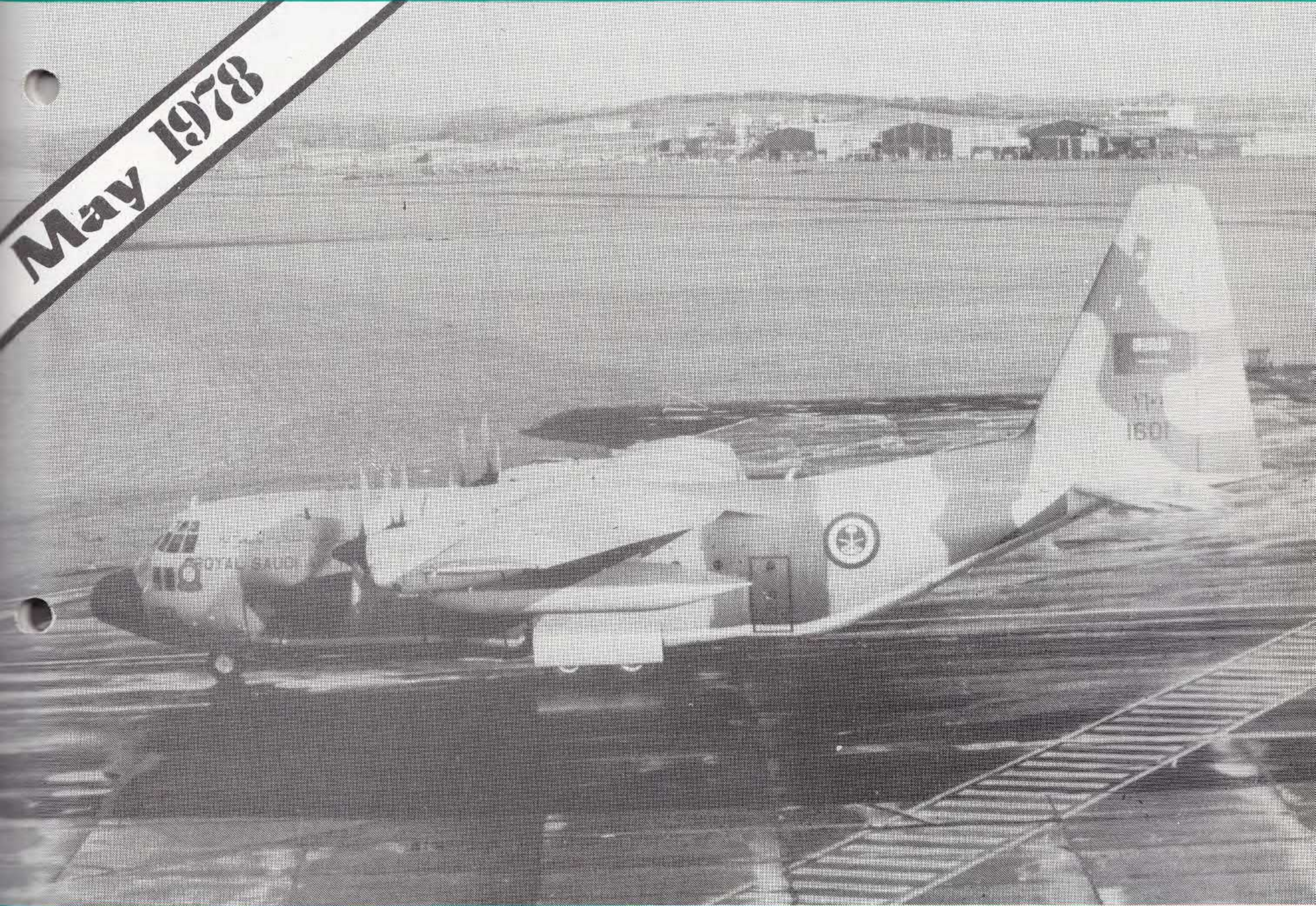


FLIGHT



aviation

magazine

NUMBER 92



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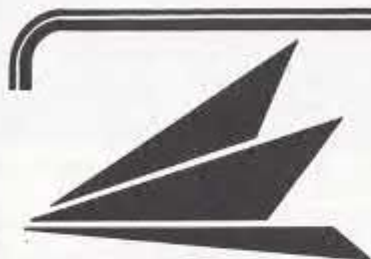
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FLASH

AVIATION MAGAZINE

P.O. BOX 855 5600AW EINDHOVEN HOLLAND



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MAY 1978

VOLUME 8

The latest generation American fighters is entering service at the moment or will enter in a very short time. The F-15 Eagle already operates with 4 wings. Production of the F-14 Tomcat is in full swing. The A-10 Thunderbolt 2 is on the edge of entering service in Europe. The F-18 Hornet has been given go-ahead for an initial production of five aircraft. The F-16 production is to start real production very soon.

Aircraft on the production-lines means that designing-teams of the various aircraft-manufacturers are already working on new ones.

As with the present generation, it takes some time for a new aircraft to enter service. Due to the advanced technology of today's a/c they need a fairly long time to work up and afterwards they are engaged in competitions against other aircraft.

To meet up with the demands on the market when the F-15s, F-4s, F-16s etc. need replacement, the future generation fighters should be on the drawing-boards now. American companies are the most advanced ones in the world and therefore all eyes are focused on the designs they turn up with. These designs are to release the latest demands the USAF sets to an fighter aircraft.

Will the USAF prefer a single-seat above a dual again as they have done with the Eagle. On this subject thoughts differ very much. Generally the pilots seem to prefer the dual versions whereas officials want single-seaters.

Can the factories produce an aircraft with computer guided fly-by-wire for a reasonable price. It's known designing-teams are thinking of aircraft even without tails. Such a tailless a/c would of course be uncontrollable but if a computer is linked to the fly-by-wire system, the computer can control the aircraft.

Will the latest developed plastics supplant the metals, will the a/c have vertical take-off and landing capabilities. If we only could see in the future.....

Jac van Tuyn

COVER PAGE: C-130H 1601 of the Royal Saudia AF at Shannon Int. Airport, Eire, earlier this year. (D.O'Mahony)^x

PAGE 2: Special attention to a plane that will start leaving service in Belgium and Holland this year. This month the trainer version of the F-104G Starfighter: TF-104G D-5806 of the Volkel Wing at Eindhoven AB in 1970 (F.Swinkels)^x. TF-104G FC-11 of 10th Wing at the IAI '77 at Greenham Common. (F.Swinkels)^x

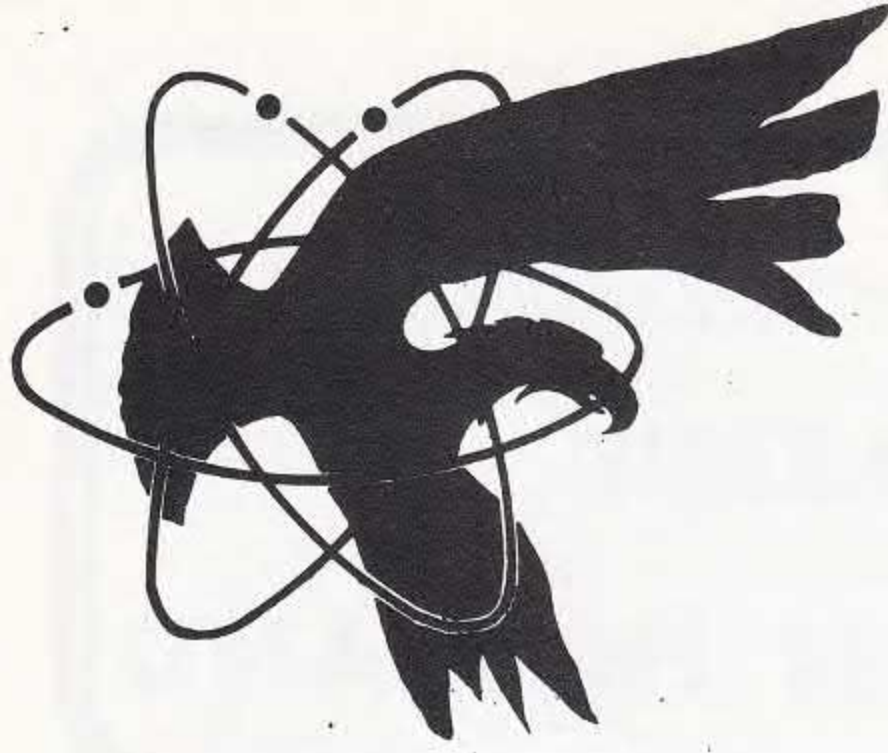
BACK PAGE: RF-4E 35-19 of AKG-52/Leck at Eindhoven on 29 April '77 (J.v.Tuyn)^x. F-4B 148383 on long-term-storage at Davis Monthan, February '72. (H.van de Laar)^x. Prior to delivery F-4D 14870/3-602 at the McDonnell/Douglas plant (McDonnell/Douglas). F-4E 01512 in Greek Air Force markings. (McDonnell/Douglas).

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

P. Bigel
S. Blarasin
A. Booy
R. Breur
R. Choufoer
R. Del Bianco
F. Elzinga
P. Foramiti

V. Greco
D.O'Mahony
S. Mestriner
C.D. Taylor
R. Thornley
A. Warnes
S. Warren
G. Weinmann

G. Weinmann
A. Wilderdijk
N.A. Wiltens
B. Ullings/API
P. Zoetmulder
2nd TASW
Sp. Group Soesterberg



MILITARY NEWS

Holland

- Again the replacement of MLD's Neptunes is involved in a political game. No doubt if the MLD could order a replacement themselves, the first of 10 Orions would already have been delivered. It all started in 1975 when the Dutch government wanted to withdraw the Neptune without buying replacements. Following heavy protests on this decision both national and international, money was earmarked for a replacement. The choice had to be made between the Atlantic Mk.4 and P-3B Orion and herewith we come to part 2 of the story.

To compete against the American Orion and working on a replacement for the Atlantics serving with the Aeronavale, Breguet is developing an updated version of the Atlantic: the mark 4. Besides the normal advantage of this aircraft, like standardization of the MLD's inventory, the French government added some highly interested ones. They have hinted that if the Dutch Navy orders the Atlantic, a counter-order would be placed for 15 Maritime Friendships.

So the choice is between one of the most advanced anti-submarine & patrol aircraft: the Orion or a less sophisticated aircraft but with the re-assurance of one year F.27 production for Fokker: the Atlantic.

- On 1 April the museum at Soesterberg opened for this year's season. Every Saturday from 10.00 till 16.00 ten aircraft can be seen, covering the Dutch Air Force since WW.II:

Q-305 F-86K; H-1 Spitfire Mk.9; V-3/NF869
Dh.89B Dominie; H-307 P-51D Mustang; M-464
B-25J Mitchell; I-69 Meteor Mk.4; O-36 H-23B
Raven; E-22 S.11 Instructor; S-9/55-4585
DHC.2 Beaver; D-26 Anson Mk.1

Groups interested in visiting the museum can also come on Tuesdays, Wednesdays, Thursdays and Fridays. This however, is only possible after having contacted the 'Conservator van het Luchtvaartmuseum', Vliegbasis Soesterberg, van Weerden Poelmanweg 1, Soesterberg (gem. Soest), Holland.

- Movements at Leeuwarden included:

Jan.23: 21-81 and 24-02 F-104G WGAF JABOG-31
XT668/AS Wessex HC.2 RAF 72Sqn
D-8280 F-104G (no badge)

27: 21-44, 23-30, 24-21, 24-28, 24-90 and
27-95 all T/F-104G WGAF WS-10

31: XZ101/S Jaguar Gr.1 RAFG 2Sqn
K-3068(314), 4005(313) both NF-5A/Bs

Feb. 3: K-3022(-), 3038(315), 3040(-), 3068
(314) all NF-5As

FX-13, 27, 39, 53, 57 F-104G BAF 1Wing

9: D-6670 F-104G 311/312Sqn

CS-02 Andover HS.748 BAF 15Wing

CR74-045 F-4E USAFE 32TFS

FX-13, 38, 57, 72 F-104G BAF 1Wing

21: 37-43 and 38-31 F-4F WGAF JG-71

59-25 DO-28D WGN 89-70 Sea King WGN

24: FX-65, 82 F-104G BAF 10Wing

27: 27-97 and 28-29 TF-104G WGAF WS-10

FX-10, 40, 59, 72, 79 F-104G 1Wing BAF

Mar. 1: C-8 and C-12 F.27M 334Sqn

CS-03 HS.748 Andover BAF 15Wing

FX-40, 57, 59, 72, 79, 89 F-104G 1Wing

9: A-05 and A-69 Alouette II Belg.Army

D-8125, 8127 and 8103 RF-104G 306Sqn

D-5804 TF-104G CAV K-4008(-) NF-5

13: 21-99 and 23-61 F-104G WGAF JABOG-33

FC-06 TF-104G BAF 1Wing (based for one

month because of an ACT exercise)

14: 89-54 and 89-66 Sea King Mk.41 WGNavy

15: K-4001(313), 4015(313), 4008(-), 4020

(316), 3066(-) all NF-5A/Bs

XH538 Vulcan B.2 RAF 35Sqn

21: D-5807 TF-104G CAV

22: FX-40 F-104G BAF 1Wing

D-8062, D-5807 T/F-104G Volkel Wing

20-42 and 25-79 F-104G WGAF JABOG-31

23: 211/V Neptune SP-2H MLD 320Sqn

30: D-8013, 8103 RF-104G 306Sqn

K-3016 NF-5A 316Sqn

VW318 Hunter T.7 RAFG Laarbruch St.Flt

On 20 March a three-week's Air Combat Training

course started with pilots of VX-4Sqn from

Point Mugu. Aircraft involved in this course

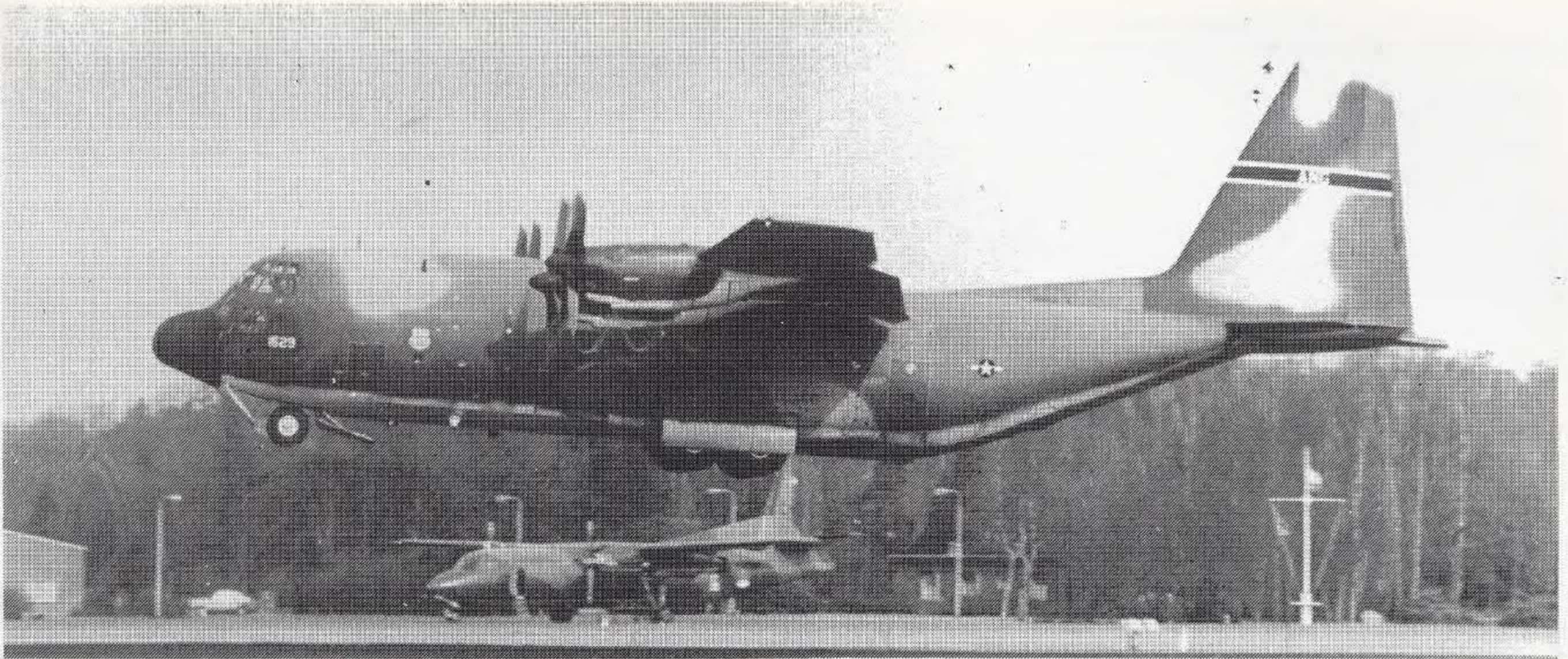
were: FC-06 and FX-62 T/F-104G BAF 1Wing

K-3001(KTS), 3005(-), 3034(314), 3036(314)

4001(313), 4008(-), 4015(313) and 4020(316)



From 1 April till 1
December the air force
museum at Soesterberg
is open again. Seen
here is Meteor I-69.
(J.van Tuyn)



C-130B 91529 of the West Virginia ANG paid a visit to Soesterberg on 23.02.78. (A.Wilderdijk)²

- Movements at Soesterberg included:

- Feb. 8: XV489/V Phantom FGR.2 RAFG 92Sqn
 9: SP66-758 and 66-727 F-4D USAFE 52TFW
 38-03 F-4F WGAF JG-71
 10: LN72-447 and 72-448 F-111F USAFE 48TFW
 15: 96583 C-130E USAFE 435TAW
 17: AR65-944 and 66-418 RF-4C USAFE 10TRW
 D-8308 and D-8092 F-104G 322/323Sqn
 23: 91529 C-130B Virginia ANG/167TAG
 28: BT76-035(y), 76-045(r) F-15A USAFE 36TFW
 Mar. 1: WR66-551 F-4D USAFE 81TFW
 MT-23 CM-170R BAF
 3-30/MM6531 and 3-34/MM6645 F-104G ItAF
 6: AR66-418 and 66-421 RF-4C USAFE 10TRW
 37-95 and 38-03 F-4F WGAF JG-71
 9: WR65-759 and 65-781 F-4D USAFE 81TFW
 ZR68-563 RF-4C USAFE 26TRW
 10880 C-9A USAFE 55AAS
 24200 VC-140B USAF 89MAW
 15: 32-86 and 32-98 G-91R WGAF LEKG-43
 17: RS68-497(y), 68-509(y), 74-637, 74-662
 74-643 and 74-651 F-4E USAFE 86TFW
 24471 and 0-10653 CT-39A USAF 7086OS
 20: UH68-017 F-111E USAFE 20TFW
 23: BT75-066 and 76-025 F-15A USAFE 36TFW
 29: 41-AR/94 Paris II FAF EIA.41
 35-11 RF-4E WGAF AKG-51
 30: 70-83 UH-1D WGAF FBSS
 BT75-070(r), 76-041 F-15A USAFE 36TFW
 XZ387/DN, XZ391/DP, XX746/DU, XX973/DG
 all Jaguar Gr.1 RAFG 31Sqn

From 16 till 25 May, 32nd TFS is to have an exchange with RAF's 11Sqn flying with Lightnings.

During the last week of April four RF-104Gs and four NF-5As operated from Vlb De Peel (near Venray). These a/c represented the teams of resp. 306Sqn and 314Sqn. During this week the teams prepared themselves for entering the Tactical Air Meet at Wildenrath early June.

Belgium

- In March an S-58, OT-ZKM/B13 crashed near Merzbrück (W.Germany). Although the S-58 has officially been replaced by the Sea King, it is still being used for transport between the army & air force troops in Germany and Belgium itself.
- Operating from Kleine-Brogel in connection with NATO exercise 'Cloudy Chorus' were 4 Canadian Starfighters from CFB BadSöllingen (W.Germany): 104706(441), 104733(439), 104847(421) and 104805(-). Other F-104s noted on 25 April were: FX-17,24,60,65,76,91,95 and FC-02,05,08 all T/F-104Gs of 10 Wing.

- At Brasschaat will be a 'jubilee air meet' on 21 May. Apart from the normal local civil a/c, the show is also to include a Harrier, F-15 and of course the inevitable Blue Bees. This show will commence at 14.00hrs.

- Strong wind prevented the last airworthy SV-4B of the Belgian air force to make the last official flight of this type from Goetsenhoven to Koksijde on 21 March. This historical event was therefore postponed for some days. "With this strong wind the a/c would probably arrive in Germany instead of at Koksijde" it was said.

In 1970 the Stampe & Vertongen SV.4Bis was officially withdrawn from service but two examples were kept in flying conditions and two others for spare parts. All attempts failed to keep the a/c for another few years and therefore the air force is to dispose SV.4Bis (see Flash Nr.91). The air force is not allowed to sell anything and is forced to exchange them. In June all reactions to the various advertisements will be selected. It is known there have been many reactions from all over the world and even self-driving lawn-mowers have been offered in exchange!

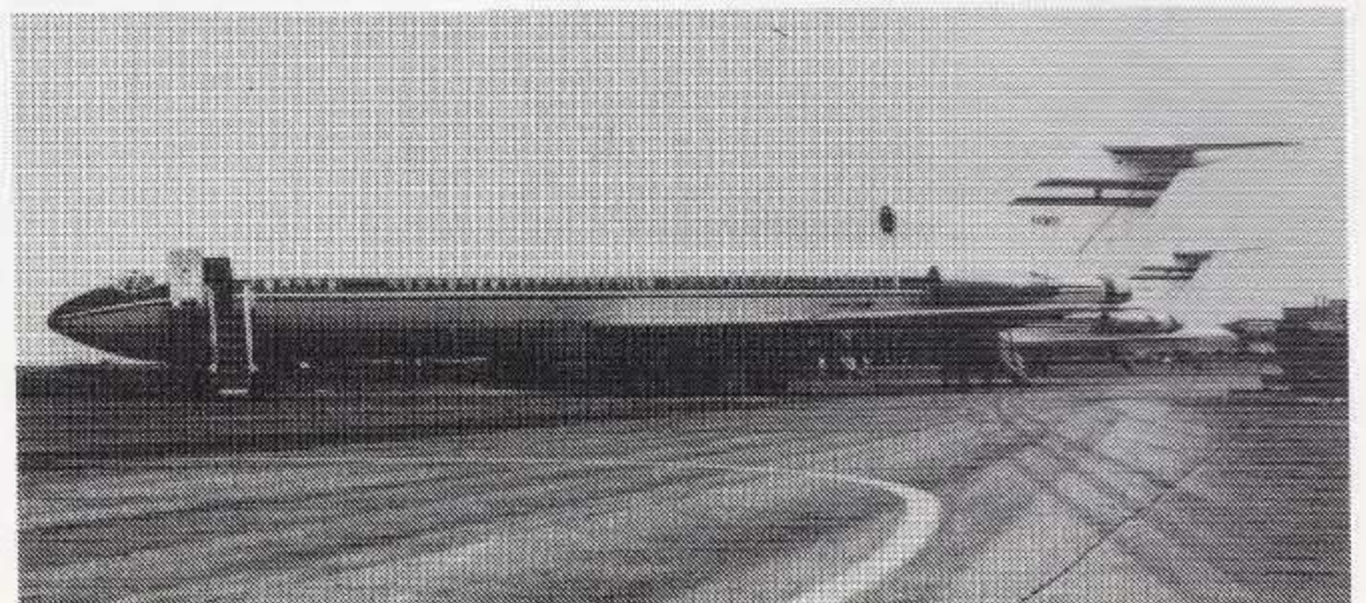
Eire

- Movements at Shannon included:

- Jan. 6: 93/F-RAFN Mystere XX FAF GLAM.1/60
 7: 86970 VC-137B USAF 89MAW
 10: 238/F-RAFM Mystere XX FAF GLAM.1/60
 20: 86972 VC-137B USAF 89MAW
 21: 50-98 C-160D WGAF
 25: 93/F-RAFN & 167/F-RAFL Mystere XX FAF
 30: 217 CM-170R Magister IAAC
 Feb. 4: 50-95 C-160D WGAF
 6: No.01 (c/n 23) VC-11A Gulfstream 2 USCG
 7: 141/F-RAFG SE.210 Caravelle FAF GLAM
 10: CB-02 Boeing 727-29C BAF 15Wing
 15: 50-95 C-160D WGAF
 24: CB-01 Boeing 727-29C BAF 15Wing
 211 SA.316 Alouette III IAAC
 Mar. 6: CF-03 Merlin IIIA BAF 15Wing
 74301 and 74302/KD B.727 Yugoslavian AF
 19: 10882 C-9A USAFE 55AAS

Noted C-130s over this period: 130307, 130315, 130321, 130322, 130328, 130330, 130333 all C-130Es of CAF
 464, 468, 469, 1601, 1604, 1615, 1618 & 1619 all C-130Hs of Royal Saudia AF

One of the two Yugoslavian AF B.727s that visited Shannon was 74301. (D.O'Mahony)²





Shannon extra: Passing through with fortnightly intervals are Beech T.34C Turbomontors on delivery to the Indonesian Air Force. Noted so far:
 B-401 c/n GM.45 ex N4763M on 08.04.78
 B-402 c/n GM.46 ex N4768M on 08.04.78
 B-403 c/n GM.47 ex N4872M on 21.04.78
 B-404 c/n GM.48 ex N4874M on 21.04.78
 All in light grey overall with yellow bands on tail and wings tips. (see photo; D.O'Mahony)^x

France

- This summer the Fouga 90 is expected to make it's first flight. The a/c is basically the same as Aerospatiale's CM-170R Magister but has ejection-seats which forced a bigger cockpit. At the same time the back seat is placed somewhat higher, giving the instructor a better forward-view.
 The project is a private venture of Aerospatiale as the Armée de l'Air doesn't need any new training aircraft until 1985 when it is to withdraw its 300 CM-170Rs. By then, however, the Fouga 90 will undoubtedly serve already with various foreign air arms which consolidate its position as a possible Magister replacement.
- Within two months Group des Liaison Aériennes Ministérielles 1/60 at Villacoublay reached the international news-paper two times. Both times it concerned engine failures of Caravelles carrying French officials. The last time even President Giscard d'Estaing himself was aboard.
- Movements at Lann-Bihoué included:
 Mar. 1: 61-MQ/45, -ZH/90, -ZI/91, -ZL/94 all Transall C-160Fs ET.61
 FC/45819 DC-8F GLAM
 2: No.113 Alouette II 22S
 709/76709, 729/76229 C-47D 56S
 3: XV305 C-130K Hercules RAF LynehamTW
 4: FH/201 SE.210 Caravelle GLAM
 6: 64-IL/121 N.2501 Noratlas ET.1/64
 314-YH/16872 T-33A GE.6/314
 10/32810 C-47D Dakota 56S
 8: No.1, 15, 26 and 57 Etendard IVM 11F
 64-IM/161 N.2501 Noratlas ET.1/64
 313-CA/521 CM-170R GE.1/313 (ex 313-DF)
 9: 61-ZM/95, -ZT/154 C-160F ET.3/61
 64-IB/103 N.2501 Noratlas ET.1/64
 314-VC/21049 T-33AN GE.3/314
 58/100521 & 771/77071 C-47D Dakota 56S
 No.26 and 57 Etendard IVM 11F
 No.32 and 39 Falcon 10 SRL
 14: 64-IC/111 N.2501 Noratlas ET.1/64
 No.42 and 88 MS.760 Paris SRL
 CF/38475 C-135F FAS
 15: No.7 BR.1150 ERC (delivery to 23F)
 16: 314-VG/17472 T-33A GE.3/314
 8-NT/60 Mystere IVA EC.2/8 (overshoot)
 156518/LQ-10 & 157321/LQ-21 P-3C Orion
 USNavy VP-56Sqn
 158568/LP-9 P-3C Orion USNavy VP-49Sqn
 158571/LN-46 P-3C Orion USNavy VP-45Sqn
 21: No.997 Alouette III TRME 22S
 C-5 F.27M Troopship RNethAF 3334Sqn
 23: XK/81 N.2501 Noratlas GAM.56
 62-QO/127, -QZ/109 N-2501 ET.2/62
 BGJ Alouette II ALAT
 CJ/312738 C-135F FAS

- As mentioned last month, the Mirage 2000 made its first flight from Istres on 10 March, which is only 26 months after programme launch in December 1975.

The configuration of the Mirage 2000 is a result of the much-discussed ACF (Avion de Combat Futur) programme. The ACF was finally cancelled as being too expensive and Dassault turned up with a much improved version of the Mirage III/V type instead.

Although the design is nearly the same as from its predecessors, it got a complete new designation to mark the new era in fighter aircraft it is to represent. Short coming of delta wing a/c, such as high landing speeds have done with. The a/c has adopted the fly-by-wire system, has a doubled climb-rate compared to the Mirage III and a 30% wider range.

Five prototypes have been planned of which only four will be funded by the French Air Force. The companies a/c will be used for conversions to possible future variants for both national and international requirements. The third prototype is to be a dual version and is planned to make it's first flight early in 1979.

- The 5ieme Escadre de Chasse, based at Orange received a new Escadron in January 1978, being III/5 'Comtat Venaissin'.

Furthermore this EC is now entirely equipped with the air-to-air refuelable version of the Mirage F.1C. Hence all its aircraft carry c/n in the 200-series.

A nice air-to-air shot of Mirage F.1C 5-NH/49 of Escadre 1/5 based at Orange. (P. Bigel)



Italy

- Under supervision of SIAI-Marchetti, a new aircraft-factory is being built some 400kms from Tripoli, Libya. Here some 100 SF-260 trainers are to be assembled. This being half the SF-260s on order by Libya. Earlier orders called for some 20 a/c but now 200 are on order. The first 100 of which are currently being delivered to the Libyan Air Force directly from the factory at Sesto Calende. Next year the assembly in Libya is to start. In 1976 SIAI-Marchetti commenced the production of the 'new' SF-260s. This a/c contained all design improvements reflecting the experiences gained from the a/c already in service. Since that time there are three versions available SF-260M (trainer), SF-260W (warrior) & SF-260SW (sea warrior). The sales-record for the SF-260 at the moment looks as follows: Belgium (34), Burma (10), Comores (3), Cuba (1), Ecuador (12), Eire (10), Italy (25), Libya (200), Morocco (2), Philippines (48), Singapore (16), Thailand (12), Tunisia (12), Zaire (23) and Zambia (8). To meet up with the demand, SIAI raised the production-rate to twenty aircraft per month. Presently under development with SIAI-Marchetti is the S.211 light weight turboprop trainer. The prototype of this S.211 is scheduled to fly in 1980. Although the design has not yet been fixed it has much resemblance to the British Hawk.

Movements at Villafranca included:

- Feb. 6: 6-13 and 6-23 F-104G 154Gruppo/6Stormo
SA-110/MM54410 G-91T/1 SVBAA
22558 C-12A USArmy
01260, 37804, 96582 C-130E USAF
- 21: XX768/BA, XX840/BZ Jaguar Gr.1/T.2 RAFG
- Mar. 10: Following F-104Gs of 154Gruppo/6Stormo were based: 6-01,02,03,05,13,14,21,22
- 14: No.59 Nord 262D FAF
RM-32 S.208/M 300Gruppo/1RVR
6-02 and 6-03 F-104G 154Gruppo/6Stormo
- 22: 6-01,02,12,22,24,25 F-104G 154Gruppo
- 23: 36-43, 36-45 F-104S 156Gruppo/36Stormo
- Noted Starfighters of 3 Stormo on these days:
132nd Gruppo: 3-01, 02, 04, 05/MM6589,06/MM6579
08, 09, 10, 14/MM6504, 15/MM6546, 18, 19, 20/
MM6544
- 28th Gruppo: 3-26, 27, 28, 29, 30, 31, 32, 34,
35, 36, 37, 39, 40, 41, 44/MM6559, 46, 47

Movements at Istrana included:

- Feb.17: SA-69/MM6369 & SA-78MM6428 G-91T SVBAA
71 MB.326 SBVIA
14-46/MM61893 C-47 8Gruppo/14Stormo
4-4 F-104S 9Gruppo/4Stormo
- Mar.17: 3-26/MM6651 RF-104G 28Gruppo/3Stormo
SA-59/MM6359 G.91T SVBAA
- Noted Starfighters of 51Stormo on 17 March were:
22nd Gruppo: 51-02/MM6800, 51-03/MM6769, 51-04,
51-07/MM6849, 51-11/MM6714, 51-16, 51-21/MM6739
155th Gruppo: 51-32/MM6841, 51-33/MM6788, 51-34/
MM6792, 51-41/MM6741, 51-42/MM6847, 51-44/
MM6761, 51-46/MM6910
- 651SC: RT-33A 51-78/MM53-5238, RT-33A 51-80/
MM53-5594 and T-33A 51-85/MM51-9030

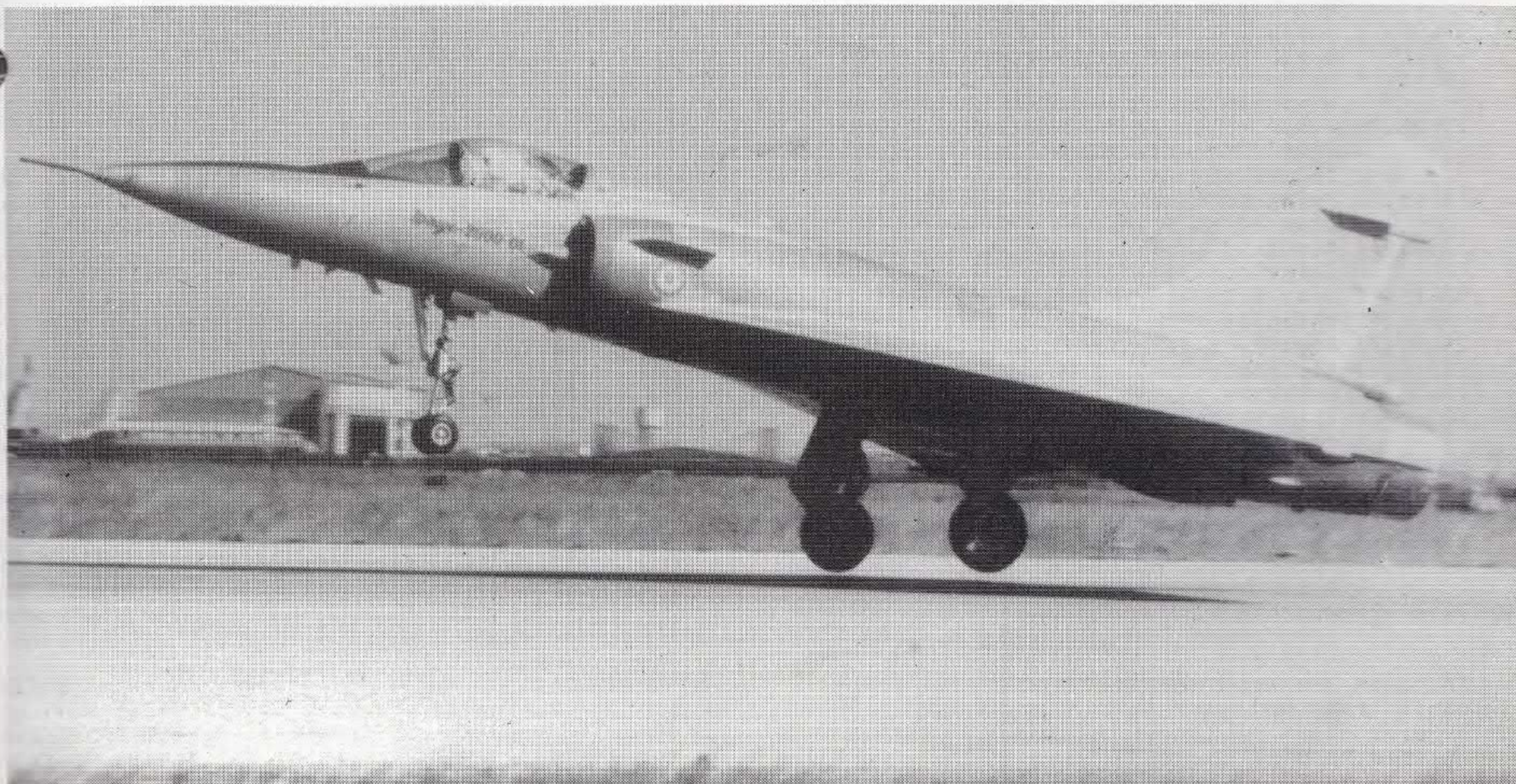
Nato

- Mid May all NATO's defence ministers are to meet again in Brussels. On this meeting a final decision is expected for the purchase of 18 Boeing E-3A aircraft. That the AWACS-programme will be funded (\$1.9 billion) is almost certain. A very interesting out-come of this meeting, however, is where the main operating base will be. Germany and Holland are the favourite countries.

United Kingdom

- On 30 January, Puma HC.1 of 33Sqn, XW205/CB crashed near Voss, Norway. The helicopter participated in exercise 'Artic Express'. A second loss was a Jaguar T.2 from Lossiemouth that crashed on 27 April. Both pilots were killed.
- Movements at Wildenrath included:
Feb.27: XV192 and XV293 Hercules C.1 LTW
58-97 DO-28D WGAF AKG-51
XW366/52(3FTS) & XW316/64(CFS) J.Provost
XS639 Andover E.1 115Sqn
HR68-377 F-4E USAF 50TFW
15610 UH-1H USArmy
XZ383/BC Jaguar Gr.1 17Sqn
D-5807 TF-104G RNethAF Volkel TCA
28: 22300 UH-1H USArmy 22nd Aviation Company
70-55 UH-1D WGAF HTG-64
Mar. 3: RS74-653, 68-527 F-4E USAF 50TFW
CH-05 C-130H Hercules BAF 15Wing
XX767/AU Jaguar Gr.1 14Sqn
5: 60783 UH-1H USArmy

The most recent development in the perpetual Mirage-series is the 2000-version. Shown here is the first prototype during evaluation tests which recently started. (AMD-BA)



- Mar. 6: 61161, 21682 UH-1H USArmy
58-84 DO-28D WGAF LEKG-43
XS603 Andover E.3 115Sqn
- 7: 35-81 RF-4E WGAF AKG-51
58-97 DO-28D WGAF AKG-51
A-292 Alouette III RNethAF GPLV
- 8: 38-37 and 38-73 F-4F WGAF JABOG-36
XS646 Andover RAEstablishment
- 9: 21622 UH-1H USArmy 71st Aviation Company
18015 U-21A USArmy 56th Aviation Company
FX-51 F-104G BAF 1Wing
58-57 'Eifel Airlines' DO-28D WGAF JB-33
XR525/AG Wessex HC.2 RAF 72Sqn
- 9: XV107 VC.10 10Sqn
13-TF/18693 T-33A FAF EC.13
XW269/TB Harrier T.2 4Sqn
XW933/Q Harrier T.2 3Sqn
- 10: 24200 VC-140B Jetstar USAF 89MAW-OLA
XV723/AQ Wessex HC.2 72Sqn
XP695/P, XS452/T Lightning F.3/T.5 11Sqn
58-56 DO-28D WGAF JABOG-33
- 14: 37-51 and 38-67 F-4F WGAF JG-71
58-34 DO-28D WGAF JG-71
RT-654 & RT-664 CF-104D RDANAF Esk.723
XW788 HS.125 CC.1 32Sqn
- 15: 22678 CH-47C Chinook USArmy 295Av. Comp
1702 and 1703 VFW-614 WGAF FBSS
XM223/J Devon RAEstablishment
R-699 and R-707 F-104G RDANAF Esk.723
71-00 UH-1D WGAF HTG-64/SAR
- 17: WR963 Shackleton AEW.2 8Sqn
58-45 DO-28D WGAF JG-71
XZ358/L, XZ363/Z Jaguar Gr.1 41Sqn
XT861/V and XV570/Y Phantom FG.1 POTU
CS-01 HS.748 Andover BAF 15Wing
- 20: FX-69 and FX-72 F-104G BAF 1Wing
26-44 F-104G WGAF JABOG-31
71-86 UH-1D WGArmy HFWS
- 21: XX496 Jetstream T.1 METS
XS637 Andover C.1 CinC AFNE

- Official figures for RAF accidents in the years 1976/1977 have been released, showing a dramatic drop in losses during 1977. A 'loss' is defined as an accident in which the aircraft was lost, damaged beyond repair or not repairable on base. Fixed wing losses for '77 were 0,36 per 10,000 flying hours.

- 19.01.76 Harrier, 2 fatalities, aircrew error. XV745 had a mid-air collision (with what?) subsequently crashing. Problem: -how does a Gr.1 have two fatalities??
- 12.03.76 Harrier, 1 fatality, aircrew error. XV746 'A/08' 1Sqn. Crashed in Norway.
- 30.04.76 Gnat T.1 (2 aircraft), 4 fatalities, aircrew error. Among the dead in this accident was a USAF officer.
- 04.05.76 Hunter, 1 fatality, reason unknown. XJ635/I crashed near Aberystwyth in Wales - belonged to the TWU.
- 02.07.76 Jaguar, 1 fatality, reason unknown. XX822/AA 14Sqn
- 16.08.76 Hunter, 1 fatality, reason unknown. XG191/24 TWU crashed off Brawdy.
- 27.08.76 Puma, 8 fatalities, technical fault. XW230/DM named 'Green Meenie' crashed in Belise.
- 15.09.76 Jaguar, 1 fatality, aircrew error. XX735 crashed at Eggebeck, W.Germany.
- 17.09.76 Jaguar, 1 fatality, reason unknown. XX120 crashed off Samsøe Island, Denmark
- 08.10.76 Gnat T.1, 2 fatalities, aircrew error, XR996/66 4FTS crashed near Shawbury
- 25.02.77 Jaguar, 1 fatality, reason unknown. The aircraft involved is thought to be XZ120
- 03.05.77 Canberra, 5 fatalities (3 of them civilians), aircrew error. XH137 39Sqn crashed into houses, the civilians killed were children.
- 14.06.77 Jaguar, 1 fatality, reason not yet determined, XX978/DM
- 29.07.77 Jaguar, 2 fatalities, reason not yet determined, XX148/M 226OCU crashed in Northumberland.
- 31.10.77 Buccaneer, 1 fatality, reason not yet determined (the pilot was a Royal Navy officer)

If these are the only crashes that the RAF will admit to - who are they trying to kid? These figures only represent a few of the total crashes. Perhaps they fool the members of parliament, but not aircraft spotters!

- Movements at Northolt included:

- Feb. 1: 159363/JM CT-39G USNavy VR-24Sqn
- 2: 141023 C-131F USNavy NAFMildenhall
- 3: XX367 Britannia C.1 A&AEE
WV746 and XL953 Pembroke C.1 60Sqn
906 PA.31 Nava'jo French Navy 2S
- 7: 58-66 DO-28D WGAF WS-10
- 9: 50-86 Transall C-160D WGAF LTG-61
- 10: XT487, XT772 Wessex HU.5 781Sqn
- 14: C-5 and C-11 F.27M RNethAF 334Sqn.
- 15: 41-AR/94 Paris IIR FAF ELA.41
- 16: TC-67 C-130H Argentina AF
- 22: 62-WL/89 N.2501 Noratlas FAF ET.62
141009 and 141023 C-131F USN NAFM'hall
- 23: AO/92 Nord 262D FAF GAEL

United States of America

- On occasion of delivery of the 100th A-10A, (76-0553) to the USAF, this aircraft officially adopted the name 'Thunderbolt II'. It is named after the famous P-47 Thunderbolt which created a furore during World War II as a ground attack fighter.

In those days the Thunderbolt was nicknamed 'Jug'. It is most likely this nickname will be passed on to the A-10 as well. So from now on we have the Fairchild A-10A Thunderbolt II 'Jug'.

- On 17 April, a F-15 Eagle of 36TFW crashed into the Northsea. The pilot ejected safely and was picked up by a British helicopter.

On 4 April an F-4 of the 52TFW crashed, killing the two crewmen.

Some recent accidents in the States involve GA63-8321 F-105G on 02.03.78; BA72-0148 RF-4C on 02.03.78; ED68-0451 F-4E on 02.03.78 and MB70-0968 A-7D on 31.01.78. All a/c were written off and crashed in Nevada.



GA83-8321 P-105G 'Wild Weasel' seen at George AFB on 2 November 1976. (A.Wilderdijk)

- Visiting Lakenheath on 7 April were two brandnew F-4Es of 57th FIS from Keflavik: 66-0314 and 66-0330. This makes the total of delivered F-4Es to 57FIS up to four as on 21 March the first two, 66-326 and 66-334, were delivered.

Later this year, another change of equipment will take place at Keflavik as Det.14/79thAEWACS will receive two E-3As to replace their two EC-121T 'Connies': 23412, 23424. They used to operate three a/c till 15.3 when 50121 caught fire while taxiing to a take-off. The aircraft burned out, its 17-man crew escaped safely.

- The deployment at Sculthorpe will be with 18 F-105D/Fs of 507th Tactical Fighter Group from Tinker AFB, Oklahoma. This deployment called Coronet Oriole, will last from 9 till 23 June. So far the official news about this year's deployments. On the things overheard on the 'rumours-field' we could write a book. Therefore only the 'more' reliable ones: The F-4Cs (Illinois ANG) for Coltishall have been shifted to Ghedi (Italy). Instead of this, the yearly deployment of 18 F-105G 'Wild Weasels' of 35TFW/George AFB should be coming to Coltishall early June.

Furthermore early May a deployment was to have started with F-100s of Missouri ANG at Aviano. Other USAF a/c to come to the Europe are A-7s and B-52s. The 23rd TFW 'Flying Tigers' from England AFB with A-7Ds will be coming back to Lossiemouth again this year to try to duplicate last year's victory in the RAF Tactical Bombing Competition.

According to the latest information the B-52s are now expected to arrive in the first week of June. They are to arrive at Marham for a six weeks stay and will enter the RAF Strike Command Bombing Competition early July.



F-5E Tiger II in Swiss AF markings while going through a test programme in the USA. (Northrop Co.)

- Within one year a reconnaissance version of the F-5E Tiger II is scheduled to make its first flight. Recently the go-ahead was given for developing such an RF-5E version. Production RF-5Es would be ready for delivery to customers beginning in 1981. Potential sales expected by Northrop is to reach 100 RF-5Es largely coming from the more than 20 nations that now operate F-5s. Modification and flight tests of the RF-5E demonstration model, a converted production F-5E, will be carried out at the company's flight test facilities at Edwards AFB, California.

More than 3,200 of the F-5/T-38 family have been produced to date. Current production rate of the F-5E and F-5F models is 12 to 13 per month. This also includes the 13 F-5E and 6 F-5Fs being assembled at Palmdale for the Swiss Air Force. Serial numbers of these F-5E/Fs are: 76-1526 to 1538 and 76-1592 to 1597 resp. S/ns of the 53 examples to be assembled at Emmen are: 76-1539 and 1591.

- Movements at Frankfurt included:

Mar. 3: 50-62 C-160D Transall WGAF LTG-61
50023 C-130A AFRES/440TAW
6: 6704 C-118A Portugese AF
51-10 Transall C-160D WGAF LTG-61
7: 50-77 Transall C-160D WGAF LTG-61
8: 50-83 & 51-01 C-160D Transall WGAF
12: KAF-318 L.100-20 Hercules Kuwait AF
13: 159117/JU C-9B USNavy VR-56Sqn
15: 50-86 Transall C-160D WGAF LTG-61
16: 41659 C-130H 463TAW
00294 C-130B AFRES
146455/17 EA-3B Skywarrior USN VQ-2Sqn
158570/LN-42 P-3C Orion USNavy VP-45Sqn
17: 62-KQ/147 N.2501 Noratlas FAF ET.62
11-03 C-140B Jetstar WGAF FBSS
18: 10-04 B.707-307C WGAF FBSS

- Movements at Lakenheath included:

Jan. 9: D-8090, 8304 F-104G RNethAF 322/323Sqn
19: 20-57 and 23-98 F-104G WGAF JABOG-31
23: K-3018 and K-3066 NF-5A RNethAF 316Sqn
25: 37-37 and 38-29 F-4F WGAF JABOG-36
26: K-4023 NF-5B RNethAF 316Sqn
Feb. 1: 37-28 and 38-28 F-4F WGAF JG-74
7: 23-08 and 26-82 F-104G WGNavy MFG-2
8: 37-29 and 38-45 F-4F WGAF JABOG-36
16: 104653 and 104810 CF-104D/G CAF
17: 23-19 and 26-72 F-104G WGNavy MFG-2

Feb.23: 20-42 and 25-79 F-104G WGAF JABOG-31
26-68 and 26-82 F-104G WGNavy MFG-2
24: 37-28 and 38-20 F-4F WGAF JG-74
Mar. 1: 3-16/MM6596 and 3-18/MM6611 F-104G ItAF
6: 59-23 DO-28D WGNavy MFG-5
7: D-6668 & 8281 F-104G RNethAF 311/312Sqn
8: 20-68 and 25-05 F-104G WGAF JABOG-32
9: 37-19 and 38-43 F-4F WGAF JG-71
13: 26-07 and 23-29 F-104G JABOG-31
23-61 and 21-19 F-104G WGAF JABOG-33

On 29 March an F-111F was struck by lightning as it prepared to land at Lakenheath. Unfortunately, the escape capsule-parachute failed to open and the two crew-members got killed. This made the USAF announce on April 6 that all F-111s would be grounded pending an investigation. Bearing in mind the grounding of the F-111s because of cracks in engine cases, one can notice that the F-111 didn't start this year very lucky.

For this reason the exchange with 312Sqn/RNethAF from Volkel has been postponed till August.

- Movements at Mildenhall included:

Dec.31: 90017 C-5A 436MAW (ex 60MAW)
Jan.13: 104865 and 104891 CF-104G CAF 1st CAG
58-21 DO-28D WGAF JABOG-31
24: RF-4C 68-0553 in pieces for freighting to the States
10364 HH-53C (del, ex 33ARRS/Kadena AB)
Feb. 2: 37867 C-130E AFRES/913TAG
5: 72589 KC-135A Hq.SAC
10: 21-18 and 21-19 F-104G WGNavy MFG-2
133069 and 133542 CT-33 CAF 1stCAG
14: 22564 C-12A USArmy (delivery-flight)
19: 158227 RP-3D Orion VXXN-8Sqn (project Magnet, on trials for one month operating from the hall)
20: D-5801 TP-104G RNethAF (overshoot)
24: 91529 C-130B W.Virginia ANG
104661, 104821, 104892 CF-104D/Gs CAF
30548 EC-121T 79AEW&CS
25: 157013/AJ507 A-6E Intruder USN VA-35Sqn
26: 63612 KC-135A N.Hampshire ANG
Mar. 1: 160141/AJ704 S-3A Viking USN VS-24Sqn
2: 160014/QB KC-130R USMC VMGR-352
104737 and 104822 CF-104G CAF
7: 21618 UH-1H USArmy Hq.SHAPE
10: 22-14 and 28-22 T/F-104G WGNavy MFG-1
104658, 104743, 104830 CF-104D/Gs CAF
4X-FBT/435 C-130H IDF/AF
11: 77-22931 C-12A USArmy (delivery-flight)

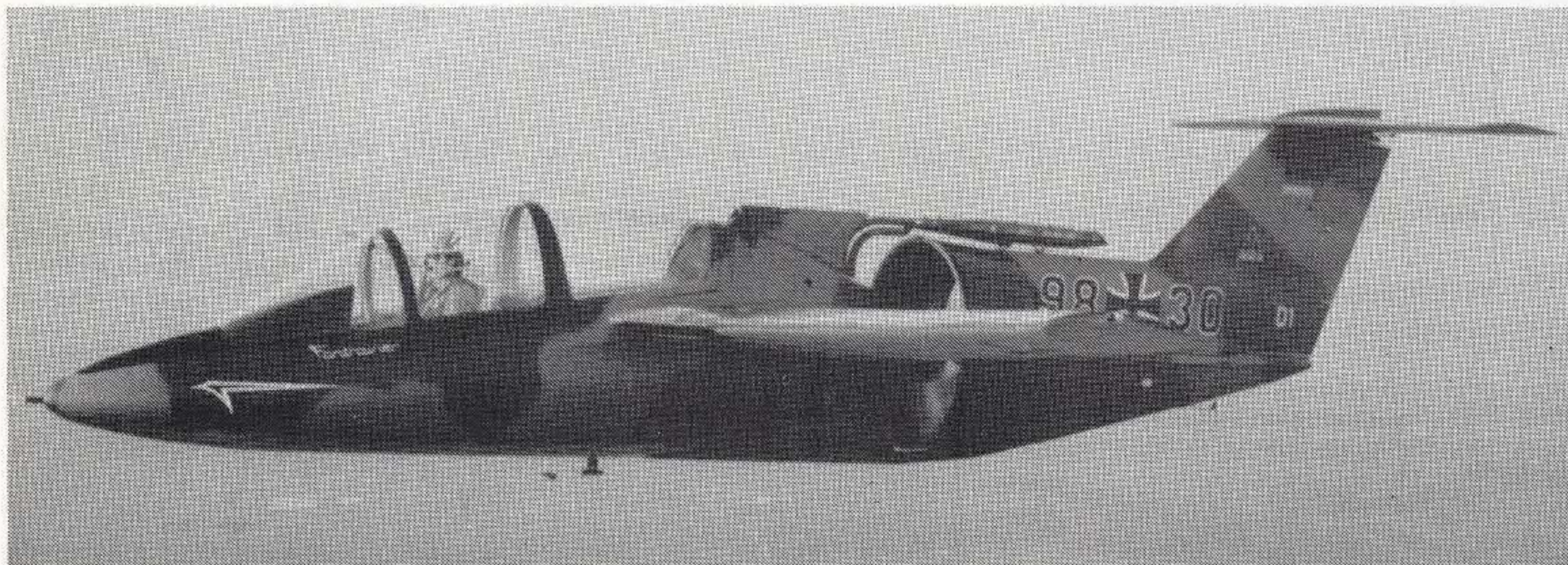
- Movements at Ramstein included:

- Mar. 1: D-8257,8047,8282,8091 F-104G RNethAF
 WB534 Devon C.2 RAF 207Sqn
 34-59 G-91T WGAF WS-50
 35-06 RF-4E WGAF AKG-51
 32-38 and 32-71 G-91R WGAF LEKG-43
 71-36 UH-1D WGAF HTG-64
 FC-05 TF-104G BAF 10Wing
 FT-03 and FT-17 T-33A BAF
- 10: 13-TC/14284 FAF EC.13 T-33A
 58-56 DO-28D WGAF JABOG-33
 RT-657 and 664 CF-104D RDanAF Esk.723
 SA-111/MM54411, -116/MM54416 G-91T ItAF
 VP965 Devon C.2 RAF 207Sqn
 C-1 F.27M Friendship RNethAF 334Sqn
- 20: ZR68-563 and 68-568 RF-4C USAFE 26TRW
 91523 KC-135Q 100ARW
 27-39(-) and 28-02(WS-10) TF-104G WGAF
 50-62 C-160D WGAF LTG-61
 99-35 Canberra B.2 WGAF MGA-Köln
 37-78 and 37-94 F-4F WGAF JABOG-35
 71-83 UH-1D WGAmy HFWS
 CS-01 HS.748 Andover BAF 15Wing
 BD-08 Mirage 5BD BAF
 BT75-088(red) F-15B Eagle 36TFW
- 28: LN74-178 and 74-181 F-111F 48TFW
 HR68-534(b/w) F-4E 50TFW
 BT76-026(y),76-033(y) F-15A Eagle 36TFW
 ZR68-599, 68-568, 68-607 RF-4C 26TRW
 ZR69-368, 69-371, 69-365 RF-4C 26TRW
 30-QC/29973 T-33A FAF EC.30
 38-46, 37-62 and 37-78 F-4F WGAF JB-35
 58-94 DO-28D WGAF JABOG-35
 27-41 TF-104G WGAF JABOG-34
 C-8 F.27M Troopship RNethAF 334Sqn
 D-8280 & 8281 F-104G RNethAF 311/312Sqn
- 31: SP64-741, 63-513, 63-596 F-4C 52TFW
 25-74 and 23-29 F-104G WGAF JABOG-31
 FX-26 and FX-65 F-104G BAF 10Wing
 61-ZY/159 Transall C-160F FAF ET.61
 ZR68-595 and 69-366 RF-4C 26TRW

The based UH-1N 96608 made an emergency landing at Röderhof on the B.40 between Alzey and Kaiserslautern on 20 March.

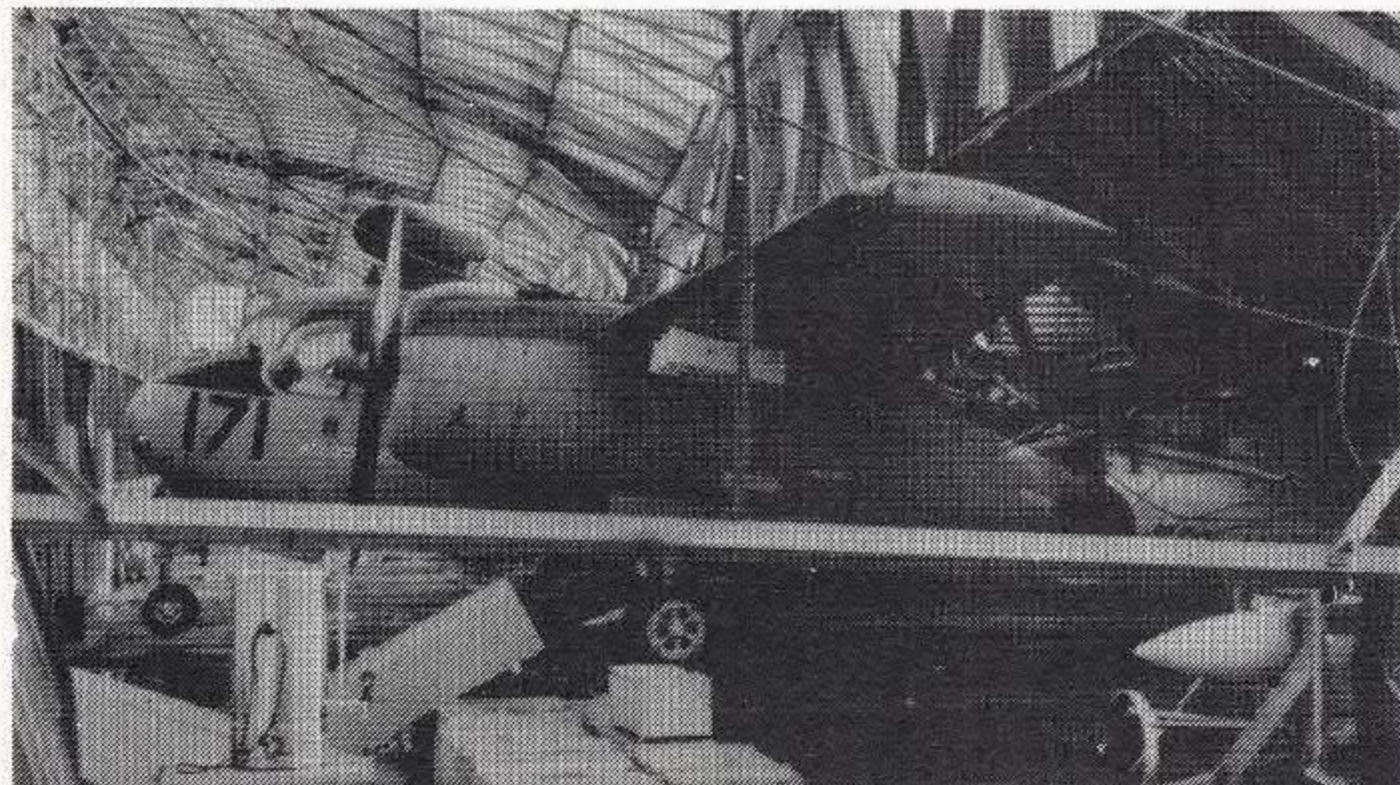
West Germany

- In close co-operation with the Luftwaffe the German air industries are engaged in many Research-, test- & development-programmes. Erprobungsstelle 61 at Manching has taken over all prototype and pre-production Tornados from Panavia. All six are now being tested on their operational value and capabilities. Regs.: 98-01/P11, 98-02/P13, 98-03/P16, 98-04/P01, 98-05/P04 98-06/P07. This is the final stage of the Tornado test programme. At last one would say as the programme was given governmental go ahead eleven years ago.
- On 21 April the first production Alpha Jet was delivered to the Luftwaffe for test evaluations. This, 0001, is now with ES-61 and subsequently received the reg. 98-33.
- Recently a third test flight was completed with F-104G 23-91. This a/c is equipped as a Control Configured Vehicle-instruments. Meaning it has a fly-by-wire system linked to a computer. With this system the old avionic rules necessary for the stability of an aircraft have become superfluous. Instead the computer gives electronic impulses to the flaps and rudders in order to keep the aircraft in a stable position. These three flights were the second part of the CVV-programme conducted by MBB which was started late 1976. Totally 10 test flights will be made with this F-104G.
- From a military point of view, the Hannover Air Show was not what one calls 'really hot'. The entire German Air Force was represented as well as an Eagle from Bitburg, two Tornados, two Alpha Jets, a Fantrainer and an Atlantic. This is roughly what was to be seen at Hannover from 26 April till 4 May. Nevertheless ILA (Internationale Luftfahrt Ausstellung) is always a very good opportunity for the German air industry to exhibit it's programmes & new developments. A report on ILA'78 and a closer look at the German air industry will be published in our next issue. Please be a bite patient...



First prototype of the Fantrainer, developed and built by Rhein-Flugzeugbau. Presently on trials for the Luftwaffe as possible P.149D Piaggio replacement. (VFWFokker)

In Flash's latest column 'On 2nd Thought' of Nr.88 some additions were given to the MLD article. These included the hangar collapse at Catania, Sicily, in October 1964. As a reaction to this we received from Frank Elzinga some photos of this fatal incident. The photos show V161 and V171 which were both repaired later on. Both photos were made on 5 November.





NAS LEMOORE on 15 August 1977

by Ben J. Ullings/Aviation Photos International

NAS LeMoore - officially named Reeves Field - was commissioned on 8 July 1961.

Its recent construction makes the field one of the most modern bases in the States and its design matches all aspects of today's military jet operations.

The station covers an area of 30,000 acres of which 11,000 acres are not navy owned but instead are under air easement contracts. These do not permit any permanent living quarters being raised while any other structures are limited to a height of a maximum of 25 feet.

Around the field a 2-3 miles wide green belt was established to avoid future conflicts due to urban development.

A six miles drive is required to bridge over the distance between the main gate and the operational areas which are situated in between 2 parallel runways of 13,500 feet each. This runway concept enables a very high movement frequency by devoting one runway to take offs and the other to landings. A lot of fuel is saved as both taxiing and waiting time for take off are minimised. LeMoore's capacity results in frequent visits by navy aircraft from other stations using a wide range of carrier navigation aids available for training purposes.

During USA's Vietnam involvement LeMoore was the world's 3rd busiest airfield, housing up to 28 squadrons at the same time. The LeMoore community shared heavily in the toll of the conflict losing many of its pilots in attack operations over enemy territory.

Some 45 minutes spent at the threshold of one of the runways made clear that LeMoore still is a busy place. A trip via all the aprons proved this even more.

LeMoore's station flight operates several US-2 Trackers. Next to its parking is LeMoore's search and rescue unit, world famous since the involvement in the disaster movie 'Towering Inferno'.



Mission instructions are received from the Air Force rescue coordination centre at Scott AFB, Ill. The millions of people visiting the National Parks in the Sierra Nevada, yearly account for a large number of mountain rescues.

Three squadrons are permanently based at LeMoore:

VA-122: Showing the best variation of aircraft including A-7C & E versions as well as some immaculate T-28s and a T-39D in yellow and blue markings which must be the best applied on any Sabreliner.

This squadron is assigned with A-7 training including flying navigation tactics, weapon delivery and carrier qualification particularly for A-7 pilots.

VA-125: Has a more extensive task being training of all Pacific Fleet jet attack pilots for which A-7A and B versions are used.

VA-127: Is a readiness instrument training sqn with air combat manoeuvring adversary training as a second mission, operating A-4Fs and TA-4Js. Only four fleet squadrons were at home at the time of my visit:

- | | |
|--|-----------------------|
| VA-25 First of the Fleet | VA-97 Warhawks |
| VA-27 Royal Maces | VA-192 Golden Dragons |
| Other units homebased at LeMoore are: | |
| VA-22 Fighting Redcocks | VA-146 Blue Diamonds |
| VA-94 Shrikes | VA-147 Jaws |
| VA-113 Stingers | VA-195 Dambusters |
| VA-56 and VA-93 are forward based units stationed at NAS Atsugi, Japan an embarked on board USS Midway operating A-7A. | |

Many thanks are due to LeMoore's public affairs office for their excellent support in compiling this article.



In September 1974, 229th Operational Conversion Unit (OCU) moved from its relatively comfortable home of RAF Chivenor, to one of the more remote and decidedly chilly airfields used by the Royal Air Force: RAF Brawdy. Not a particularly significant event in aviation history you might think, but in itself the unit is unique, as it operates a fast disappearing aircraft, the Hawker Hunter.

The move symbolised a change of rôle as well as name. The significance of the Tactical Weapons Unit (TWU) lies in the training of pilots, not for a particular type of aircraft, but for training pilots who will go on to fly the Lightning, Harrier, Phantom, Buccaneer and Jaguar. Rocketry, bombing, ground attack, air interception and weapons delivery are all part of this specialised training programme.

Three flying squadrons, numbers 63, 79 and 234 make up the TWU. Although the squadrons are recognised as such, aircraft are no longer specifically assigned, but are drawn from a central pool of available machines: a change which has put an end to individual squadron marking on the aircraft. When they are repainted, only the TWU crest will appear on the fuselage side below the cockpit. Three marks of Hunters are flown: the F.6A, FGA.9 and twin seat T.7. These are all in standard camouflage and individually coded on the nose wheel door and tail. Experimental markings have been applied to two aircraft. One has a dayglo tail and wing tips, while the other is in white. It is thought that this might enable students to see low flying aircraft more easily.

The unnumbered standard squadron of the TWU has on charge 3 Jet Provost T4s and 2 Gloster Meteors coded '01-05'. The Meteors, a camouflaged F.8 ('01') and a grey T.7 ('02') are used as target tugs. The Jet Provosts '03' & '04' (camouflaged) and '05' (red and white) are used for familiarisation training and also training. Forward Air Controllers (FACs). XS177, the red and white Jet Provost is soon to be withdrawn from service. Already it has very low airframe hours, and is not to be repainted: nor does it carry its allocated code.

229 OCU was not the only squadron to be on the move. Brawdy is also home to a detachment of 22Sqn 'D' Flight, who moved northwards from St. Mawgan in Cornwall. At any time there are three Whirlwind HAR.10s on strength. As one undergoes maintenance at the home base of Finningley, two will be operational at Brawdy. The aging Whirlwind however, is soon to be retired to make way for the SeaKing HAR.3. Although a large part of 'D' Flight's time is taken up with helping civilian authorities, such as Mountain Rescue, Coastguards and the Royal

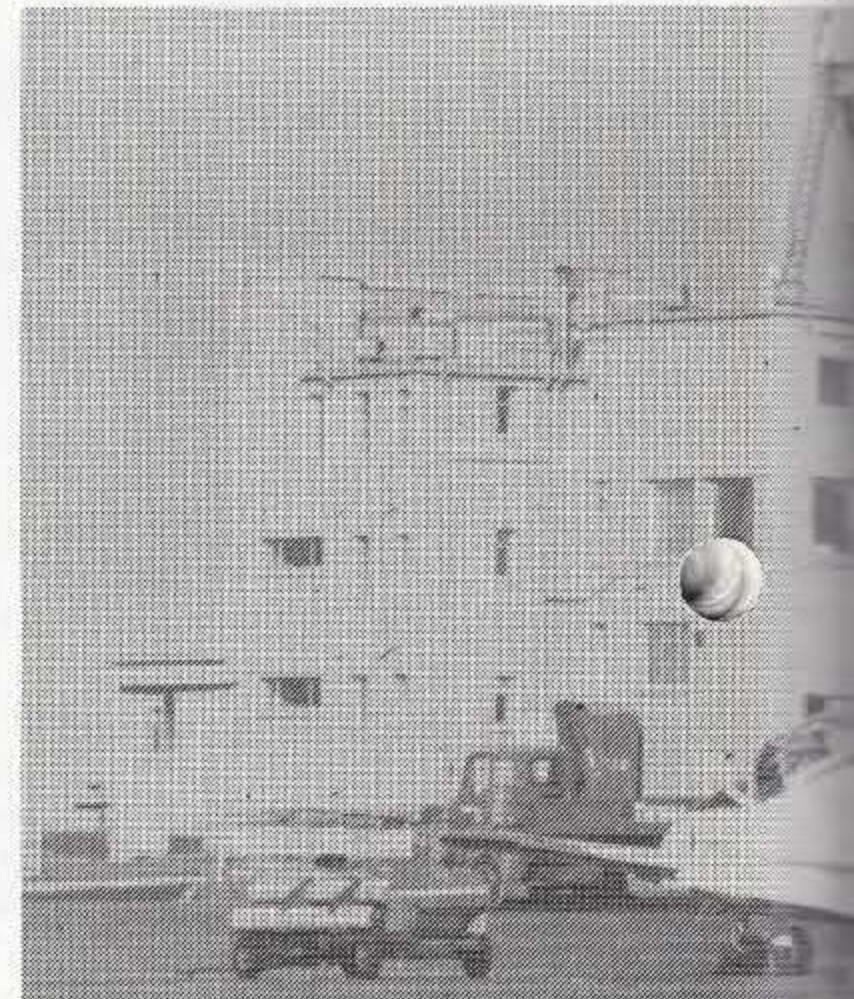


THE RAF'S TACTIC

by Barr

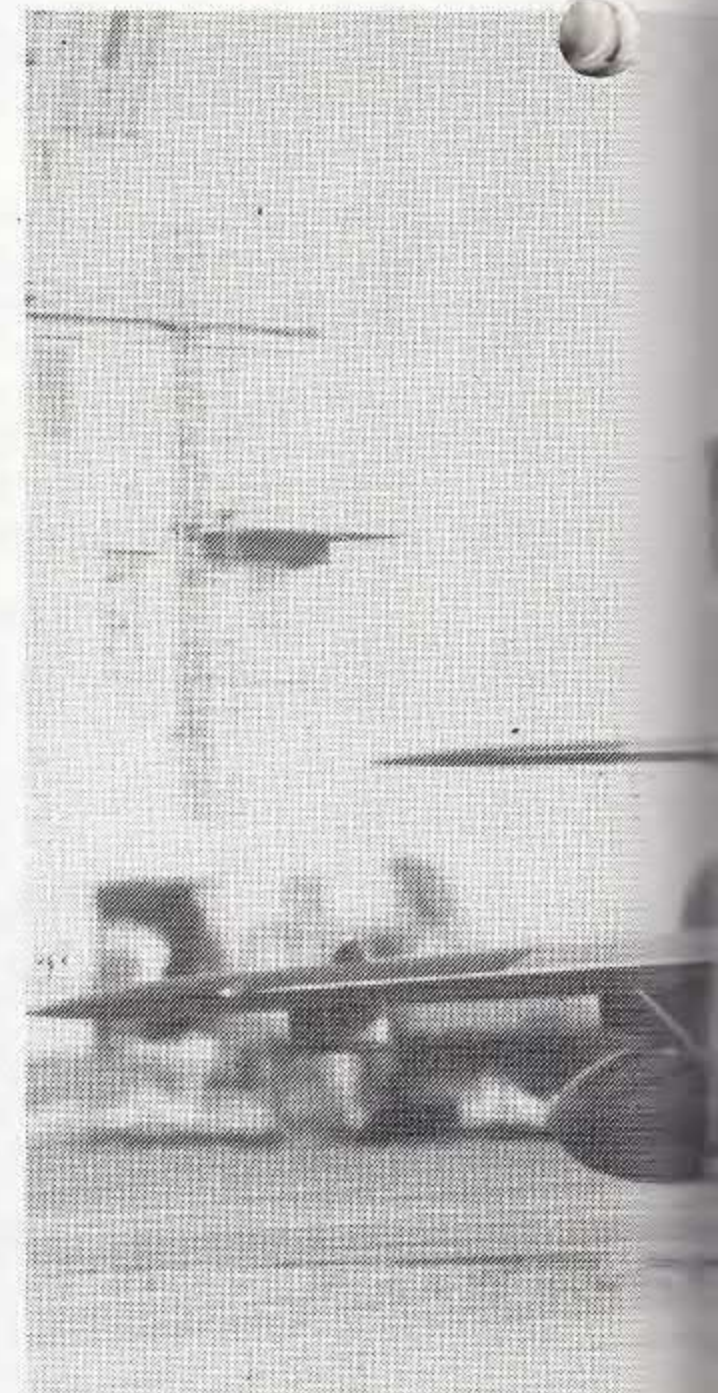


63 Squadron



National Lifeboat Institute, its main rôle is to provide search and rescue facilities for military aircraft.

It has been decided to phase out the Hunter during the next 2 - 3 years. To counter this move, a new type of aircraft - the British Aerospace (HSA) Hawk - has begun to arrive at Brawdy to replace them. It is expected that 26 Hawks will be operational with the TWU by September 1978. Although to date only instructors are being familiarised with this type. Those pilots trained at RAF Valley (4FTS/CFS) on the Hawk will receive further





WEAPONS UNIT



234 squadron

training on the same type of aircraft at Brawdy. This is a unique situation, as most pilots complete their initial training on one type of aircraft, handle another aircraft for weapons training and then go on to fly something quite different. There are two main courses offered by the TWU. The first lasts for 16 weeks, covers all of those specialised arts mentioned above, and is intended for those pilots who have completed their initial training on Jet Provosts, Hunters, Hawks and Gnats. The second course takes the form of a refresher for pilots returning from ground or staff posts, who need to return to full efficiency. Its dura-



tion is half that of the first course, and most of those pilots will go on to senior posts with active squadrons and bases.

The TWU is not able to offer training to active units and only acts on its own behalf. Of course, like all rules, this has exceptions, foreign exchange pilots and Army FACs have been known to benefit from such courses in the past. All courses are at present flown from Brawdy. Despite Brawdy's notoriety for inclement weather, where it disrupts schedules, the flying programme is not transferred to another base. Night stops at other bases are only made when aircraft become unserviceable, or when a small group are engaged on some specialised training or need to use a distant weapons range.

Should the Royal Air Force ever be put on a war footing, the three 'shadow' squadrons operating with the TWU could be mobilized into part of the fighting force. The flying of those aircraft would fall to the instructors. Air to air combat training takes place now in readiness for such an eventuality. The instructors make the 'attack' as the enemy and the pupils prepare to fight back. In fact you could say that the RAF has its own aggressor training force.

There is one other pressing problem that the TWU is having to face: a new type of target tug is needed fairly urgently. An obvious solution for this would be to use the obsolete Hunter, an aircraft already having to fulfil duties when the Meteors are grounded. Unhappily this solution has one disadvantage - it will hasten the retirement from service of the Meteor, (whose spare parts are even now virtually unobtainable) a much loved aircraft, and forerunner of the jet age.

However - to leave on a more cheerful and positive note: the future seems bright, with definite plans to form an offshoot of the TWU at Lossiemouth later in 1978. It has still to be decided whether this will remain part of the TWU, or form a separate unit. Despite lack of cooperation from the weather, which disrupts training courses, a complete move from Brawdy seems unlikely.

Aircraft attached to the TWU (late '77/early '78)
Hunter F.6s:

XE606/11, XE608/12, XE627/13, XE653/14, XF382/15
XF418/16, XF439/17, XF515/18, XF516/19, XG152/20
XG158/21, XG160/22, XG172/23, XG196/25, XG197/26
XG225/27, XG226/28, XJ634/29, XJ637/30, XJ639/31
XJ676/32, XK141/33, XK149/34, XE656/35, XG164/36

Hunter FGA.9:

XG261/40, XJ686/41, XK137/42, XF431/43, XF519/44
XG252/45, XG207/46, XF419/47, XE582/48, XG151/49
XG194/A, XJ688/B, XE546/C, XF376/D, XG228/E
XE597/F, XF624/G, XG151/H, XK138/I, XG155/J
XG254/K, XF435/L, XG154/M, XK140/N, XJ687/O
XE649/P, XF445/Q, XE552/R, XF511/S, XG264/T
XF416/U, XF442/V, XJ683/X, XJ695/Z

Hunter T.7:

XL576/81, XL577/82, XL572/83, XL592/84, XL569/85
XL587/86, XL618/87, XL623/88, XL578/91, XX467/92
XF310/93, XL619/94, XL617/95, XL593/96, XX466/97
XL595/98, XL571/99

Jet Provost T.4:

XP547/03, XP564/04, XS177/- (allocated '05' but not carried)

Meteor:

VZ467/01 (F.8) and WA669/02 (T.7)

Hawk T.1:

XX186/101, XX187/102, XX188/103, XX190/105
XX191/106, XX199/114

Note: XX189/104 was still with the manufacturers at the time of my visit - as yet no confirmation of delivery.

A problem for spotters! In one of the Hunter hangars, the nose of '13' (XE627) is being mated with the tail of '23' (XG172). At present it carries the serial XG172, but the majority of the aircraft is XE627.

My grateful thanks go to Group Captain B.J.Lemon M.B.E.; A.F.C. (Commanding Officer) and his staff at Brawdy, particularly Flt.Lt.C.R.Grimmer (Community Relations Officer) for their generous assistance in making this article possible. All photos were taken at Brawdy early February and can be ordered with Flash Photo Service.



BELGIAN LIGHT AVIATION

The history of the Belgian army air force, compiled by Frank Klaassen; with thanks to Adjudant Moerman, Leo Spiessens and others

You may recall from the August 1976 issue, in which we started the series on the Belgian Air Force, that on the 31st of October 1910 General Hellebauts installed a committee that was to study the possible creation of an air arm. Eventually this committee came to positive advice and on 5 May 1911 the first Belgian military aircraft, a Farman type 'Circuit Européen' arrived at the air field of Brasschaat-Polygoon. And if it shouldn't have been for a fatal accident that day which costed the army her aircraft and one of her five pilots...

Anyway, we extensively discussed the resurrection of the air force in earlier issues; let's pick up the story in 1947, on the 31st July when the 369th Escadrille Air Observation Post was established at Brasschaat. This squadron, though of the air force, operated on behalf of the army. A number of ex-RAF Austers were acquired to equip this and a planned second AOP unit. The 15th escadrille (redesignated that way in 1948) was indeed joined by a sister unit in September 1953. This 16th squadron Air OP took her home at Butzweilerhof in Germany.

On 1 April 1954 the two Air OP squadrons were transferred to the army. Being regular army 'property' now, the General Staff assigned the 15th escadrille to the Binnenlandse Strijdkrachten (Home Forces) and the 16th to the 16th Armoured Division. In June and July 1956 the 17th and 18th escadrilles were formed and then all major army units in Germany had their own flying observation posts: the 17th Esc went to Werl (1st Infantry Division) and the 18th Esc to Merzbrück (the 1st Army Corps). In the meantime the Austers had been progressively replaced by Piper L.18C Super Cubs. And Uncle Sam was generous when he provided Belgium with Pipers: in the frame of the Military Defence Assistance Program the army received no less than 150 aircraft for her four escadrilles. The Pipers were delivered in a yellow colour scheme; at first it was tried to militarize them by applying large roundels, but that appeared not to solve the problem of camouflage. The 255th Ordonnance Cie thus painted them all brown and green.

When the escadrilles had been equipped, the reserve stocks calculated, it could be ascertained that the Americans had overdone it a bit; as a result a number of Piper Cubs were re-assigned to Holland and Denmark. The superfluous aircraft were assembled at Wevelgem, from where they were to

be flown to their new homes. No sweat for the ones going to Holland, but the Brasschaat-Kopenhagen tour!?! Anyway, on 7 May 1957 the sixteen yellow Pipers reached Vaerløse after six hours in the air, with stops at Twente and Hamburg. Quite an achievement, taking in account that the aircraft lacked any radio-equipment.

Following the decision that the Piper Cubs were to be supplanted by the so more versatile helicopter, the first three Alouette IIs arrived in October 1959; they were assigned to the 16th escadrille. Yet, in May 1960 they were all three neatly packed in crates, put inside C-119s and transported to Ruandi-Burundi in Africa to maintain law and order there. But more Alouettes arrived soon. And apart from the constant flow of new helicopters the Light Aviation also received her first Dornier DO-27s and this of course took a lot of work out. Both pilots and maintenance crews had to be retrained, the number of them to be increased. And let alone the logistics problem The Piper Cub could do with less than a jerrycan of fuel per hour, tools were simple and the number of exchangeable parts limited. The Alouette on the other hand was a mass consumer of the new JP-4 fuel and the number of spares to keep in stock went up from some hundreds to thousands. Due to the arrival of so many new aircraft and the need to train more and more pilots, the organization of the Light Aviation had to be adjusted. With this reorganization (in 1964) the 15th escadrille lost the number 15 and became Schoolescadrille of the Light Aviation, training pilots for the Piper Super Cub, the Alouette and the Dornier; their assignment to the Home Forces was nevertheless continued. The Dornier DO-27s, which had been spread over the four flying units so far, were gathered in the 16th squadron, which at the same time became attached to the 1st Army Corps. The 17th and 18th escadrilles were re-assigned to the 16th and 1st Divisions respectively.

Early 1968 the Rijkswacht (State Police) acquired some Alouette IIs for patrol duties; until then the Rijkswacht had used the services of the Light Aviation. The Schoolescadrille was redesignated School of the Light Aviation in 1973, the same year in which the Rijkswacht received her first SA-330 Puma. Like the Alouettes these helicopters were taken care of by the Light Aviation at Brasschaat. In 1977 the Do-27s were replaced by a number of BN Islanders.

In next month's episode we'll deal with some of these issues more extensively, but now it is time to turn to the aircraft that have seen service with the 'Lichte Vliegwezen': the Auster, Piper Super Cub and Dornier.



AUSTER AOP mk. 6

In 1947 delivery of the first batch of Austers started; the aircraft had been acquired for the air force's 369th squadron at Brasschaat, but since this field was under reconstruction they were stored at Wevelgem for a time. A few were based at Schaffen to provide flying training facilities. On 4 December 1950 the first Auster crashed on the occasion of the ceremony of Saint Barbara, patroness of the Artillery: during the fly-past two aircraft collided. In 1952 the first Piper Super Cubs arrived, but it lasted till 1956 that the last Auster was withdrawn from use.

A-1 c/n 2816 ex RAF-VT977 was delivered on 8 May 1947

A-3 c/n 2818 ex RAF VT979 d/d 8.8.47 became OO-PDA after withdrawal; presently it is stored in the air force museum in Brussels

A-7 c/n 2820 ex RAF VT981 d/d 12.8.47 to OO-PDB stored in the museum

A-8 c/n 2824 ex RAF VT988 d/d 18.8.47 to OO-PDC stored in the museum

A-9 c/n 2817 ex RAF VT978 d/d 18.8.47 to OO-PDD stored in the museum

A-11 c/n 2826 ex RAF VT990 d/d 6.10.47 to OO-PDE presently displayed in the museum

A-12 c/n 2827 ex RAF VT991 d/d 6.10.47 to OO-PDF

A-13 c/n 2825 ex RAF VT989 d/d 20.9.47 to OO-PDG

A-15 c/n 2834 ex RAF VT995 d/d 5.11.47 to OO-PDH presently displayed at Brasschaat

A-16 c/n 2835 ex RAF VT996 d/d 25.11.47 to OO-PDI presently displayed in the air force museum

A-17 c/n 2832 ex RAF VT993 d/d 14.11.47 to OO-PDJ stored in the museum

A-18 c/n 2831 ex RAF VT992 d/d 28.11.47 to OO-PDK

A-22 c/n 2836 ex RAF VT997 d/d 27.11.47 to OO-PDL stored in the museum

The remaining nine Austers are c/n 2815/VT976, 2819/VT980, 2821/VT982, 2822/VT983, 2823/VT984, 2828/VT985, 2829/VT986, 2830/VT987 and 2833/VT994

PIPER L-18C SUPER CUB

In 1970 the observation aircraft Piper Super Cub L-18C was withdrawn from army service, stored at Brasschaat and subsequently sold to civil users. Some commemorative facts: On 30 July 1957 the first military free-fall parachute jump was made from a L-18C, the L-76. And worth mentioning are of course the aerobatic performances of the nine 'Pipettes' with their attractive ballet.

The 150 Pipers are:

OL-L01 51-15574(1574)

OL-L02 51-15575(1575)

OL-L03 51-15572(1572)

OL-L04 51-15573(1573) OO-HSC, to OO-KIW - current

OL-L05 52-2376(1976) D-EDCI-- current

OL-L06 53-4680(3080) at Nairobi on 07.06.76

OL-L07 53-4681(3081)

OL-L08 53-4682(3082)

OL-L09 53-4683(3083) in '67 to D-ELQY - current

OL-L10 53-4684(3084) D-ECBE, to D-EFOC - current

OL-L11 53-4685(3085) D-EAEB - current

OL-L12 53-4686(3086)

OL-L13 53-4687(3087) OO-FER

OL-L14 53-4688(3088) LN-LJJ

OL-L15 53-5689(3089)

OL-L16 53-4690(3090)

OL-L17 53-4691(3091)

OL-L18 53-4692(3092)

OL-L19 53-4693(3093)

OL-L20 53-4694(3094)

OL-L21 53-4695(3095)

OL-L22 53-4696(3096)

OL-L23 53-4697(3097) D-EHCC

OL-L24 53-4698(3098)

OL-L25 53-4699(3099) D-EAUD

OL-L26 53-4700(3100)

OL-L27 53-4701(3101) at Nairobi on 07.06.71



OL-L28	53-4702(3102)	D-EDQQ - current
OL-L29	53-4703(3103)	LN-LJK - current
OL-L30	53-4704(3104)	
OL-L31	53-4705(3105)	LN-LJL - current
OL-L32	53-4706(3106)	OO-GDE - current
OL-L33	53-4707(3107)	
OL-L34	53-4708(3108)	
OL-L35	53-4709(3109)	LN-BEE, to SE-CLF in 1975-current
OL-L36	53-4710(3110)	
OL-L37	53-4711(3111)	on 4.8.61 to PH-WAM-current
OL-L38	53-4712(3112)	OO-DPE - current
OL-L39	53-4713(3113)	D-ENKC - current
OL-L40	53-4714(3114)	D-ELCU - current
OL-L41	53-4715(3115)	D-E
OL-L42	53-4716(3116)	D-ECBA
OL-L43	53-4717(3117)	
OL-L44	53-4718(3118)	LN-LJI - current
OL-L45	53-4719(3119)	
OL-L46	53-4720(3120)	D-EOAB, to LX-AIM - current
OL-L47	53-4721(3121)	
OL-L48	53-4722(3122)	early '71 to LN-LJM-current
OL-L49	53-4723(3123)	OO-GDG - current
OL-L50	53-4724(3124)	
OL-L51	53-4725(3125)	D-EETU - current
OL-L52	53-4726(3126)	D-EBFU - current
OL-L53	53-4727(3127)	
OL-L54	53-4728(3128)	
OL-L55	53-4729(3129)	D-EHTR - current
OL-L56	53-4730(3130)	
OL-L57	53-4731(3131)	OO-GDH - current
OL-L58	53-4732(3132)	LN-LJH - current
OL-L59	53-4733(3133)	LN-LJG - current
OL-L60	53-4734(3134)	
OL-L61	53-4735(3135)	
OL-L62	53-4736(3136)	
OL-L63	53-4737(3137)	D-EMCD(ntu), to D-EHCD - current
OL-L64	53-4738(3138)	
OL-L65	53-4739(3139)	early '71 to LN-LJN-current
OL-L66	53-4740(3140)	OO-MEV - current
OL-L67	53-4741(3141)	D-EKQG - current
OL-L68	53-4742(3142)	
OL-L69	53-4743(3143)	
OL-L70	53-4744(3144)	
OL-L71	53-4745(3145)	D-EAUS - current
OL-L72	53-4746(3146)	in 1970 to OO-ACK - current
OL-L73	53-4747(3147)	
OL-L74	53-4752(3152)	LN-UXP
OL-L75	53-4753(3153)	
OL-L76	53-4754(3154)	
OL-L77	53-4755(3155)	D-EKKK - current
OL-L78	53-4756(3156)	D-ENOS - current
OL-L79	53-4757(3157)	
OL-L80	53-4758(3158)	
OL-L81	53-4759(3159)	
OL-L82	53-4760(3160)	
OL-L83	53-4761(3161)	in 1970 to D-EBFC - current
OL-L84	53-4762(3162)	OO-FBA, to F-BVOZ - current
OL-L85	53-4763(3163)	written off on 22.5.68
OL-L86	53-4748(3148)	
OL-L87	53-4749(3149)	
OL-L88	53-4750(3150)	to Brussels museum-current
OL-L89	53-4751(3151)	R.Dan.AF 66-651, Y-651 and burnt out at Vandel on 20.4.68 during a hangar-fire.
OL-L90	53-4764(3164)	R.Dan.AF 66-652, to Y-652
OL-L91	53-4765(3165)	R.Dan.AF 66-653, to Y-653
OL-L92	53-4766(3166)	crashed at Avne on 8.8.60
OL-L93	53-4767(3167)	R.Dan.AF 66-654, to Y-654
OL-L94	53-4768(3168)	burned out on 20.4.68(Vd1)
		R.Dan.AF 66-655, to Y-655
		burned out at Kastrup on 27.4.67
		R.Dan.AF 66-656, to Y-656
		burned out on 20.4.68(Vd1)
		R.Dan.AF 66-657, to Y-657
		crashed Okslund on 9.11.60



OL-L95	53-4769(3169)	R.Dan.AF 66-658, to Y-658 burned out on 20.4.68(Vd1)	OL-L127	53-4801(3201)	
OL-L96	53-4770(3170)	R.Dan.AF 66-659, to Y-659 burned out on 20.4.68(Vd1)	OL-L128	53-4802(3202)	D-ELFT - current
OL-L97	53-4771(3171)	R.Dan.AF 66-660, to Y-660 burned out on 20.4.68(Vd1)	OL-L129	53-4803(3203)	
OL-L98	53-4772(3172)	R.Dan.AF 66-661, to Y-661 burned out on 20.4.68(Vd1)	OL-L130	53-4804(3204)	D-ECZF
OL-L99	53-4773(3173)	R.Dan.AF 66-662, to Y-662 burned out on 20.4.68(Vd1)	OL-L131	53-4805(3205)	in 1970 to OO-LVM - current
OL-L100	53-4774(3174)	R.Dan.AF 66-663, to Y-663 burned out on 20.4.68(Vd1)	OL-L132	53-4806(3206)	D-EJQO - current
OL-L101	53-4775(3175)	R.Dan.AF 66-664, to Y-664 burned out on 20.4.68(Vd1)	OL-L133	53-4807(3207)	
OL-L102	53-4776(3176)	R.Dan.AF 66-665, to Y-665 burned out on 20.4.68(Vd1)	OL-L134	53-4808(3208)	
OL-L103	53-4777(3177)	R.Dan.AF 66-666, to Y-666 burned out on 20.4.68(Vd1)	OL-L135	53-4809(3209)	D-ELFZ and in 1975 to OY- ECO - current
OL-L104	53-4778(3178)	R.Neth.AF as R-80	OL-L136	53-4810(3210)	in 1970 to OO-LMM - current
OL-L105	53-4779(3179)	R.Neth.AF as R-81, on 29. 11.67 to PH-ALM - current	OL-L137	53-4811(3211)	
OL-L106	53-4780(3180)	R.Neth.AF as R-82	OL-L138	53-4812(3212)	OO-DPE - current
OL-L107	53-4781(3181)	R.Neth.AF as R-83, PH-VCV	OL-L139	53-4813(3213)	early '71 to LN-UXC-current
OL-L108	53-4782(3182)	R.Neth.AF as R-84, to D- ECQA - current	OL-L140	53-4814(3214)	OO-ACF(ntu), in 1970 OO-AAP - current
OL-L109	53-4783(3183)	R.Neth.AF as R-85, on 7.12 .67 to PH-JPF, damaged on 7.9.68 nr. Winterswijk and parts to PH-VCU	OL-L141	53-4815(3215)	
OL-L110	53-4784(3184)	R.Neth.AF as R-86, to D- EDVO, to OE-ADM - current	OL-L142	53-4816(3216)	in 1970 to OO-ACG - current
OL-L111	53-4785(3185)	R.Neth.AF as R-87, to KKlu Museum - current (at Gilze Rijen depot)	OL-L143	53-4817(3217)	D-EBFB - current
OL-L112	53-4786(3186)	R.Neth.AF as R-88, to PH- VCU on 29.11.67 - current	OL-L144	53-4818(3218)	OO-LOT - current
OL-L113	53-4787(3187)	D-EHTV	OL-L145	53-4819(3219)	D-EHCB - current
OL-L114	53-4788(3188)	OO-HBB, to OO-WIK	OL-L146	53-4820(3220)	D-EHTS
OL-L115	53-4789(3189)	D-EHCH - current	OL-L147	53-4821(3221)	OO-ATY - current
OL-L116	53-4790(3190)	D-EHCF - current	OL-L148	53-4822(3222)	
OL-L117	53-4791(3191)	OO-HBB, to OO-WIK - current	OL-L149	53-4823(3223)	OO-HBA - current
OL-L118	53-4792(3192)	PH-VCV on 12.12.67 and cr. in June 1976	OL-L150	53-4824(3224)	D-EKOH - current
OL-L119	53-4793(3193)	D-ENKB - current	OL-L151	53-4825(3225)	
OL-L120	53-4794(3194)	OO-HBH - current	OL-L152	53-4826(3226)	OO-HBC - current
OL-L121	53-4795(3195)	D-EGMO - current	OL-L153	53-4827(3227)	OO-HBG - current
OL-L122	53-4796(3196)	D-ECLD - current	OL-L154	53-4828(3228)	D-EEMS - current
OL-L123	53-4797(3197)	D-EBFD - current	OL-L155	53-4829(3229)	OO-ACC - current
OL-L124	53-4798(3198)	OO-HLT	OL-L156	53-4830(3230)	
OL-L125	53-4799(3199)	D-EABS - current	OL-L157	53-4831(3231)	
OL-L126	53-4800(3200)	D-EETT, to D-ELSG - current			

DORNIER DO-27D

On 7 October 1960 the first three DO-27s arrived at Brasschaat, flown by Light Aviation pilots who had been following a four-weeks-course at Oberpfaffenhofen a few months earlier. October, November and December were used to work out a training-syllabus and to make the three more or less experienced Dornier pilots full-fledged instructors. The first conversion-course started on 7th January 1961; the first of the 27 courses that made 74 pilots (among which 1 from Burundi and 3 from Ruanda) regular Dornier jockeys. When the aircraft were phased out in 1976, they had logged some 30,000 flying-hours. The aircraft were serialised OL-D01 upto D12, construction-numbers were 2057,2058,2059,2101 upto 2109.

ABOVE: Super Piper Cub OL-L08; BELOW: DO-27 OL-D06 at Beauvechain on 28.08.70. (both J. van Tuyn)²²





BRITISH MILITARY AIRCRAFT SERIALS 4

by R.Thornley

- XX136-150 BAC Jaguar T.2
 828-847 C/nos. PS801-837
 915-916 W/offfs:
 136 on 22.11.74 137 on 05.02.76
 148 on 29.07.77 831 on 30.04.75
 Current use: 2,6,14,17,20,41,54Sqdns & 226OCU and the ETPS
- XX153 Westland Lynx Prototypes
 469 153, 510 current with A&AEE Boscombe
 510 469 written off 22.11.72
 904 904 and 911 to France as F-ZKCU and /V
 911
- XX154 HS Hawk T.1
 156-205 Currently being delivered into service
 217-266 154, 156-158 retained by HSA
 278-327 159, 160 currently with A&AEE Boscombe
 329-353 161 to at least 177 in service with 4FTS and CFS at Valley
- XX367 Bristol Britannia C.2
 C/no. 13421 (ex EC-BSY)
 Current with A&AEE Boscombe
- XX370-419 Westland Gazelle
 431-462 AH.1:
 370-373, 375-381, 383-390, 392-395, 398-405
 407-409, 411-414, 416-419, 431-435, 437-440
 442-445, 447-450, 452-462
 HT.2:
 391, 397, 410, 415, 436, 441, 446, 451
 HT.3:
 374, 382, 396, 406
 W/offfs:
 409 in 1977? 415 on 13.06.77
 461 on 04.01.77
 Current use: RAF - 2FTS; Navy - 705Sqn and Marines 3CBAS plus NASU; Army - 656, 657, 658, 659, 660, 661, 662Sqdns plus 2 and 12 Flights
- XX466-467 Hawker Hunter T.7
 Currently in service with the Tactical Weapons Unit at Brawdy.
- XX475-500 Scottish Aviation Jetstream T.1
 C/nos.:
- 206, 216, 249, 261, 259, 262, 251, 263, 264, 266
 268, 265, 269, 267, 279, 271, 275, 274, 278, 422
 423, 276, 280, 424, 425, 426
 W/offfs: 474 on 01.11.74
 Eight are in service with the METS and one at A&AEE Boscombe. The remainder being being stored at 19MU pending delivery of a number to the Royal Navy of which one (488) is at present doing prototype work for the new mark.
- XX505-508 HS Dominie CC.1
 C/nos. 25232, 25271, 25606, 25608
 505, 506 disposed to civil as G-BAZB & G-BABL resp.
 507, 508 current with 32 Sqn
- XX513-562 Scottish Aviation Bulldog T.1
 611-640 C/no.:
 653-672 199-223, 230-238, 240-249, 253-261, 272-277
 685-714 285-297, 303-337, 341-363
 W/offfs:
 557 on 12.09.75 618 on 22.07.76
 703 on 03.06.76
 Currently in service with the CFS, RNEFTS and University air squadrons
- XX850-878 KD2R-5 Shelduck D.1
 923-941 drones
- XX885-901 HS Buccaneer S.2B
 W/off: 890 on 18.08.77
 Currently in service with 12, 15, 26 and 208 Sqdns
- XX907 Westland Lynx AH.1
 Currently on development work for Rolls Royce
- XX910 Westland Lynx HAS.2
 Currently with A&AEE Boscombe
- XX914 Vickers VC.10
 C/no. 825 (ex G-ATDJ)
 Currently with RAE Bedford
- XX919 BAC 1-11 Srs.400
 C/no. 91 (ex PJ-C1121)
 Currently with RAE Farnborough



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ABOVE: Britannia XX367 of A&AEE Boscómbe Down at Luqa, Malta. (API/J. Visanich)

BOTTOM: Bulldog XX526 of the 'Bulldog Aerobatic' team. (API/H. Bossenbroek) Gazelle XX904 with Aeronavale markings. (Westland)



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RIGHT: XZ577/R052 of RN's No.824Sqn. (R.Choufoer)

XX944 DH.106 Comet C.4
C/no. 06417 (ex G-APDP)
Withdrawn from use for Farnborough apprentice use

XX946-948 Panavia Tornado
950 C/nos P02,03,06,08
Development aircraft

■■■■ XY100 - XY999 ■■■■

Being an unused letter the registration XY125 was used unofficially by Hawker Siddeley Aviation on an AV-8A of the US Marine Corps for trials aboard the French aircraft carrier Jean d'Arc in 1973.

■■■■ XZ100 - XZ999 ■■■■

XZ101-120 BAC Jaguar Gr.1
355-378 C/no. PS702-765
381-400 W/off: 102 on 14.12.76
Currently in use with 2,14,17,20,31 and 41Sqdns.

XZ128-142 HS Harrier Gr.3
Currently in use with 1, 3 and 4 Sqdns 233OCU and A&AEE. 140-142 serials were allocated but cancelled.

XZ145-147 HS Harrier T.4
Currently in use with 3 Sqdn and 233OCU

XZ152-164 KD2R-5 Shelduck D.1
535-539 Drones
N.B. Second batch may be of larger quantity.

XZ166 Westland Lynx HAS.2
227-243 At present on delivery to the Royal
260-261 Navy and also the French Marine of which 260 & 261 are the first examples.

XZ170-177 Westland Lynx AH.1
At present on delivery to the Army Air Corps.

XZ200-207 HS Nimrod
280-287 C/nos. 8042-8049
200-207 original allocation transferred to 280-287. All the present in service with the exception of 284, 286 and 287. 280-283 and 285 are earmarked for AEW conversion whilst 286 and 287 are production AEW's and 284 is the second development MR.2 aircraft.

XZ290-337 Westland Gazelle AH.1
In service with the Army Air Corps 662 Sqn, 3 and 7 Flights and the ARWF. The batch is still being delivered.

XZ430-432 HS Buccaneer S.2B
In service with 208Sqdn.

XZ438-440 HS Sea Harrier FRS.1
450-470 in production.

XZ445 HS Sea Harrier T.4
in production.

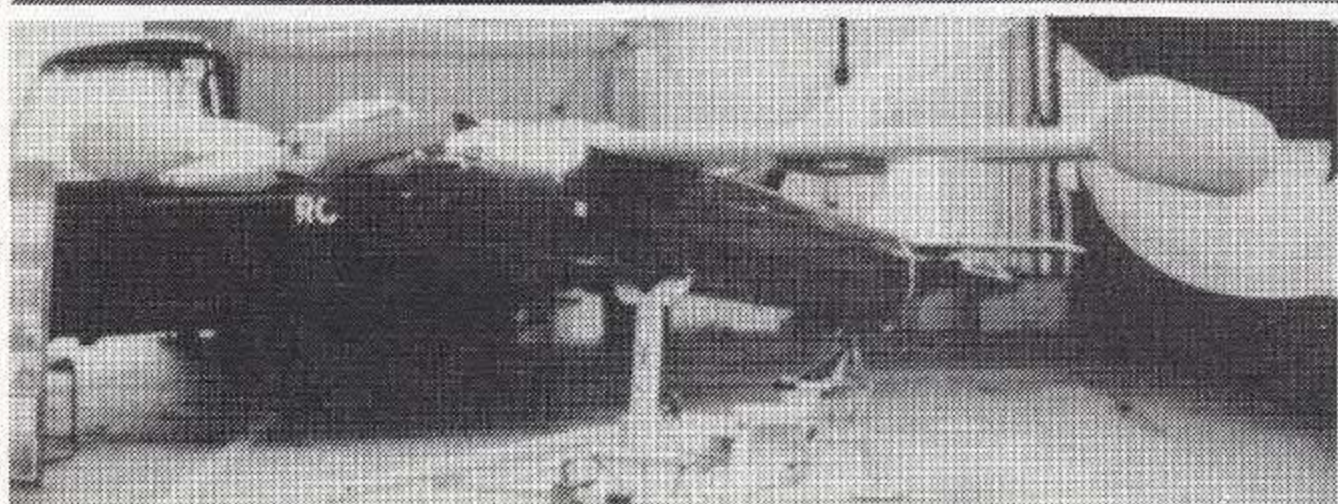
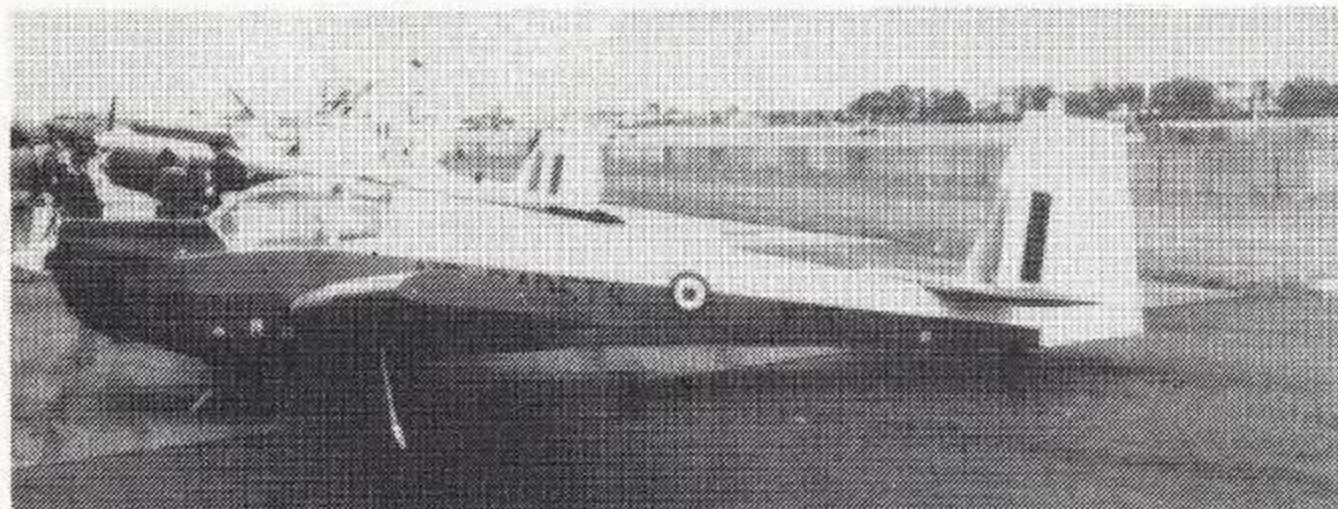
XZ550-565 Slingsby Venture T.2
In production for the Central Gliding School

XZ570-582 Westland Sea King HAS.2
C/nos. WA838-850
In service with Navy 820, 824 and 826 Sqdns plus NASU.

XZ585-599 Westland Sea King HAR.3
C/nos. WA851-865
in production

XZ630-631 Panavia Tornado
C/nos P12 and P15
development aircraft

XZ741 Westland Commando 2B
C/no. WA805
Registered for ferry purposes only; transferred to civil marks



CONCLUSION

This completes our look at the British register and as the reader will no doubt appreciate full details in the latter series of letter allocations are a little sparse due to the lack of exact knowledge of allocated aircraft, especially drones, a fact which only time and yourselves, the readers, can help with. Any further details or amendments will be appreciated by the author. Details of which will appear in future issues of Flash.

Finally I would like to thank all the people who have made this article possible, especially N.Wiltens for his meticulous details and J.Smith of Derby for his patience with my requests and finally of course to the Flash editorial team for making the whole thing possible.

Also allocated with RAF serials are gliders and drones: XZ550 T.61E Venture II and XZ536 KD2R-D Shelduck. (both B.Hickman)^x



Twenty years ago this month - 24 May 1958 - Martin Schröder, then 27 years old established Martin's Air Charters.

The stormy development this airline has been through since could not have been foreseen by the most professional crystal ball specialist. This jubilee seems a perfect occasion to review the past two decades of Martinair's history.

■ THE EARLY DAYS ■

Following his career in the Royal Netherlands Air Force, Martin Schröder was engaged in Aerial Advertising and joy flights initially with hired Pipers but later with his own Auster (PH-NEO). The successful charter of an Overseas Viking for flower transport led to the start up of Martin's Air Charter then involving a total staff of five people.

Already in the very early stage MAC recognised the possibilities of the versatile D.H.Dove. Even one day old chickens ('baby-chix') were flown by the type, which became known best for its joy-flights over Amsterdam which meant a first trip in the air for very many people. (Schiphol air traffic control must have been fed up with Doves after busy days where two operated at approx. 15 minute rotations...).

The Dove was used as private transport by many persons of national fame and also introduced business aviation to some Dutch companies. AKZO for example used PH-VLC for some time as transport for its directors.

PH-MAD became the last Dove to leave MAC departing for the UK at the end of 1966.



■ BIGGER BUSINESS ■

With the acquisition of the first Dakota in 1960 a wide range of possibilities became available to MAC.

The South European holiday market was rapidly maturing although passengers in time didn't experience too much flying comfort. (A noisy Dakota flight to Mallorca took 5½ hours one way....) Martinair people of the first hours tend to nostalgical look back at this period.

As tough as the times were after all each one has pleasant memories of cases where the office staff was mobilised to load freight or where passengers had to be transferred in the middle of the night following a delayed flight.

That the Dakotas performed missions of virtually any kind doesn't need further specification.

PH-MAB can attribute the best known farewell to Martinair. The aircraft was sold to AAS in Australia after completing its support to the Dutch DAF team taking part in the London-Sydney rallye.



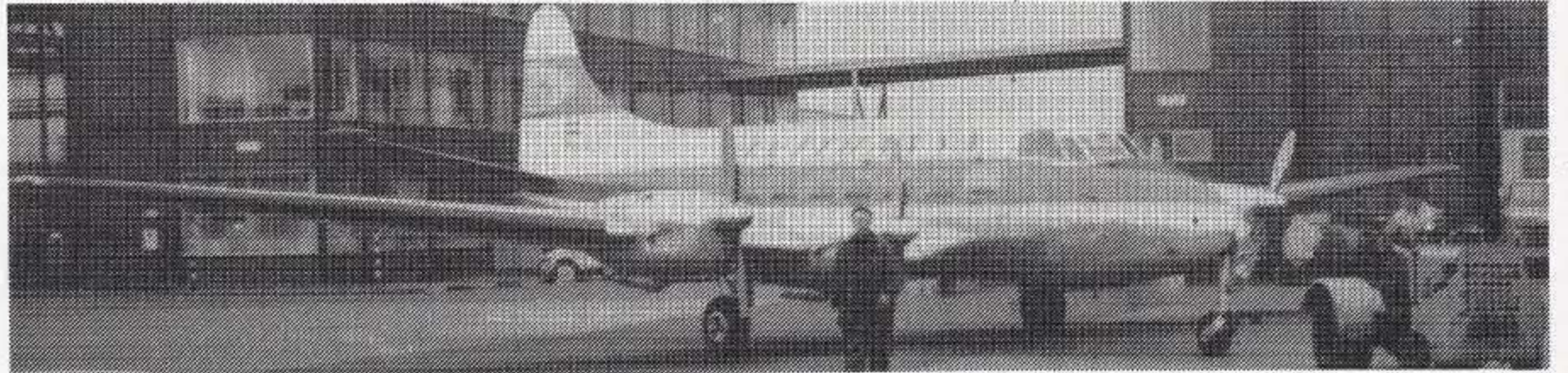
PH-SCC & -SSM joined the company, when four major Dutch Shipping Lines became MAC shareholders, one of which owned Fairways Rotterdam. Consequently the Fairways Dakas joined the MAC fleet.

Together with Doves and Dakas the early sixties Martin's Air Charter also operated a D.H.Heron (PH-VLA). For about two years the aircraft flew for Martinair and was sold after an unfortunate forced landing in W.Germany.

The plane transported a.o. newspapers between various European locations and also operated flights between Leeuwarden and the Isle Ameland. Lufthansa leased PH-VLC for the Stuttgart-Frankfurt route which was flown 4 times a day. (imagine: the A.300 Airbus operates this service now....)



Both the Heron and Dakota PH-MAA - which flew the companies excess cargo - carried full Lufthansa markings. The supplemental carrier rôle, as performed by these two aircraft, through the years developed into a very important component of Martinair's activity.



■ ■ THE 'ROARING' SIXTIES ■ ■



DC-4 PH-MAE became the first 4 (piston) engined aircraft with M.A.C. With a seat capacity almost doubling the Dakota's, the type was very well suiting the increasing holiday cargo to Southern Europe.

Cargo was transported to the most impossible destinations. Ships crews were exchanged as far away as Hongkong and also Martinair's first transatlantic flight was flown by PH-MAE.

This DC-4 also provided for the author's first flying experience, making a trip to Rimini in August 1963. All I can recall now is a stop at Albenga for refuelling and a very rough time over the Alps in an unavoidable thunderstorm.

PH-DSL just arrived back from Biarfa after lease to the Red Cross-organization.



MAC's aircraft inventory counted 1 DC-4, 4 DC-3s and 2 Doves at the beginning of 1964 which year would show a boom in development.

In that year KLM became 25% shareholder in Martinair and supplier of 2 DC-7Cs and 1 Convair CV.340. The amount of passengers during '64 was twice that of '63 and the DC-7Cs proved ideal for the still rapidly growing Mediterranean traffic.

The type also enabled a more voluminous access to the Transatlantic market, for which the many Dutch people emigrated into Canada and the USA together with their parents meant a considerable potential. Also for supplemental activities the DC-7C proved useful flying a.o. for SAS, Swissair, Sabena and Aer Lingus.

A third DC-7C PH-DSC was obtained from KLM in 1965 and a fourth PH-MAK from Alitalia in 1966. The latter created some over capacity and therefore only spent one year with MAC.

The last piston engined aircraft to join MAC was DC-6A PH-MAM, arriving at Schiphol on December 31st, 1966. Although in both passenger and cargo configuration it's main performance was in the cargo sector. Maintenance people weren't too happy with it because of the plane's tendency to break down in the weirdest places.

Nevertheless PH-MAM brought MAC firmly into the cargo business, which continued to rapidly expand after the DC-6 left in 1971.

■ ■ THE FAMOUS PROPJETS ■ ■



The MAC Convairs became unique items on the type following their turbo prop conversions. The first conversion from 340 into 640 series took place at Aviolanda/Woensdrecht in the first quarter of 1966.

The aircraft was re-engined with Rolls Royce Dart 10s and additional work included fitting in of new props and a different fuel tank as well as an increase of seats from 44 to 56.

It proved most popular with its passengers whilst the easily collapsable seats very well facilitated cargo operations.

An ex Swissair Metropolitan became Aviolanda's second 'patient' and the 340 to 640 modification was completed in 1967.

To bridge the period between fading out of the DC-7s and the arrival of all three DC-9s on order, an Electra was leased from KLM in April 1968. The lease was intended for a two year's period at KLM's opportunity to favourably dispose of



it's entire Electra inventory, limited PH-LLG's life with Martinair to nine months only. (Martin's Air Charter aircraft were re-marked Martinair Holland early 1967).



■ ■ THE FIRST JETS ■ ■

During the 1967 summer season Martinair frequently used KLM DC-6s which were 'decorated' with transfers for each flights.

On November 15th of that year KLM's DC-8-33 PH-DCD became Martinair's first jet.

Initially it was used by KLM on normal scheduled flights during the week and operating Martinair charters in the weekends.

With an aircraft flying at almost twice the speed of the DC-7C, intercontinental activities obviously were very much supported.

Contrary to all previous fleet-'members' the DC-8-33 did not fly any cargo. With the introduction in 1969 of the first DC-8-55F (with cargo-door) the type became available for carrying cargo too. Five hours are needed for a configuration change of this type.

With only 3-4 hours required to 'change face' the DC-9-33RC continuously proves itself as a most flexible machine. The aircraft are always very intensively used often performing combinations of passenger and cargo during the same day.

The special equipment designed by Martinair for life-stock transport is very frequently used on both DC-8 and DC-9, occupied by a.o. pigs, sheep and calves.

The transport of baby chicks is a real DC-9 speciality, carrying some 130,000 in one go on special palletised racks.

The standardization of DC-8 and DC-9 with KLM's fleet not only has its advantages on the main-

tenance side but also enables both companies to lease aircraft to each other on a very short notice.

■ ■ ROYAL WINGS ■ ■

Martinair proudly operates Fellowship PH-PBX for the Dutch government. The aircraft is frequently used by the Royal Family. The total operations responsibility includes maintenance, furnishing of cabin crew and supply of catering.

Martinair's own F.28 PH-MAT is on long term lease from Fokker. The aircraft is exclusively used for passenger flights and ideally suits all sorts of 'ad hoc' variations. Well known activity examples are transports of football teams and supporters to their matches aboard and the 'broken leg' flights bringing unfortunate skiers back home from their holiday resorts.

Holiday destinations with small airfields as well as the less demanded locations are included in the F.28 activity-package.

Another F.28 frequently spreading it's wings for Martinair is Fokker's PH-MOL which has been leased on various occasions. Linjeflyg in Sweden enabled Martinair several times to practise its supplemental rôle with the Fellowship on the airlines domestic network.

The recent introduction of the F.28 on the NLM 'City Hopper' domestic routes means additional customers for the F.28 maintenance facility at Schiphol-East.

Further F.28 use in W.Europe in the future may very well increase this involvement.



■ ■ THE PRIDE OF THE FLEET ■ ■

Especially for Martinair's first employees the arrival of DC-10 PH-MBG end November 1973 must have been a great experience.

The wide body capacity combined with a highly sophisticated on board loading system provide Martinair with an unprecedented cargo carrying potential.

Particularly the Middle East purchasing boom proved an enormous market for the DC-10. Air bridges between Amsterdam and Teheran, involving transports of millions of eggs and frozen chickens, supported the succes of the gigantic Douglas a/c in the Martinair environment.

Regular split charters flights to Hongkong made the DC-10 a frequent Kai-Tak visitor and also Lagos plane-spotters (if any) can't complain about Martinair's presence.

On the passenger side the European commitments are limited to 'bulk' destinations like Mallorca and Malaga. Besides many US and Canadian airports were paid visits by the DC-10s.

Besides, the supplemental carrier rôle is regularly assigned to Martinair's wide-bodies. The 'Hadj' pelgrim flights operated for Garuda between Indonesia and Jeddah so far were the largest activity of this kind.

Three DC-10s are included in the fleet today and a fourth one is on order. Its delivery orginally scheduled for next October may well be delayed till early 1979 due to the strikes which recently took place at the McDonnell/Douglas plant.

The arrival of the fourth 'ten' will mean the end to 11 years of DC-8 operations by Martinair (PH-MAU is traded in as part of the purchase).

■ ■ SMALL PLANES AND SIDE ACTIVITIES ■ ■



Cessna 402 PH-MAZ joined in August 1974 and was soon nicknamed 'Zoef'. It's used as an air taxi on all sorts of missions in fact performing tasks very similar to the Dove in the first years of company existance.

Currently the aircraft is for one year leased to the Dutch government in aid of the department responsible for water routes.

In 'Lucht reclame Nederland NV' Martin Schröder went through the first stages of his brilliant aviation career.

Renamed Reclamair this company, part of the Martinair Group, is still towing advertising banners over Holland with its fleet of 11 Piper Super Cubs.

Reclamair is stationed at Lelystad located in the recently reclaimed polders of Eastern Flevoland.

Lelystad also houses the Martinair Flying School with Fuji 200s and Beech Sundowners.

At Teuge Martinair's subsidiary GLM (Gelderse Luchtvaartmij) assembles Fuji aircraft for the European market. Last year GLM became Dutch dealer for Rockwell International.

Alongside the aviation activities the Martinair Group shows a large diversification into semi-related and totally different interests:

- a food group (frozen meals, catering etc.)
- party service (party catering, festivity arrangements)
- 2 Mart-inn restaurants (Lelystad and Amsterdam)
- Promotion team (advertising campaigns, often in combination with Reclamair)
- Datalogy (computer facilities)

The spreading of interests proved most successful in the past few years.

The US Dollar's instability and its subsequently repercussions in the Middle East market strongly influences the air cargo carriers.

In another important sector, the transatlantic passenger flights, a rate 'battle' with the scheduled operators has not yet come to a clear standstill. Reaching the 1977 profit level (DFL.11,532,000) seems a tough job.

Nevertheless Martinair can base confidence in the future on twenty years of prosperous development. Still presided by its founder Martin Schröder, Martinair enters a new decade of its existance continuing an important chapter in Holland's aviation history.

Ben Ullings

Many thanks are due to Hans Bossenbroek for compiling the photograph-selection, to Dick Elsinga of COMAS, Martinair's publicity agents, for his valuable support and to Meta for her last minute corrections and additions.

PH-NEO

Auster 5 (1802) ex TW464, G-AMFS. Registered 15-4-52 NV Meteor; 16-6-53 to M. Smitt; 18-6-53 to J.M. Schröder; 12-5-54 to Nijmeegs Lucht reclamebedrijf, 25-8-58 to J. Göttgens; 27-1-60 to J. Daams (Skylight). 30-12-64 out register, stored Bergen op Zoom; in 1970 to Musée del'Air in Brussels.

PH-MAC

dH.104 Dove (04020) ex ZS-AWB, VP-VEU, G-AMVV. Registered 22-5-58 Martin's Air Charter. 12-5-60 out register to G-AMVV.

PH-MAB

C-47 (4500) ex 41-18438, I-LONA. Registered 8-2-60 Martin's Lucht vervoersmij/Martin's Air Charter. 9-1-69 out register to Australian Aircraft Sales in 12/69 and later to Indonesian Navy as U-603.

PH-MAD

dH.104 Dove (04030) ex CF-DJI, G-AKCF. Registered 31-3-60 Martin's Air Charter. 1-12-66 out register to G-ACKF, TJ-ACE seen late '74 wfu at Tiko Airport (French cameroon).

PH-MAA

C-47B-30DK (33213/16465) ex 44-76881, KN582. To G-AXLM of Field A/c Services Ltd; 26-4-50 to BEA, converted to Pionair 'William Rhodes Moorhouse' 4-7-60 registered PH-MAA Martin's Air Charter, leased to Lufthansa 1963. 2-11-67 out register, to HB-ITD of Balair (delivery on 26-10-67); to UNO Middle East based at Amman.

PH-MAF
Cessna 172A (47356). 1-9-60 registered Martin's Air Charter; 7-3-62 to C.v/d.Veen; 18-3-64 to NTS (now NOS). 24-12-69 out register and to USA as N6427.

PH-VLA
dH.114 Heron2 (14050). 21-7-61 registered Martin's Air Charter, damaged on 1-5-63 but repaired, leased to Lufthansa. 12-7-63 out of register to Executive Air Transport.

PH-SCC
C-47A-75-DL (19458) ex 42-100994, LN-IAS of Fred Olsen Transaero. 4-8-61 to PH-SCC of Fairways, 1-1-62 to Martin's Air Charter, 15-6-70 out register to OO-AVG of DAT; later to N3433E of Meridian Air Cargo Van Memhis, current (half in DAT c/s)

PH-SSM
C-47A-DK (13182) ex 42-93287, ZS-BCA, VP-KGL, ZS-DBV, G-ADJE of BEA, 23-1-61 to Transaero. 7-2-61 registered PH-SSM of Fairways; 1-1-62 to Martin's Air Charter, severely damaged by a broken bottle with chemicals, scrapped 9/67.

PH-VLC
dH.104 Dove (04184). 21-7-61 registered Martin's Air Charter, leased to Algemene Kunstzijde Unie NV Arnhem. 16-6-66 out register to G-ARDN, HB-LAX.

PH-MAE
Douglas C-54B-DC (10538) ex 42-72433, TX104, N4665V CP-610, N53860. 1-6-62 registered Martin's Air Charter. 3-1-67 out register to D-ADAC, 9Q-CTD.

PH-CGD
Convair 340 (104) ex PH-TGD/KLM 'Pieter Breugel', 21-4-54 rereg PH-CGD/KLM; 7-1-64 to Martin's Air Charter, converted to Convair 640 (reregistered as such on 18-4-66). 12-7-71 out register to N111TA.

PH-DSO
DC-7C (45547) del 19-11-58 KLM 'Bering Sea' (with on the other side of the a/c 'Beringzee'); 22-2-64 to Martin's Air Charter (regd 28-2-64). 1-10-68 out register to G-A... of Transmeridian/London.

PH-DSL
DC-7C (45180). Registered 8-5-57 KLM 'Baltic Sea/Oostzee'; 13-10-64 to Martin's Air Charter. 19-12-68 out register to USA.

PH-DAB
C-47A-25DK (19150) ex 43-15049, NL207 (RAF/RNethAF). To KLM on 2-1-50 regd PH-TCB, 19-8-54 rereg PH-DAB/KLM. 19-1-56 out register to JZ-PDB, 23-9-57 back KLM; 10-11-64 to Martin's Air Charter; 17-12-64 17-12-64 back KLM. Delivered 30-12-65 to Indonesia as PK-RDA (Seulawah Air Service '72).

PH-DSC
DC-7C (45182). Registered 9-5-57 KLM 'Yellow Sea Gele Zee'; 17-5-65 to Martinair. 18-4-69 out register to France, to Rhodesia, to TR-LQP.

PH-MAG
C-47A-10DK (12472) ex 42-92648, KG437, G-AGYX. 23-7-65 registered to Maaormanai; 9-8-65 to Martin's Air Charter; 2-10-68 back Moormanair; 14-5-73 to Scorpio Films (for the film 'Dakota'). Sold 6-2-74 as 5N-ATA.

PH-MAK
DC-7C (45541) ex I-DUVU. 28-3-66 registered Martin's Luchtvervoermij NV. 15-3-67 out register to EC-BEO.

PH-MAM
DC-6A (44257) ex PH-TGB/KLM 'Gen.C.J.Snijders', 13-11-53 rereg PH-DFB/KLM. 2-5-61 out register to N4065K; 23-12-66 regd PH-MAM of Martin's Air Charter NV. 25-6-71 out register to YU-AFG of Adria.

PH-MAL
Convair 640 (332) ex HB-IMC. 1-2-67 registered Martin's Luchtvervoermij. 23-9-71 out register to N640R (in '76 to Zantop Int.Airlines).

PH-DCD
DC-8-33 (45379). 4-7-60 registered KLM 'Nikolaus August Otto'; 11-67 to Martin. 22-10-73 out register to 5Y-ASA of African Safari Airways; on 9-5-77 to G-BETJ of Transmeridian Air Cargo, current.

PH-LLG
Lockheed L188C Electra (2014). 24-2-60 registered KLM 'Neptunus', 1968 leased to Martin. 22-1-69 out register to N857U of Saturn Airways, current.

PH-MAN
DC-9-33RC (47291). 21-7-68 registered Martin's Luchtvervoermij 'Karel de Grote'. 1-10-73 out register to N94454 of Hawaiian Airlines, current.

PH-MAS
DC-8-55F (45824) ex N851F of ONA. 22-11-68 registered to Martin's Luchtvervoermij NV, 9-8-74

Martinair Holland NV 'Hong Kong'; to Douglas as N5824A; 9-4-77 back Schiphol, rereg PH-MAS of KLM. 6-10-77 to EC-DBE of Aviaco, current.

PH-MAO
DC-9-33F (47363). Registered 7-2-69 Martin's Luchtvervoermij NV, 9-8-74 Martinair Holland 'Desiderius Erasmus', currently in service.

PH-MAR
DC-9-33F (47410). Registered 18-4-69 Martin's Luchtvervoermij NV, 9-8-74 Martinair Holland NV 'Jean Mounet', currently in service.

PH-MAT
F.28-1000 (11008) ex PH-ZAC. 1-10-69 leased to Martin's Luchtvervoermij NV 'Princes Margriet'; many times sub-leased to Linjeflyg for short times, current.

PH-MAU
DC-8-55F (45856) ex N852F of ONA. 1-10-69 registered (as leased) to Martin's Luchtvervoermij NV (5-10-70 bought?), 9-8-74 Martinair Holland NV 'Toronto', currently in service.

PH-MOL
F.28-1000 (11003). 15-10-70 leased to Martinair till 19-11-70; 1-1-76 again leased till 1-2-77.

PH-FBX
F.28-1000 (11045) f/f 12-1-72, 11-1-71 registered to Fokker-VFW, 3-2-72 to R.L.D. for Government, flown by Martinair personnel.

PH-MAX
DC-9-32 (47514). 24-2-71 registered Martin's Luchtvervoermij NV, 9-8-74 to Martinair Holland NV 'Europa', currently in service.

PH-MAZ
Cessna 402B (402B-0219). 15-5-72 registered Martin's Luchtvervoermij NV, 9-8-74 Martinair Holland NV, since 1977 on lease to Rijkswaterstaat.

PH-MBG
DC-10-30 (46891). 13-11-73 registered (Air Afrique ntu) Martin's Luchtvervoermij NV, 9-8-74 Martinair Holland NV 'Kohoutek', currently in service.

PH-MBK
FA.200-160 (FA200-226). 15-2-74 registered Martin's Luchtvervoermij NV, 9-8-74 Martinair Holland NV (Vliegschool), currently in service.

PH-MBI
FA.200-160 (FA200-239) 13-5-74 registered Martins Luchtvervoermij NV, 9-8-74 Martinair Holland NV (Vliegschool), currently in service.

PH-MBH
DC-8-55F (45818) ex N802SW Seaboard World, TF-ILK. 21-9-73 registered to Martin's Luchtvervoermij NV 9-8-74 Martinair Holland NV, crashed 4-12-74 Sri Lanka.

PH-MBM
FA.200-160 (FA200-260). 17-10-74 registered Martinair Holland NV, currently in service.

PH-DCA
DC-8-33 (45376). Registered 19-3-60 KLM 'Albert Plesman'. 13-4-72 out register to OO-AMI of BIAS 'Ville d'Anvers'; 29-11-74 to PH-DCA of Martinair Holland NV. 30-10-75 out register to OO-AMI of Pomair - bankrupt - and stored at Schiphol.

PH-MBO
FA.200-160 (FA200-259) ex PH-YNT (ntu). 12-2-75 registered Martinair Holland NV (Vliegschool), currently in service.

PH-MBN
DC-10-30F (46924). 26-11-75 registered Martinair Holland NV, currently in service.

PH-MBP
DC-10-30F (46956). 24-12-76 registered Martinair Holland, currently in service.

PH-MBS
Beech C.23-180 Sundowner (M-1968). 8-77 registered Martinair Holland NV (Vliegschool), current.

PH-MBR
Beech C.23-180 Sundowner (M-1977) delivered 3-10-77 Martinair Holland NV (Vliegschool), current.

PHOTO CREDIS: DC-7C PH-DSC and PH-VLA(2x) from Martinair; all others from Aviation Photos International

