - The crash-date for F-5E 01552 was 22.08.78.
- 96-19 - Show reports/Mildenhall - The uncoded G-91 of Frecce Tricolori was serialized MM6269 (not 6264)
- 97-5 - News/Holland - The exact crash-date for MLD Atlantic 253 was 14.09.78.
- 97-5&6 - News/France-- T-33A: delete 14419/338-HJ, the concerned aircraft is at Sculthorpe since 25.01.78. 21307 is coded 314-UT (not 314-yT). 16834/338-HC is coded 5-MB. This T-Bird previously used codes 338-HC, 7-JD, 314-WG.
 Jaguar: 11-MW is E21 (not E17) from Esc.2/11; 3-XO is E15 (not A15) which changes the type to Jaguar E
 Noratlas: 117/64-BU is coded 64-BV
 Broussard: 218/XF belongs to EEVSV.12 at Cambrai (not part of GAM.56)
- 97-6&7 - news/France - T-33A 14860/10-KX should read 14060.

UPDATE



BELGIAN AIR FORCE

One of the most comprehensive studies in FLASH were the articles on the Belgian Air Force; published from July 1976 till April 1978. A lot of new information has come to light since then and some updating is needed.

The *CANUCK* was dealt with in FLASH 80 on page 13, 86/14 and 91/17. The delivery-dates and number of flying-hours then logged are for:

AX-4 17.12.57 (42.50)	AX-28 07.03.58 (41.50)
AX-7 16.06.60	AX-29 07.03.58 (39.15)
AX-8 17.12.57 (46.10)	AX-31 10.05.58 (53.30)
AX-10 19.12.57 (37.05)	AX-33 07.03.58 (39.35)
AX-11 10.05.58	AX-36 10.05.58 (58.25)
AX-12 19.12.57 (35.05)	AX-37 10.05.58 (50.05)
AX-14 18.12.57 (34.30)	AX-38 29.12.59
AX-18 18.12.57 (39.15)	AX-39 10.05.58 (59.15)
AX-19 19.12.57 (33.30)	AX-43 01.07.58 (66.10)
AX-20 30.06.59	AX-44 01.07.58 (70.20)
AX-21 07.03.58 (45.50)	AX-46 10.05.58 (50.20)
AX-22 07.03.58 (40.30)	AX-50 10.05.58 (44.05)

The aircraft were delivered from Canada via Gander-Keflavik and Marville.

DAKOTA in 72/15-16, 73/14-17, 86/14, 88/16 and 90/16. And still not complete; here are the original codes of the aircraft.

K-1/CW-A	K-8 /CW-A	K-17/CW-Q
K-2/CW-B	K-9 /CW-J	K-19/CW-S
K-3/CW-C	K-10/CW-E	K-20/CW-T
K-4/CW-D	K-11/CW-L	K-21/CW-U
K-5/CW-E	K-12/CW-M	K-22/CW-V
K-6/CW-F	K-14/CN-H	K-24/CW-X
K-7/CW-G	K-15/CN-O	K-39/CW-R

HARVARD in 85/16 and 88/16. You may add to your list that H-52 was construction-number 14-A-2415; furthermore H-67 became OO-GDP, H-73 OO-GDQ (not -GDA); also to civil went H-48 and H-37. Finally a few write-offs:

H-23 on 22.06.61; H-68 on 02.09.53 near Hoksbergen; H-113 on 24.07.52; H-116 on 07.06.51; H-123 on 10.03.61 near Usumbura; H-125 and H-136 collided on 29.12.59; H-207 on 26.07.60 and H-213 on the 10th of March 1961.

HUNTER MK.6 in 77/16-18, 88/14 and 90/17; another coded Hunter was IF83/JE-P.

METEOR MK.4 in 76/14-17, 79/11 and 90/17; two new codes are EF26/GF-Q and EF38/SV-P.

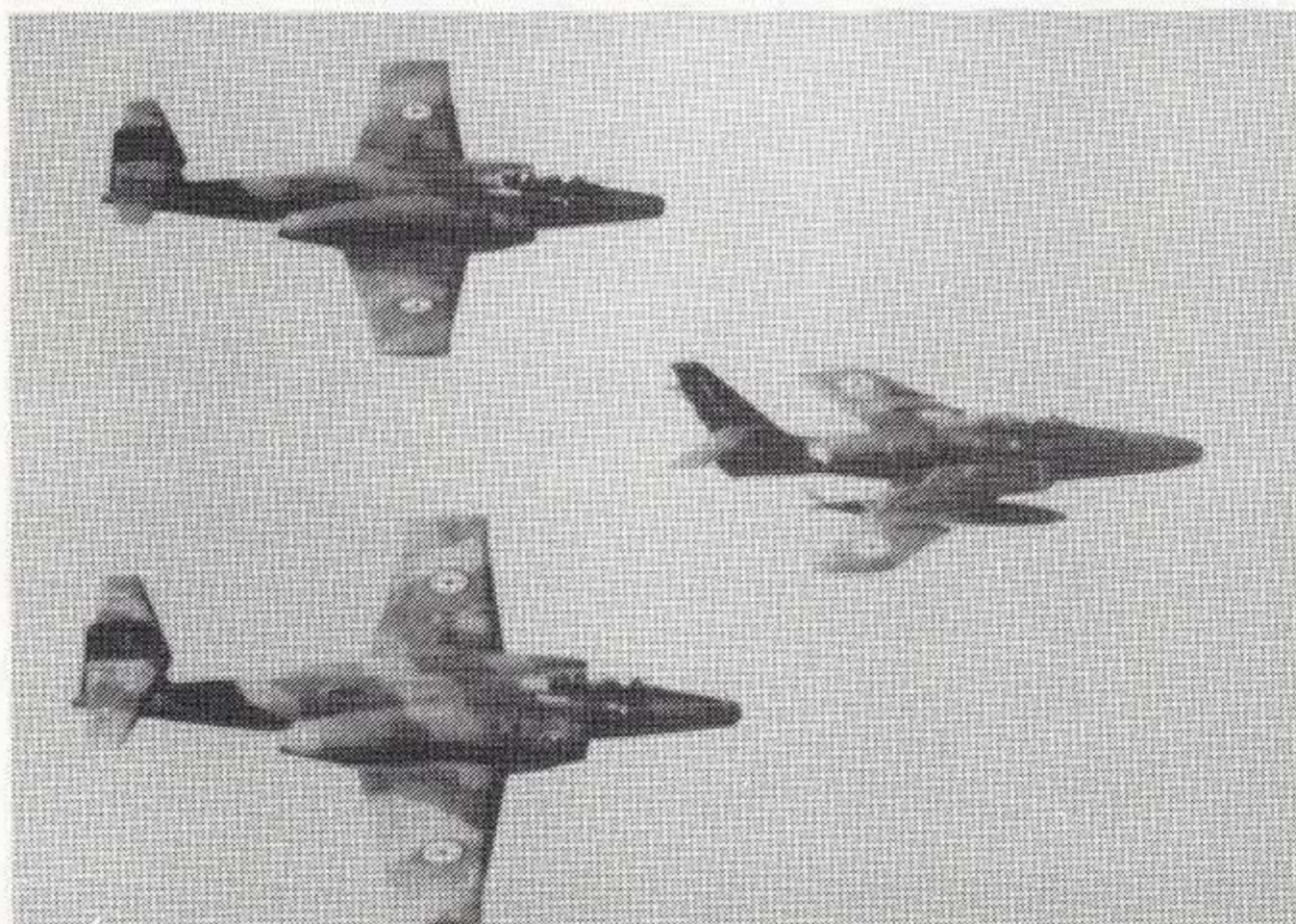
METEOR MK.7 in 76/17 and 79/11; ED3 was coded B2-7 while flying with the Target-Flight.

METEOR MK.8 in 76/17, 79/11, 86/14 and 90/16. A few new codes have come to light: EG16/7J-R, EG32/OV-B, EG172/SV-G, EG212/MLD, EG-243/SV-M, EG250/SV-I. Then the delivery-dates of some of them:

EG201 16.11.50	EG209 30.11.50	EG217 12.01.51
EG202 16.11.50	EG210 30.11.50	EG218 19.01.51
EG203 23.11.50	EG211 11.12.50	EG219 19.01.51
EG204 23.11.50	EG212 17.01.51	EG220 25.11.50
EG205 23.11.50	EG213 11.12.50	EG221 23.01.51
EG206 25.11.50	EG215 11.12.50	EG222 09.02.51
EG207 25.11.50	EG214 12.01.51	EG223 06.02.51
EG208 30.11.50	EG216 12.01.51	

EG32/OV-B was completely destroyed in a crash.

METEOR NF.11 in 78/14 and 90/17. The additional information concerns EN-1 which crashed near the village of Acht (Holland), EN-3 crashed near Roux-Miroir, EN-12 is ex RAF WD736, not WD664; WD664 had a cat. E crash on 27.04.59 with the RAF.





MERLIN in 91/17; the construction-numbers of the aircraft are as follows: CF-01/T259, CF-02/T262, CF-03/T265, CF-04/T260, CF-05/T264 and CF-06/T267

PACKET in 84/14; delivery-date of CP40 was the 20th of March 1954, while CP41 to 46 were delivered in February 1958.

SPITFIRE MK.9 in FLASH 74/15, 77/15, 79/11, 84/13 and 88/14. A few crashes: SM-18 on 16.01.58 in France; SM-30 on 29.03.53; SM-31 on 11.10.52 and SM-35 crashed on 19.03.54.

STAMPE SV-4B in 86/14, 90/16 and 91/17; V-18 (c/n 1160) became SLN-03 of the Söllingen Flying Club, to G-BRMC recently. V-6 crashed at Zoersel on 05.04.75. The four remaining Stampes that were auctioned recently will remain in Belgium: V-4 and V-52 were sold to a Mr.Daems; V-43 and V-49 to Mr.Valveckens.

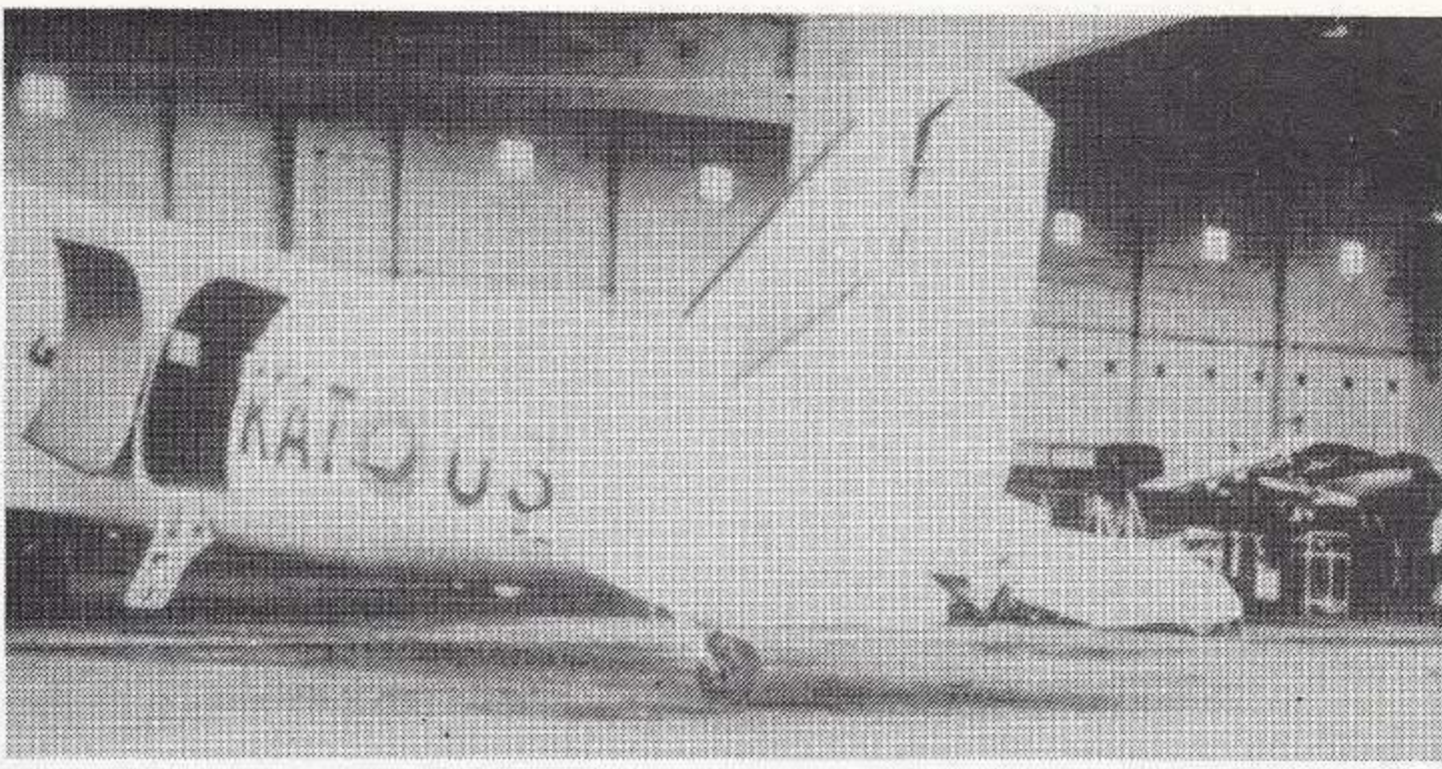
SYCAMORE in FLASH 88/16; the first flights of the three helicopters at Kamina were 28 June 1954 for OT-ZKA, 12 May 1955 for OT-ZKB and 20 January '56 for OT-ZKC.

SIAI-MARCHETTI in 91/17. The delivery-dates are as follows:

ST01 27.11.69	ST11 09.06.70	ST21 27.10.70
ST02 26.02.70	ST12 25.06.70	ST22 27.10.70
ST03 04.03.70	ST13 09.07.70	ST23 09.11.70
ST04 10.03.70	ST14 28.07.70	ST24 04.12.70
ST05 25.03.70	ST15 08.09.70	ST25 26.11.70
ST06 09.04.70	ST16 27.08.70	ST26 15.12.70
ST07 27.04.70	ST17 08.09.70	ST27 07.12.70
ST08 27.04.70	ST18 24.09.70	ST28 22.01.71
ST09 20.05.70	ST19 06.10.70	ST29 28.01.71
ST10 20.05.70	ST20 15.10.70	ST30-36 in '71

F-84G THUNDERJET in 84/14, 88/16 and 90/17. Squadron-code of FZ146 was YL-R, that of FZ175 IS-P; FZ-165 was ex 51-721A; FZ128 ex 51-10907 and FZ55 ex 51-9975.





■■■■ THE CIVIL-WAR IN BELGIAN CONGO ■■■■

The complicated situation that arose after the withdrawal of Belgium from the Congo has been mentioned several times in the Belgian Air Force article; it might be illuminating to give you the complete picture.

On the 30th of June 1960 Congo, the Belgian conquered country, became an independant nation. The Congolese air force, or 'Aviation de la Force Publique du Congo' then consisted of eleven Doves, one Piper L-18C, two Sikorski S-55s and one DH114 Heron; furthermore it had two Dakotas on loan from the Belgian air force.

Despite the independancy the Belgian influence in Congo remained considerable; since practically no black cadre was available, the whites held all the key-positions in the country and their position seemed unassailable. As for the Congolese air force, the highest rank attainable for blacks was sergeant-major and thus all the officers were Belgians. It was also agreed that Belgium had the right to use the airbases of Kamina and Kitona for the time being.

The political situation in the new state could hardly be called stable. President Kasavubu and prime-minister Lumumba had their hands full in trying to quiet down the various riots and tribe-wars when suddenly a few days after the independancy, the Force Publique started to mutiny. This led to a tremendous panic under the whites in Congo. On the 5th of July Belgium started a rescue-operation; Packets and Dakotas of the 15th Wing transported thousands of paratroopers to and evacuees from Congo. Armed Harvards and Magisters from the Kamina Flying School supported this operation. Meanwhile, for safety reasons the Belgian pilots of the Aviation Publique had flown all the aircraft of their small air force to their refuge at Kamina.

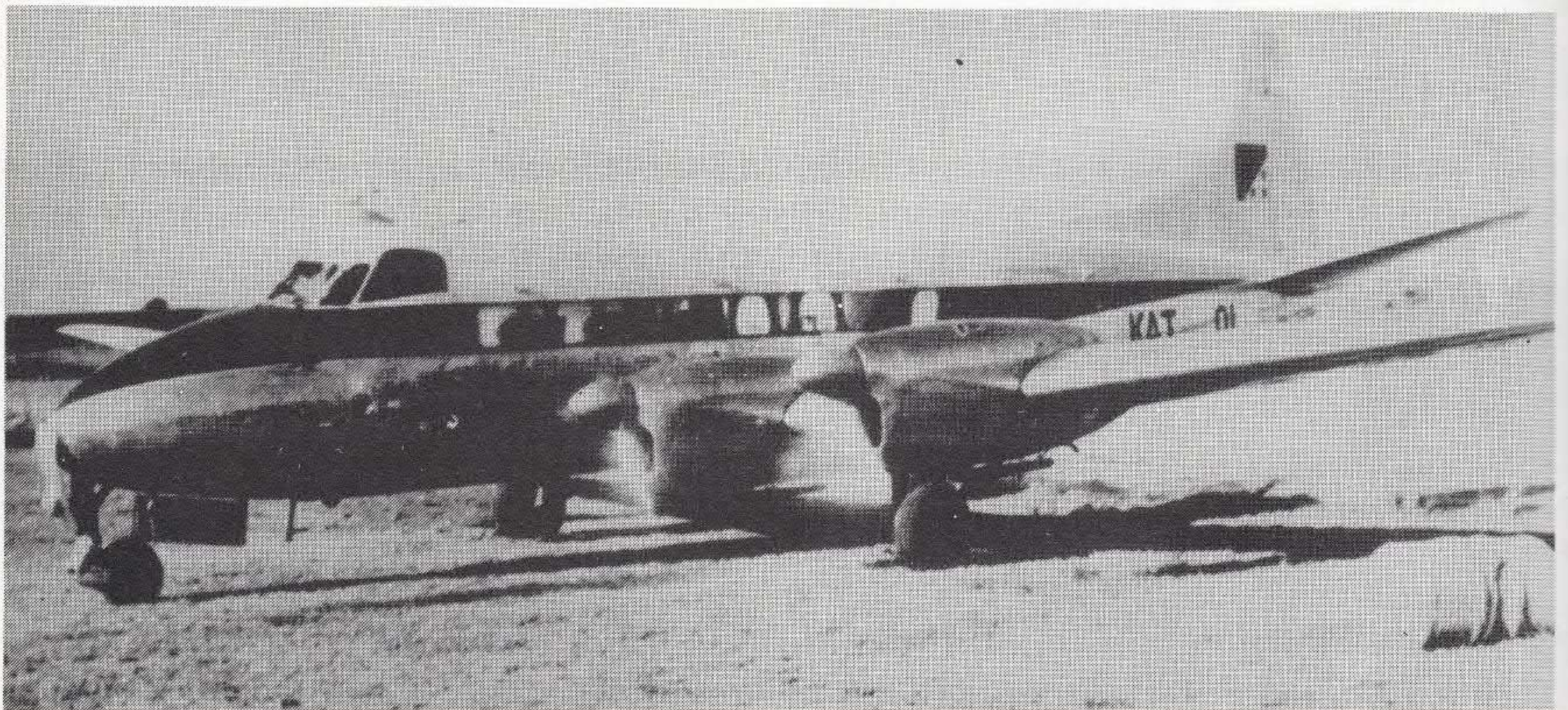
And right in the middle of this the province of Katanga, thanks to the vast amounts of copper the richest part of Congo, started a revolution under Moise Tsjombe.

Ironically, the entire Congolese air force was based at Kamina at that time, and Kamina was on Katangese 'territory'. Thus the new state of Katanga had itself an operational air force, and at very low costs.

But president Tsjombe was eager to get fighter aircraft, since he foresaw that Congo wouldn't be very pleased with this initiative. Well, parked on the Belgian part of Kamina airbase were a number of obsolete Harvards of the Advanced Flying School, bound to be scrapped. Katanga asked the Belgian government to sell these aircraft to her. This request was granted and a number of Harvards went over to the AVIKAT, the 'Aviation Katangaise'. The two Dakotas, loaned by Belgium to Congo, were sold to Katanga as well; it does not seem unreasonable to assume the Belgian government saw something in Mr. Tsjombe.

Looking for even more sophisticated aircraft the president of Katanga, who had had the chance to admire the new Belgian Magisters operating from Kamina, proposed Belgium to sell a few of these planes to him. Yet, Belgium was somewhat confused by the international scandal following her engagement in this affair; Lumumba had strongly protested against the Belgian interfierance and their obvious overtures towards the actions of Tsjombe and the United Nations had forbidden the delivery of armoury to Katanga. Belgium thus refused to sell her Magisters.

Tsjombe then installed a committee that was to investigate new possibilities of getting aircraft for the AVIKAT. This Katangese committee eventually came in contact with a group of French 'ultra's', who could take care of that. A result of their actions was that a first batch of three Fouga Magisters was packed in crates and loaded in a Boeing C-97 of the American Seven Seas Airlines at Toulouse. The aircraft arrived at Elizabethville on 15 February 1961, were re-assembled and painted in the colours of the AVIKAT: a green and red roundel with three yellow half moons. This affair of course reached the papers and both France and Belgium got their share of the international disapproval; Belgium since the three particular aircraft were part of a batch of 45 destined for the Belgian air force, and France as it should not have given an export permission for the Magisters. Naturally the delivery of another six Magisters and six Dassault Mystères which the committee had been able to acquire was cancelled as well. A few months later the UN-declared weapon embargo was nevertheless ignored by South-Africa, which delivered six Piper Caribous to Katanga.





In 1960, Dove OO-CGG was taken over by the Aviation Publique and became D-11.

In the meantime the Congolese prime-minister Lumumba had asked the UN Security Council for help, and with success. The UN demanded the immediate retreat of the Belgian troops; instead an international 'peace-force' was sent to Congo. In 1963 this peace-force, the flying component of which consisted of six Indian Canberras, four Ethiopian Sabres and four Swedish Lansens/Tunnans, eventually forced Katanga to capitulate. Tsjombe and his soldiers disappeared from the scene for a while, to Angola.

Well, from the first part of this historic novell to the dull facts: the aircraft involved.

DE HAVILLAND DH104 DOVE

As a gift from Belgium the Aviation de la Force Publique du Congo operated twelve aircraft, delivered between 1949 and 1959. Their individual histories are as follows:

- D-10 c/n 04252 was written off shortly after the delivery to the Aviation Publique
- D-11 c/n 04080 became KAT-11 of the AVIKAT, but was written off in August 1961
- D-12 c/n 04052 was written off on 7 October 1958
- D-13 serial not used
- D-14 c/n 04367 became KAT-14, returned to the Congolese air force after the capitulation of Katanga
- D-15 c/n 04442 became KAT-15, returned to Congo after the capitulation
- D-16 c/n 04443 was not evacuated to Kamina since the aircraft was in maintenance; it was destroyed in July 1960.
- D-17 c/n 04447 became KAT-17, written off in August 1960.
- D-18 c/n 04154 became KAT-18, then back to Congo
- D-19 c/n 04013 became KAT-19, then back to Congo
- D-20 c/n 04103 written off in Congolese AF
- D-21 c/n 04606 was not evacuated to Kamina since it was in maintenance; destroyed in July 1960
- D-22 c/n 04507 became KAT-22, later re-entered service with the Congolese AF

SUD AVIATION ALOUETTE II

Three Alouettes were transferred to the Force Publique in 1960, having construction-numbers 1341-156C, 1365-166C and 1366-167C. One of them fell into the hands of the AVIKAT and became KAT-53.

AIRSPEED CONSUL

The Aviation Publique operated six aircraft of

this type, a refurbished version of the Oxford; they were donated by Belgium in 1948. At the time of the Katangese seperation these aircraft were no longer in service, but we list them anyway.

- C-31 c/n 5190 sold as ZS-DNJ
- C-32 c/n 5178 crashed before 1958
- C-33 c/n 5189 sold as ZS-DNK
- C-34 c/n 5133 sold as ZS-DNL
- C-35 c/n unknown crashed before 1954
- C-36 c/n unknown written off before 1954

PIPER L-18C SUPER CUB

Belgium delivered six aircraft to Ruanda-Burundi, another of its African colonies. Somehow at least one of them reached Congo, as it was in the inventory of this air force in 1960 as P-61.

DOUGLAS C-47 DAKOTA

Two Dakotas were operated by the Congolese air force, on loan from Belgium: K-19 and K-21. Based as they were at Kamina, they were seized by Katanga in 1960, bought from Belgium and serialized KAT-03 and KAT-02 respectively. After the defeat the aircraft disappeared to Angola.

FOUGA CM-170R MAGISTER

Three aircraft were delivered to the AVIKAT in February 1961 with the construction-numbers 294, 295 and 296; they were serialized KAT-91, KAT-92 and KAT-93. One aircraft was written off after an emergency landing, the other crashed somewhat later. Number three disappeared, probably to Angola.

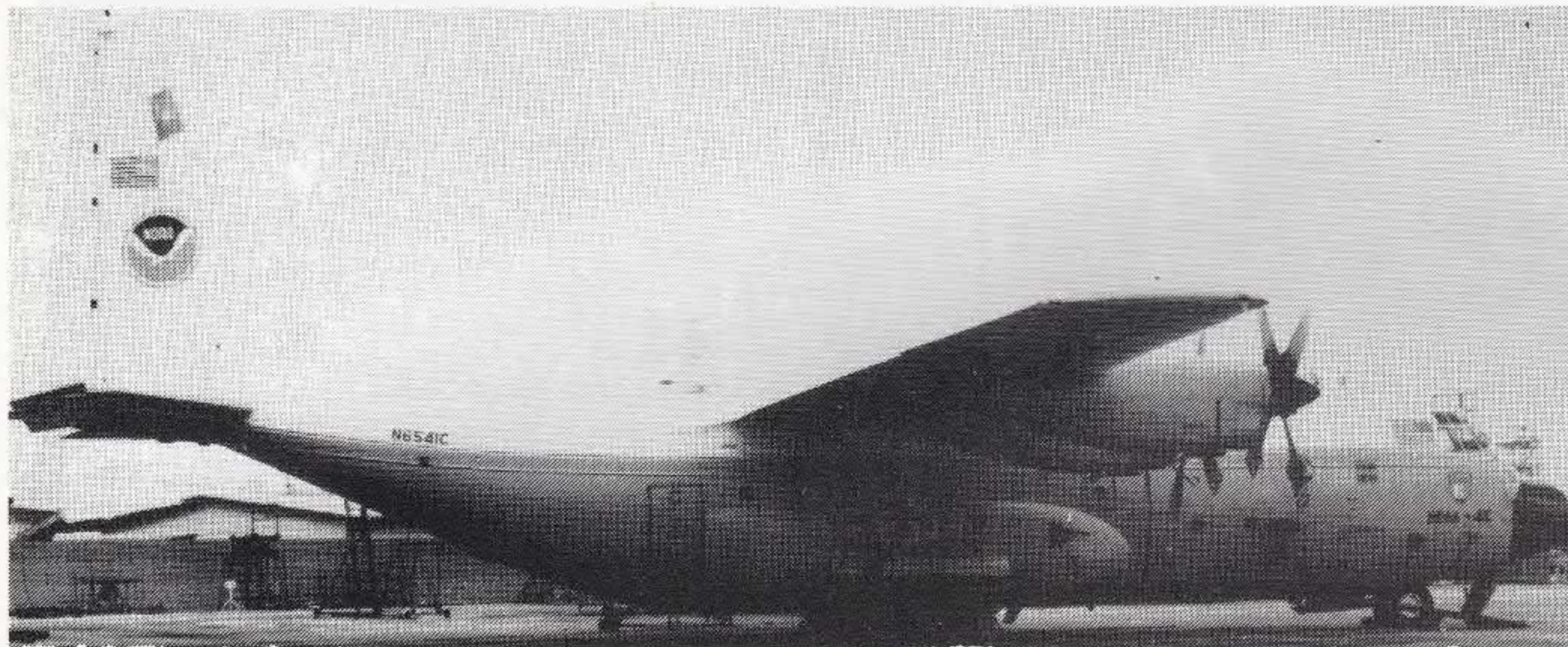
DE HAVILLAND DH.114 HERON

Two Herons were used for VIP transports by the Gouvernement General du Congo; they had been delivered to Belgium in 1954. When the Katangese seperation started only one of the Herons was still operational and in use with the Aviation Publique, in Belgian civil markings: OO-CGG. It was seized by the Katangese in July 1960 and re-serialized KAT-01; it was destroyed at Elizabethville in August 1961.

SIKORSKI S-55

Sabena operated three S-55s in Congo, OO-CWE, OO-CWF and OO-CWG; all were based at Leopoldville. On 1 April 1960 Congo bought OO-CWE and OO-CWF for her air force and serialized them S-41 and S-42. With the evacuation to Kamina S-41 was left behind since it was in maintenance at Kitoua; S-42 eventually went over to the AVIKAT, where it became KAT-42.

CIVIL AVIATION



Two aircraft of the U.S. Department of Commerce or N.O.A.A. Orion N43RF and Hercules N6541C at Miami during May 1977.

(F. Schaeffers)

THANKS TO: 1 TASW, R.L.D
G.J.A. Verzett, I. Wilson
H. Rozema and H. Dekker

Movements during September (military included):

1: OD-AGT B.707 TMA, Tradewinds c/s - no titles N225SF G.1159 Gulfstream II	
2: 50253 & 67953 both C-141As USAF PH-BUK B.747 - delivery to KLM	
4: D-LDFM Airship 'TDK Tapes' PH-EXB F.27-400M Senegal AF (6W-STC)	
5: 60-SAW B.720 Somali Aw EC-CXB Cessna 310 485 & 6 C-47 Dakota French Navy 328-ED N.2501 (132) French Air Force 4X-FBW C-130H Hercules ('436') IDF/AF	
6: CCCP-85260 Tu.154 Aeroflot D-CAPD Learjet	
7: N4002M Boeing 727	
8: 60146 C-141A USAF N553MD G.1159 401-02 /T.11-1 Mystere XX Spanish AF (EC-ZCJ) 22326 UH-1H USArmy 10679 CT-39A USAF	
9: 67953 C-141A USAF D-IAAI Cessna 441 PH-EXH F.27 Egypt Air Cargo	
10: TC-JBS Boeing 707 THY (new aircraft)	
13: 00466 C-5A Galaxy USAF (delivery of the F-16) N792FA Boeing 707 El Al N35CC Sabreliner HA-YSB Tu.134 Hungarian Gvt N5005K B.206L	
14: 7T-WAT F.27 Algerian AF G-BDDE DC-8 IAS	
15: CH-10 C-130H Hercules BAF N58RD CV.880 I-SNAF HS.125 G-BOAT Cessna 310 G-COLT Ted Smith TS.601 Aerostar	
16: TY-ATM F.27 Force Ae.du Populaire Benin N15713 Boeing 707 GIA PH-SYA PA32RT-300	
17: TU-VAB F.28 Fellowship	
18: CS-02 HS748 Andover BAF G-IANT Cessna 404 VH-BLY GAF Nomad I-HYDR Piper 31T	
20: HA-LBL Tu.134 Malev (new) I-CGTT Piper PA31 N63305 B.747 Air France XV107 VC-10 RAF	
21: PH-TVD B.737 British Aws N523AC BAC.1/11 24127 VC-137B USAF 89MAW D-ADGO Douglas DC-10 Lufthansa	
22: F-BPVL Boeing 747 Air France	
23: LV-MSG Boeing 707 T.A.Rio Platense	
24: F-GBLG Beech 200 King Air	
25: D-BABI VFW-614 Cimber Air N2600 G.1159 N64 Sabreliner FAA N43M G.1159	
26: 63-VK N.2501 (165) FAF HB-VDH Learjet	
27: F-BUZY SE.210 Minerve N60CC G.1159 F-BYAI SE.210 Aerotour OE-GDP Mystere 20 D-IDEE Swearingen Metro OE-FDP Cessna 500	
28: HB-IDZ DC-8 Balair D-CDAX Learjet LN-MOG Douglas DC-8 SAS	
29: TR-LVO Cl.44 Air Gabon Cargo (no titles) LZ-BTD Tu.154 Bl Balkan (new) OO-TED B.707 TEA	
30: PH-TVE Boeing 737 British Airways c/s	

Movements during October (military included):

1: N9672 B.747 Jumbo Jet - American Airlines G-BPAT Boeing 707 - Pelican Air Transport	
3: F-BYAI SE-210 - Aerotour N401M G.1159 N906CL DC-8 - Capitol C-FROX Learjet 25	
4: F-BPVP B.747 - Air France - with Sabena titles PH-DCO Douglas DC-8 - ALM F-BJLY MS.760	
5: 7T-WAU F.27 - Algerian AF F-BTTU Corvette PH-TVE B.737 - British Aws XS794 Andover RFF	
6: N50AS Jetstar II D-IHWT Merlin III	
7: C-FHAX Bell 212 - Associated Helicopters LN-FOG L.188 - Fred Olsen OH-KDA DC6 Karair G-AMRA DC-3 Dakota - Eastern Airways	
9: N748WA Boeing 747 - Seaboard N6645L Piper PA31 N9673 Boeing 747 - American Airlines	
10: 5V-MAH DHC-5 - Togo Air Force N5101 G.1159 G-BRAC Britannia - REDCoat	
11: G-AMCA DC-3 Dakota - Air Atlantique TU-VAN F.28 Fellowship - Ivory Coast Air Force G-BETV HS.125 HB-LKD Mu-2	
12: PH-BNB Beech F.33C RLS	
13: F-BYCA SE-210 Caravelle	
16: OO-TEJ B.737 T.E.A. D-BABI VFW-614 VH-EBO B.747 Jumbo Jet - Qantas	
17: N365G & N367G G.1159s TC-JBU B.707 THY F-BEEA Boeing B.17G - Institute Geographique N G-BEVN B.707 - Pelican AT G-GTWO G.1159	
18: F-BXAJ V.952 - EAS G-APES V.953 -ABC F-BYAP F.27 - UAR G-BSAL G.1159 G-ASGD VC-10 - British Aws PH-FOM F27 FAF Benin	
19: F-BYAO F.27 - UAR - in East West c/s	
20: EC-DCE B.727 - Iberia (new) F-BOJO MS.760 DM-SCY Tu.134 - Interflug	
21: LZ-BTD Tu.154 - Balkan (new a/c or converted) 7T-WAV F.27 - Algerian AF G-BFWN BAC.1/11 - British Airways (new)	
23: N9672 B.747 - American Al D-ICFA Cessna 500	
24: 17-03 VFW-614 - WGAF N373KC Mystere 20	
25: F-BZPU Aero Commander 690 HB-VEX Cessna 500	
26: YV135C DC-10 - VIASA N4000X G.1159 SE-GTE Convair 440 - Scanbee	
27: PH-ILT Falcon 10 - Philips G-APES V.953 -ABC	
28: N15713 Boeing 707 - GIA G-LCCO PA-31 -JPS D-CBVW Sabre 75	
30: G-DMAN HS-125	

Corrections and additions FLASH No.98.

PH-SAW left on 14 Sept. for TEA to become OO-GPN
PH-JSD has c/n 36 (Corvette 100)

FOKKER - VFW

In connection with the row broken out between Fokker and BAe concerning the HS.146, a remarkable letter appeared in one of the latest editions of Flight. In this letter T.D.Keegan (manager of BAF) stated that he won't choose the HS.146 to replace its 14 Heralds. The HS.146 would require a double time to fire up its engines, double personnel for these engines and it has double the parts in comparison with the F.28.

Nigeria Airways has ordered another two F.28s making a fleet of eight.

F.27 FRIENDSHIP

10270 400 G-BFDS, back Fokker. 30/11 in NLM/City-hopper c/s, i/s 2 December as PH-ARO.
 10310 200 after rebuilt delivered 25/10 to Phil.AF
 10409 600 TY-AAG to TY-ATM, delivered around 20 November as TY-BBI to Air Benin.
 10450 600 TU-TIA Air Ivoire, to Air Alsace
 10469 400 TU-VAK Ivory Coast AF, via Fokker to Air Alsace
 10579 600 seen in Air Ivoire c/s 17/11
 10582 400 6W-STC Senegal AF, delivered 8 November
 10583 400 6W-STD Senegal AF, delivered 8 November
 10585 200 Maritime, PH-EXD in SAR c/s

F.28 FELLOWSHIP

11137 3000 PH-EXS, reregistrated PH-ZBS
 11138 4000 PH-EXP - NLM 11139 4000 PH-EXU - NLM
 11143 4000 in Cimber Air colour scheme!

DUTCH REGISTER



NEW REGISTRATIONS

-- OCTOBER 1978 --

PH-ABK FR.182RG (F.0012) ASH BV, del. on 04-10-78
 PH-AVT PA-28-181 (7990075) NEAS BV del. on 26-10-78
 PH-BIR F.172N (F.1744; PH-AXK-II) Air Ser. Holland
 PH-BNA Beech F.33C (CJ-130; N23787) R.L.S.dd.14-11
 PH-BNE Beech F.33C (CJ-134; N.....) R.L.S.dd.16-11
 PH-ILT Falcon 10 (1; F-BSQU) Philips NV
 PH-JDM F.150M (F.1391; PH-AXM-II) A.S.H. BV
 PH-JSD SN.601 Corvette (36) Jetstar Holland
 PH-KNO L.21B (18-3862; 54-2462, R-172) Gooise Zweefvliegclub
 PH-KNT L.21B (18-3873; 54-2473, R-183) Koninklijke Nederlandse Vereniging voor Luchtvaart
 PH-MOE F.150M (F.1406) Air Service Holland BV
 PH-RVT Partenavia P.68B Victor (156) Aircraft Maintenance Amsterdam
 PH-SMD PA-32-300 (7840196;) NEAS BV
 PH-TSM PA-31-350 (7852161;) NEAS BV and to Tractorservcie Marienberg BV
 PH-TVM F.152 (F.1498; PH-AXL-II) A.S.H. BV

CHANGES

-- OCTOBER 1978 --

PH-DKB L.21B (18-3817) to J.M. van den Bosch
 PH-ENK F.150M (F.1357) to Stichting Vliegschool Zestienhoven
 PH-IBU Morane Saulnier Ralley 235 E (officially)
 PH-JTG Morane Saulnier MS.893 E (officially)
 PH-LUA F.150L (F.0688) to Airbrone Air Servcie BV
 PH-SWM PA-28-181 (7690404) to Central Air Teuge
 PH-SYA PA-32RT-300 (7885212) Flyyourself Holland
 PH-VOS F.150L (F.0700) Wing Aviation BV

CANCELLED

---OCTOBER 1978 --

PH-CAS F.182P (F.0033/64076) to G-HUFF (via ASH)
 PH-FOM F.27-600 (10413) to TY-AAG of Air Benin
 PH-KDC F.150L (F.0971) to G-BFWL
 PH-KDE F.150M (F.150M) to G-IWPL
 PH-KMA AT-16 Harvard IIB (14A-1216) crashed & w/o
 PH-NSH PA-28-140E (7325409)
 PH-SKR Piel CP.30 (28) o.o.r.

MOTORGLIDERS

PH-626 RF-5B (51072) H.de Jonge (9/78)
 PH-635 SF.28A (5772; ex D-KCLB, PH-TER) (9/78)



- The official permitted maximum weight for the Piper PA-36-285 Pawnee, an airplane used for agriculture flying, decreased with more than 10%; once this was 19960 Newton, now 17700N (1770kg).
- On 6 October this year, PH-DCO a DC-8-53 of the KLM entered service with the A.L.M. The Antillean Airlines now have two DC-8s on lease from KLM Royal Dutch Airlines.
- The official maximum weight for the DC-9-32 in service with the K.L.M. decreased too. When taking off it has to leave behind at the airfield the weight of a PA-18A-150: 9000N (900kg).
- The current situation of Transavia's Boeing 737s is as follows. PH-TVD and PH-TVE went to British Airways for a one year lease on 22 and 20 September resp. PH-TVI came back in service with Transavia on 22 September, after its lease to B.A. And

PH-TVP is still in service with Transavia although the original plan was to lease it to British Awws.

- On 18 November the paved runway of Teuge has finally become operational. The parking area has been moved to the North-East part of the field as the new taxi-route now crosses the old spot. So spotters have to walk a bite farther!

● After the bankrupt of C.A.M.M.Neidt, his Super Cubs were sold to Skylight. PH-BAJ & PH-GAV were delivered at Hilversum on 29 November, followed by PH-GAX next day. All have been sold in England, 'GAX and 'BAJ left on 5 December to become G-SCUB and G-SUPA resp. And 'GAV will become G-CUBI.

As said last month, PH-WAM left for the UK too and is now flying as G-CUBB.

- The P.68B Victor which was delivered to Aircraft Maintenance this month (PH-RVT), is likely to go to Holland Automation International BV soon. This is the third Victor flying in Holland.

● As are three Tomahawks. Early November another two were delivered to Stichting Vliegmaterieel Rotterdam. For the time being, no other Aero Club seems to be interested in buying the type.

- The last two Beech F.33Cs for the R.L.S. were delivered during October. The two had remained in the States for a ½ year for testflying as R.L.S. wants to get a Category A status (= aerobatic) for her F.33Cs.

It is possible that an additional F.33C will arrive to replace PH-BNN which crashed on its delivery flight.

FALCON 10 & 50



IN HOLLAND

The world-wide known concern Philips has always had and still has the biggest business air fleet in Holland (see FLASH 77&78). In July 1965, it was the first to introduce a business-jet, a Mystere XX, in Holland.

The fleet now contains four of these aircraft (americanized named Fan Jet Falcon). Due to growing activities abroad, especially a mammoth order in Saudi Arabia, made the purchase of another type of aircraft necessary. Because of the satisfactory results with Dassault-built aircraft and the not so good results with e.g. the Gulfstream II which had been in service for only two years, the choice fell on a Falcon 50.

This aircraft allows a non-stop flight to Saudi Arabia, whereas the Mystere XX needed a stop in Egypt. So the Falcon 50 gains time and money; but furthermore it has three so-called 'new generation turbofans' (Garret TFE731/2). These produce little noise and have a low fuel-consumption. The latter can have three advantages: faster flight, longer flight or economical flight. And this with the same amount of passengers as in the Mysteres.

It is not all gold that glitters. Of course there are some disadvantages: mainly being the delivery-time. On 7 March 1976, Falcon 50 made its first flight. As the wings are based on the Falcon 10 & Mercure and the fuselage on the Mystere XX, one would suggest, a production-line could be set up in no time. Nevertheless it will take at least two months before the first production machine will be delivered. The production-rate has not yet been determined. Rumours indicate only one in three months.

According to Dassault some hundred '50s have been ordered but this needs a big question-mark. Fifty of these have namely been ordered by their American agent, Falcon Jet Corporation, and are in fact not yet sold. Of the remaining orders only some 50% has been confirmed.

Put one and another together, and having the knowledge that Dassault has not yet made any promises about a possible delivery-date, one can imagine Philips must have some concern.

Philips therefore decided to lease a Falcon 10 to fill up the gap. The aircraft in concern was the first production-aircraft and made its first flight on 30 April 1973 as F-WSQU (later F-BSQU) and operates in Holland since September. Recently it was Dutch registered as PH-ILT.

Reasons to lease particular a Falcon 10, is the same cockpit lay-out and the same engines as on the Falcon 50. This way the pilots can already familiarize. Furthermore it can also fly non-stop to Saudi Arabia.

The Falcon 10 was developed in 1969 and presently the 140th has been delivered. Just like the rest of its family, it can land on every kind of field and needs only a small runway of approx. 1,300mtr. Officially it can transport seven passengers but for long-distance flights this is only four and thus a great disadvantage for the aircraft. On the other hand it probably has advantages for Philips in matters as testing their radar equipment, etc. (?)

Although Dassault originally only developed military projects, they surely scored a bull's-eye with their Falcon 10 and Fan Jet Falcon. Especially the latter of which 400 have been built - nearly 30 per year. Whether the Falcon 50 can become this successful is still a big guess. The estimated market for such a type is around 1,200 aircraft. Very worth while if we for convenience just forget about the latest developments of Citation, Gulfstream II, Westwind & Jet Commander, Jetstar, HS125 and Sabreliner.



Fokker

F.27

FRIENDSHIP

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

PART 19



10470	5185	f/f 26-10-71, 05-11-71 to 9V-BCW of Malaysian Singapore Airlines, 01-10-72 to 9M-ARL of Malaysian Airline System Berhard, 01-10-75 reregistrated 9M-MCH, current.
10471	5183	f/f 09-11-71 as PH-EXF, 9V-BCX of Malaysian Singapore Airlines cancelled, 07-09-72 to 9M-ARE of Malaysian Airline System Berhard, 01-02-76 reregistrated 9M-MCI, current
10472	5183	f/f 29-11-71 as PH-EXA, stored Ypenburg and on 5 December registrated 'PH-SINT', f/f 15-06-73 as PH-EXF, 15-06-73 as 9M-ASF to M.A.S.B., 01-03-76 rereg 9M-MCJ, current.
10473	6207	f/f 18-01-72, NAF701 ntu, 31-01-72 to NAF-901 of Nigeria Air Force, 25-04-76 to 5N-ANL of Nigeria Airways, current.
10474	6194IF	f/f 10-01-72, 11-02-72 to 5-201 of Imperial Iranian Air Force, 01-09-76 reregistrated 5-8801, current.
10475	6194IP	f/f 01-02-72, 28-02-72 to 5-202 of IIAF, 01-09-76 reregistrated 5-8802, current.
10476	6207	f/f 27-01-72, NAF702 ntu, 25-03-72 to NAF902 of Nigeria Air Force, 16-04-76 to 5N-ANM of Nigeria Airways, current.
10477	6199	f/f 23-02-72 as PH-EXB, stored Ypenburg, rereg PH-EXC(7/73), rereg PH-FRB (18-9-73/6-11-73), 06-11-73 to S2-ABO of Bangladesh Biman, current.
10478	4196M	f/f 15-02-72, 04-03-72 to 5-203 of IIAF, 01-09-76 reregistrated 5-8803, current.
10479	4196M	f/f 09-03-72, 22-03-72 to 5-204 of IIAF, 01-09-76 reregistrated 5-8804, current.
10480	4196M	f/f 28-03-72, 11-04-72 to 5-205 of IIAF, 01-09-76 reregistrated 5-8805, current.
10481	4196M	f/f 17-04-72, regd PH-FPV for Hanover '72, 17-05-72 to 5-206 of IIAF, 01-09-76 re-registered 5-8806, current.
10482	4196M	f/f 05-05-72, 24-05-72 to 5-207 of IIAF, 01-09-76 reregistrated 5-8807, current.
10483	4196M	f/f 31-05-72, 10-07-72 to 5-208 of IIAF, 01-09-76 reregistrated 5-8808, current.
10484	6195IP	see under c/n 10465. f/f 12-06-72, 28-08-72 to 5-209 of IIAF, crashed Chalus 25-08-73
10485	4196M	f/f 12-06-72, 21-07-72 to 5-210 of IIAF, 20-09-73 reregistrated 5-209, 01-09-76 re-registered 5-8809 (but 11/77 still as 5-209?!), current.
10486	4195M	see under c/n 10466, f/f 28-08-72, 02-09-72 to 5-211 of IIAF, 20-09-73 reregistrated 5-210, 01-09-76 reregistrated 5-8810, current.
10487	4200M	f/f 04-07-72, 16-08-72 to NAF903 of Nigeria AF, 06-07-77 to 5N-ANT of Nigeria Airways
10488	4208M	f/f 31-07-72, regd PH-EXE (2-2-73/5-2-73), 13-02-73 to NAF904 of Nigeria Air Force, 12/74 leased to Fokker as PH-FRD (10-12-74/8-1-75), 04-01-75 back Nigeria AF, current.
10489	4196M	f/f 28-08-72, regd PH-FPW (7-9-72/9-72) for Farnborough '72, 21-09-72 to 5-212 of IIAF, 20-09-73 reregistrated 5-211, crashed 30-09-74.
10490	4200M	f/f 26-09-72 as PH-EXC (25-09-72/15-2-73), 22-02-73 to NAF905 of Nigeria AF, current.
10491	4196M	f/f 19-10-72 as PH-EXA, 11-11-72 to 5-213 of IIAF, 20-09-73 reregistrated 5-212, 01-09-76 reregistrated 5-8811, current.
10492	4196M	f/f 23-11-72 as PH-EXF, 03-01-73 to 5-214 of IIAF, 20-09-73 reregistrated 5-213, 01-09-76 reregistrated 5-8812, current.
10493	4200M	f/f 04-01-73 as PH-EXA, 08-03-73 to NAF906 of Nigeria Air Force, 29-12-76 to 5N-ANS of Nigeria Airways, current.
10494	4208M	f/f 28-02-73 as PH-EXB (8-2-73/21-3-73), reregistrated PH-FPX (27-3-73/19-4-73), 17-04-73 to 7T-WAI of the Algerian Government, current.
10495	4208M	f/f 16-04-73 as PH-FPZ (12-4-73/18-6-73), 09-06-73 to 7T-WAK of Algerian Gov't, current
10496	4210M	f/f 21-06-73 as PH-FRA (19-6-73/31-7-73), 27-07-73 to 7T-WAL of Algerian Gov't, current



