FLASH

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571
571

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F L A S H VOLUME NR.3 MAY 1973 NUMBER 32

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- Dear Reader,

Due to the increasing workload of the editorial team, it's no longer possible for us to keep the Flash Photo Service running. We are looking for someone who is willing to take over the photo business therefor; anybody interested?

By the way, Geis Hiltermann cleaned up his stables recently and discovered some back issues of FLASH, nrs 10,16,21-31. One guilder each and obtainable by sending a giro-cheque or an International Money Order to the editor (address below).

the editors.

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For this issue our special thanks to:
F.v/d.Berk, J.Creegan, P.v.Gemert, JP.v.Kempen, H.v/d.Laar, G.v.Leeuwen, J.Struben, B.Ullings, P.Vercruijsse, R.v.Zeist

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COVER PHOTOGRAPH:
Together with the Magisters (nick-named "vacuum cleaners"), all 29 T-birds are based at St.Truiden AB (formerly called Brustum). Here's FT-16 (s/n 51-17463) trying to land there.

Copyright: H.v.Tuyn

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M O V E M E N T S

Volkel (RNethAF) F.v/d.Berk, G.v.Leeuwen, SGE

March 13: XP810 Beaver Royal Army Wildenrath Station Flight
XV791/W, XV805/Z Harrier GR.1 RAF 20Sqn Wildenrath
20: FC-02 TF-104G BAF 10Wing Kleine-Brogel
April 16: 27-03 TF-104G Luftwaffe WS-10 Jever
18: 51-11 c/n 6717, 51-24 F-104S ItAF 51Wing/22Sqn Istrana

Soesterberg (USAFE) G.v.Leeuwen

March 21: 10882 C-9A USAF
April 17: 8102 c/n 58-1664 H-34A Heer
BA-46, BA-49 Mirage VBA BAF 3Wing/1Sqn Bierset

Valkenburg (MLD) H.R.Productions Sp.Dep.

February 27: 157318/LP-32 P-3C Orion USNavy VP-49
March 21: 50-99 c/n D-136 Transall Luftwaffe
MT-27 c/n 284, MT-40 c/n 317, MT-50 c/n 236, All Fouga Magisters BAF Brustum
22: K-683 s/n 43-15211 C-47 Dakota RDAF 721Sqn Vaerlose
23: 156518/LQ-1 P-3C Orion USNavy VP-56
30: 156530/LQ-5 P-3C Orion USNavy VP-56
April 2: 71-69 c/n 8229 UH-1D Luftwaffe
3: 151377/LA-20 P-3A Orion USNavy VP-5

Leeuwarden (RNethAF) H.R.Productions Sp.Dep.

March 6: FX-38 c/n 9078, FX-47 c/n 9090 F-104G BAF 10Wing
BA-59 c/n 059 Mirage VBA BAF
7: 27-94, 27-97 TF-104G Luftwaffe WS-10 Jever
22: 33-17 c/n 91-588 G-91R Luftwaffe (also on 23-3)
23: DT-974 s/n 52-9974 T-33A RDanAF Skystrup
26: 104835, 104770 CF-104 CAF Sollingen
104665 CF-104D CAF Sollingen
27: FX-48 c/n 9091, FX-94 c/n 9164 F-104G BAF 1Wing
29: XT-676/BG Wessex HC.2 Royal Navy

Kleine-Brogel (BAF) JP.v.Kempen, J.Struben, [illegible].v.Zeist

April 25: OT-CAL s/n 12 s/n 51-2703 C-119 BAF 15Wing Melsbroek
OT-ZAJ RM-10 c/n 31 Pembroke BAF 15Wing Melsbroek
OT-CDF KY-4 c/n 44421 DC-6B BAF 15Wing/21Sqn
OT-CFC KY-3 c/n 44420 DC-6B BAF 15Wing/21Sqn
FT-6 (ex M-44 RNethAF) T-33 BAF Brustum
FT-17 s/n 51-17468 T-33A BAF Brustum
ST-16, ST-30 Marchetti BAF Goetsenhoven
BT66-511 F-4D USAF 36TFW Bittburg
27: OT-ZAF RM-6 c/n 25 Pembroke BAF 15Wing
OT-901 F-4K RAF 17Sqn Bruggen

Laarbruch (RAF) F.v/d.Berk, G.v.Leeuwen, J.Greegan

March 21: WT301/W Canberra PR.16 RAF 51Sqn Wyton
23-82 c/n 8085, 23-79 c/n 6078 F-104G Luftwaffe
26: 31-32 c/n 91-399, 32-75 c/n 91-545 G-91R Luftwaffe LEKG-44
35-30 s/n 69-7477 RF-4E Phantom Luftwaffe AKG-52 Leck
April 3: XV480/J, XV434/E, XV432, XV466/K, all Phantom FGR.2s RAF 41Sqn Coningsby
35-67 s/n 69-7514 RF-4E Luftwaffe AKG-51 Bremgarten
XN731/Z Lightning F.2A RAF 19Sqn Gutersloh
WT530 Canberra PR.7 RAF (without sqn markings) still flying and the aircraft is based at Laarbruch.
16: WT301/W, WJ768/Y Canberra PR.16 RAF 51Sqn Wyton
XP413 Argosy C.1 RAF

Laarbruch cont.
April 16: XT910/T Phantom FGR.2 RAF (ex 64Sqn, this a/c is a new a/c for No2Sqn, the old T was XT906)

Bruggen (RAF) G.v.Leeuwen, P.v.Gemert

March 26: XR809 VC-10 RAF 10Sqn Brize Norton
April 17: 67953 C-141A Starlifter USAF MAC
27: XN776/C Lightning F.2A RAF 19Sqn Gutersloh
WH964/4 Canberra B.15 RAF 98Sqn
WL641 Varsity RAF

Wildenrath (RAF) G.v.Leeuwen

March 26: WJ942/N, WJ921/F Varsity RAF 5FTS
XR362 Belfast C.1 RAF 53Sqn Brize Norton
XS733 Dominie T.1 RAF CAW
XW203 c/n 1068, XW220 c/n 1148 Puma HC.1 RAF 230Sqn Odiham
34-60 G-91T3 Luftwaffe LEKG-43 Oldenburg
72-94 c/n 8414 UH-1D Heer
70-87 c/n 8147 UH-1D Luttwaffe SAR
April 17 8102 c/n 58-1664 H-34A Heer
58-35 DO-28D Skyservant Luftwaffe
XV205 C-130K RAF 70Sqn
XS733, XS714, XS736 Dominie T.1 RAF CAW
XS602, XS640 Andover C.1 RAF 46Sqn Thorney Island
XS772 Basset CC.2 RAF 32Sqn Northolt

Wiesbaden (USAF) J.Creegan

February 26: 24453 T-39A USAF AFCS
PB63-869 C-130E USAF
33542 T-29D USAF

Frankfurt/Rhein-Main (USAF) J.Creegan

February 26: 0-20905, 0-22605 KC-97L USAF Wisc.ANG
0-20900, 0-20884, 0-20842, 0-20870 KC-97L USAF Ill.ANG
0-22615 KC-97L USAF Utah ANG
PB63-768, 810, 836, 898, 823, 818, 804, 64-496, 537
All C-130E USAF 777TAS/464TAW
528(91528), 533(91533), 537(91537) RC-130B USAF
60144,60170,50267, 60140, 40628, 40623, 60168, 50217
All C-141As USAF
80448 C-5A USAF

Bittburg (USAF) J.Creegan

March 14: BT68-481,497 F-4E USAF 36TFW/525TFS
BT66-644 (ex BS), BT66-698, BT66-667, BT66-718,
BT66-768 (ex BR), BT66-720 All F-4Ds 36TFW
GA-583, GA66-244, GA66-655, GA658 All F-4Ds USAF
H064-962, H0739, H0740, H066-276, H064-949, H0639, H0746,
H0760, H066-476 All F-4Ds USAF 49TFW Holloman

Spangdahlem (USAF) J.Creegan

March 14: SP66-662, SP67-657 F-4D USAF 52TFW
SP63-567,615,467,638,64-922 F-4C USAF 52TFW
PB63-896 C-130E USAF 12669 C-135 USAF

Brussel (BAF) J.Creegan

February 1: CH-05, CH-07, CH-08 C-130H BAF 15Wing
March 1: CH-09, CH-10 C-130H BAF 15Wing
15: SM-4 c/n 61898 CV440 ItAF Stato Maggiore Rome
16: No167 Mystere 20 FAF
27: CM-01 Mystere 20 BAF 15Wing

WEST GERMAN AIR POWER
part V

Compiled and written by G.A.Hiltermann;
our special thanks to: G.Joos, A.Luft,
P.A.Jackson, E.Ragas, H.Sloot and
K.Kramer.

Last month we did our best to make you dizzy with all those code-, serial-, registration- and other systems of the Bundeswehr. As we noticed several readers to be out of their beds already, we'll start with an addition:
In 1965 the meaning of the first letter of the old serial-code was officially fixed as follows:

A: Fliegerschulen (Air training schools)
B: Waffen- and Technische Schulen (Armament- and Technical schools)
C: Flugbereitschaft des Bundesministeriums fur Verteidigung (MOD a/c)
D: JABO Geschwader (Fighter Bomber Wings)
E: Aufklarungs Geschwader (Recce Wings)
F: Tag Jagd Geschwader (Day Interception Wings)
G: Transport Geschwader (Transport Wings)
H: Heimat Luftverteidigung Allewetter Jagd Geschwader (Home all-weather air defence interception wings)
J: Heimat Luftverteidigung Tag Jagd Geschwader (Home Air Defence Day Interception Wings)
K: Uberfuhrungs Kenzeichnen fur Herstell werke, nur Luftwaffe (Transfer markings for Industries, Air Force only)
L: Hubschrauber Rettungsstaffel (Helicopter Rescue Wings)
M: Leichte Kampf Geschwader (Light Attack Wings)
N: Sonderflugzeuge der Luftwaffe (Special aircraft of the Air Force)
O: Frei (free)
X: Versuchungsflugzeuge (Trail aircraft)
Y: Erprobungsflugzeuge (Test aircraft)
Z: Erprobungsflugzeuge

Note that the letters F,H,O and Z were never used. We'll return to the letter for the HEER and MARINE later. Besides those mentioned above, there were other codes beginning with B too, namely BC-, BE-,and BG- (Luke AFB Starfighters, before their departure to the States)
Another thing concerning the Geschwader division: before 1965 each wing normally had 3 Staffel (Squadrons): 1st: JB101-130
2nd: JB231-260
3rd: JB361-390
With the arrival of the F-104G the number of squadrons within a wing was reduced to two; the "hack"-aircraft (Piaggios,DO-27s,ect) received numbers in the 300-range.

By the way, a sneeky error slipped into last month' episode: the construction-numbers of the Sabres Mk.6 all start with S6, not 56
Please add to the serial list, that S6-1704 is JC-240, now as a monument at Budel (Holland). Finally, the reg.code of HTG-64 is GD not GC. Sorry.

AIRCRAFT SERVING WITH THE LUFTWAFFE

This month we will deal with some types which are partly still in service.

Nord 2501 Noratlas:

West-Germany received 186 "Nora's", most of which were built under licence by Weserflugzeugbau in Bremen.
Four geschwader have been equipped with these enormous freighters:LTG-61, LTG-62, LTG-63 and FFS"S".
Originally most Noratlasses were painted silver, but later they were camouflaged and got some day-glow.
A few years ago the first Nords left service and recently only a dozen

of these giants are still flying.
The rest has been sold to both civil and military (Greece, Nigeria) operators.

c/n	new code	fac.code	old codes	remarks
001	5201		AS-571	
002	5202		AS-572	
003	5203		AS-573	to RHAF as 52-103
004	5204		AS-574, GA-241	
005	5205		AS-575	w/o before delivery
006	5206		AS-576, AS-575, GR-231	
007	5207		AS-577, AS-574, GR-232, GC-109	to 5U-MAN
008	5208		AS-578, GR-233, GC-233, YA-571	to D-ACUS
009	5209		AS-579, GR-234, GA-242,	w/o
010	5210		AS-580, GR-235, AS-586	broken up Lubeck
011	5211		AS-581, GR-236, GC-236	
012	5212		AS-582, GR-237, GC-237	
013	5213		AS-583, GR-238, GC-238	
014	5214		AS-584, GR-239, GC-588, AS-588	to D-ANAS
015	5215		AS-585, GR-240, GA-248, GS-248	
016	5216		AS-586, GR-241, GC-241	
017			AS-587	s.o.c. 1/68
018			AS-588	s.o.c. 1/68
019	5217		AS-589, GR-243, GA-243	at scrap-yard Hamburg
020	5218		AS-590	
021	5219		GB-120	to RHAF as 52-119
022	5220		GB-121	scrap-yard Hamburg
023	5222		AS-591, GB-231	
024	5222		AS-592, GA-235	to RHAF as 52-122
025	5223		GB-101, GC-233	
026	5224		GB-102, GA-239	
027	5225		GB-103, GA-233, AS-564, AS-567	
028	5226		GB-104, GA-234, AS-564	
029	5227		GB-105, GA-117	
030	5228		GB-106, GA-246	to RHAF as 52-128
031	5229		GB-107, GC-231	
032	5230		GB-108, GA-116, GA-237	
033	5231		GB-109, GA-119	to RHAF as 52-131
034	5232		GB-110	
035	5233		GB-111	to RHAF as 52-123
036	5234		GB-112, GA-250	
037	5235		GB-113, GA-251	to RHAF as 52-135
038	5236		GB-114, GA-244	
039	5237		GB-115, GA-245	
040	5238		GB-116, GC-102, GA-241, GA-121	Became restaurant, Schwelm '73
041	5239		GA-231	to RHAF as 52-139
042	5240		GA-232	to RHAF as 52-140
043	5241		GA-233, GB-113, GB-107	to D-ACUG
044			GA-234, GB-101, GC-101	s.o.c. 1/68
045			GA-235	s.o.c. 1/68
046	5242		GA-236	
047			GA-237	s.o.c. 1/68
048	5243		GA-238	to RHAF as 52-143
049	5244		GA-239, GB-108, GB-103	to RHAF as 52-144
050	5245		GA-240, GC-102	
051	5246		GA-241, GC-244	
052	5247		GA-242, GC-242	to RHAF as 52-147

c/n	new code	fac.code	old codes	remarks
053	5248		GA-243, GC-243	
054	5249		GC-103	
055	5250		GB-104	
056	5251		GC-104	
057	5252		GA-240, GA-251	Erpr.St.61
058			GA-235	
059	sold overseas before acceptance by the Luftwaffe			
060	sold overseas before acceptance by the Luftwaffe			
061	5253		GB-105, GB-115	to THAF as 52-153
062			GC-105	s.o.c. 1/68
063	5254		GB-106	to RHAF as 52-154
064	5255		GC-106	to RHAF as 52-155
065	5256		GB-107, GB-238, YA-572	to D-ACUT
066	5257		GB-237, GC-108, GC-109, GC-107	12/2/69 w/o Erding
067	5258		GB-108	to RHAF as 52-158
068	5259		GC-108	to RHAF as 52-159
069	5260		GB-109	
070	5261		GC-109, GA-115	
071	5262		GB-110, YA-110	to RHAF as 52-162
072	5263		GC-110, GB-240	to RHAF as 52-163
073	5264		GB-111, YA-111	to D-ACUV
074	5265		GB-241, GC-111	to RHAF as 52-165
075	5266		GB-112	to RHAF as 52-166
076	5267		GC-112	to RHAF as 52-167
077	5268		GB-113	to RHAF as 52-168
078	5269		GB-240, GC-113	
079	5270		GB-114	
080	5271		GC-114, GB-240, GB-116	
081	5272		GB-115, GB-243	to RHAF as 52-172
082	5273		GC-115, GB-118	
083			GB-116	
084	5274		GC-116, GA-246	
085	5275		GB-247, GA-247, GB-117	
086	5276		GC-117, GA-121, GB-246, GC-116, GB-241, GB-122	to RHAF as 52-176
087	5277		GB-118	
088			GC-117	s.o.c. 1/68
089	not built			
090		KA-101		to Nigeria AF as 301
091		KA-102		to NAF as 302
092		KA-103		to NAF as 303
093		KA-104		to NAF as 304
094	5278	KA-105	GC-118, GC-116	to D-ACUR, to 9XR-KH
095	5279	KA-106	GC-250, GA-250	w/o 19-11-70
096		KA-107	GC-119, GC-249	
097	5280	KA-108	GC-251, GB-120	to D-AJCB, D-ACUB
098	5281	KA-109	GC-249, GC-120	
099	5282	KA-110	BF-571, YA-571	
100	5283	KA-111	GC-121, GB-235	to D-AMFA
101	5284	KA-112	GB-116	to D-AMFB
102	5285	KA-113	GA-101	to HC-AXF
103		KA-114	GB-119	s.o.c. 1/68
104	5286	KA-115	GA-102	
105	5287	KA-116	GA-103	to RHAF?
106	5288	KA-117	GA-104	to RHAF as 52-188
107	5289	KA-118	GA-105	to RHAF as 52-189
108	5290	KA-119	GA-106	
109	5291	KA-120	GA-107	to D-ACJC, D-ACUC
110	5292	KA-121	GA-108	to D-ACJD, D-ACUD
111	5293	KA-122	GA-109, GC-249, BD-592	still in use with
112	5294	KA-123	GA-110	to D-ACUH /WS-50

c/n	new code	fac.code	old codes	remarks
113	5295	KA-124	GA-111	
114	5296	KA-125	GA-112	to RHAF as 52-196
115	5297	KA-126	GA-113, GA-118	still in use with with ES-61
116	5298	KA-127	GA-114	to Portugese AF
117	5299	KA-128	GA-125, GC-254	to D-ACUK
118	5300	KA-129	GA-116	to D-ACJF, D-ACUF
119	5301	KA-130	GB-122	still in use with
120	5302	KA-131	GA-122	to D-ACUL /ES-61
121	5303	KA-132	GA-123	at Neubiberg in Elbeflug colours
122	5304	KA-133	GA-124	to D-ACUN
123	5305	KA-134	GA-125	derelict at Manching
124	5306	KA-135	GA-252	to D-ACUP /ES-61
125	5307	KA-136	GB-119	
126	5308	KA-137	GA-253, AS-599	to D-AMFC
127	5309	KA-138	GB-107	to D-AMFD
128	5310	KA-139	GC-122	to D-AMFE
129	5311	KA-140	GC-255, GB-255	at Neubiberg in Elbeflug colours
130	5312	KA-141	GA-254	to D-ADUQ
131	5313	KA-142	GB-123	to D-AMFF
132	5314	KA-143	BB-593	still in use with
133	5315	KA-144	GB-124	to D-AMFG /WS-50
134		KA-145	GB-254	
135	5316	KA-146	AS-576	to D-AMFH
136	5317	KA-147	GC-125	to D-AMFI
137	5318	KA-148	AS-577	to HC-AXK
138	5319	KA-149	AS-578	
139	5320	KA-150	GB-125	to RHAF as 53-220
140	5321	KA-151	AS-579	
141	5322	KA-152	GB-111	to RHAF as 53-222
142	5323	KA-153	AS-580	to D-AMFV
143		KA-154	AS-581	crash 17/7/67
144	5324	KA-155	AS-582	ro D-AMFJ
145	5325	KA-156	AS-583	to HC-AXG
146	5326	KA-157	AS-583	to D-AMFK
147	5327	KA-158	AS-584	wreck at Wunstorf
148	5328	KA-159	AS-585	
149	5329	KA-160	AS-586	to D-AMFL
150		KA-161	GC-321, AS-587	s.o.c. 1/68
151		KA-162	GC-234, AS-588	s.o.c. 1/68
152	5330	KA-163	AS-589, GB-104	
153		KA-164	AS-590, GC-239	s.o.c. 1/68
154	5331	KA-165	AS-591	to D-9570
155	5332	KA-166	AS-592	
156	5333	KA-167	AS-593	
157	5334	KA-168	AS-594	
158	5335	KA-169	AS-595	to D-AMFM
159	5336	KA-170	AS-596	at Neubiberg in
160	5337	KA-171	AS-597	/Elbeflug colours
161	5338	KA-172	GB-231, GB-102	to D-AMFN
162	5339	KA-173	GB-232	in use with WS-50
163	5340	KA-174	GB-233	
164	5341	KA-175	GB-234	
165		KA-176		to NAF as 305
166		KA-177		to NAF as 306
167		KA-178		to NAF as 307
168		KA-179		to NAG as 308
169		KA-180		to NAF as 309
170		KA-181		to NAF as 310
171		KA-182	GA-235	s.o.c. 1/68

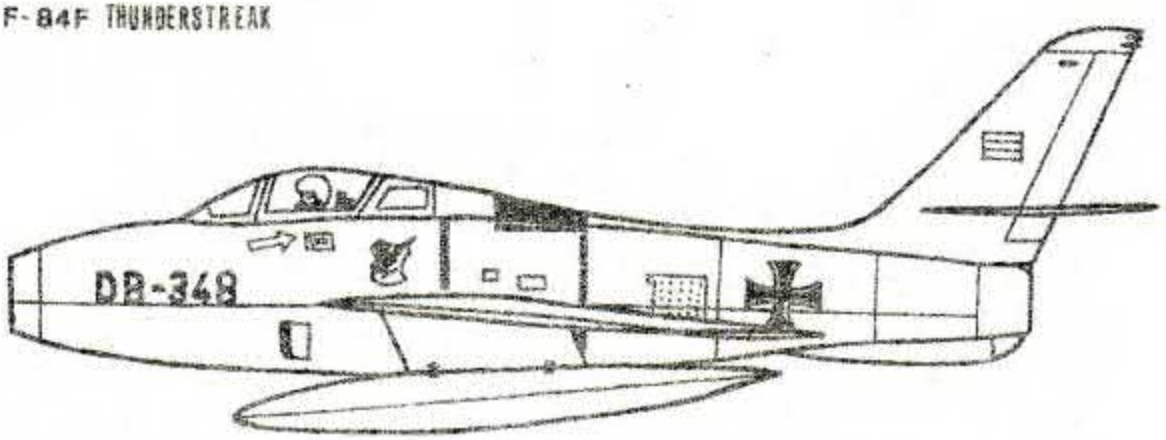
c/n	new code	fac.code	old code	remarks
172	5342	KA-183	GB-236	to D-AMFO
173	5343	KA-184	GB-237	in service with Vermessungsstaffel
174	5344	KA-185	GB-238	to D-AMFP
175	5345	KA-186	GB-239	wreck at Wunstorf
176	5346	KA-187	GB-240	wreck at Wunstorf
177	5347	KA-188	GB-241	wreck at Wunstorf
178	5348	KA-189	GB-242	in used for apprentice training at Finken-werder '73
179	5349	KA-190	GB-243	to D-AMFQ
180	5350	KA-191	GB-244	to D-AMFR
181	5351	KA-192	GA-245	wreck at Wunstorf
182	5352	KA-193	GB-246	
183	5353	KA-194	GB-147	to D-AMFS
184	5354	KA-194	GB-248	to D-AMFT
185	5355	KA-196	GB-249	
186	5356	KA-197	GB-250	
187	5357	KA-198	GB-251	to D-AMFU
001A	5358		YA-034	to D-9512

Lockheed T-33A:

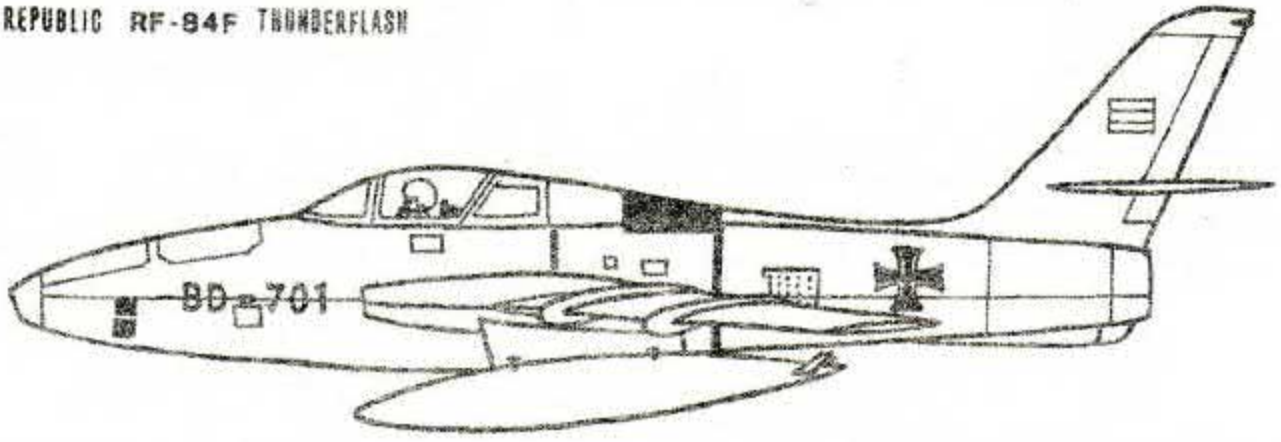
A grand total of 192 was taken over from the USA in 1956/58 for training-purposes. The T-33 was in service with Flugzeugfuhrerschule "B", WS-10 and WS-50. Furthermore each Luftwaffe geschwader had some T-33's for base-flight duties.
At this moment only a few "T-birds" are left in Germany, most of them have been sold (to Greece 12) or waiting for their new job at Furstenfeldbruck.
A great number is w/o or has been wrecked at different air-bases.
Unfortunately our list is not complete:

s/n	new code	old codes	remarks
51-4421		AB-715	
51-8610		AB-080	
51-17471	9401	BB-801	wfu Jever 3/72
51-17480	9402	AB-703, BD-703, BB-802	WS-10 3/70
51-17481	9403	AB-708, BD-708	JG-71 w/o 6/72
51-17482	9404	BB-804, BB-809	WS-10 8/69
51-17500		AB-717	
51-17501	9405	DA-398	JB-31, stored F.Feldbruck
51-17502	9406	BD-820	JB-31, w.f.u. Norvenich 3/72
51-17509	9407	AB-709, BB-803	WS-10 wfu Jever 3/72
51-17514	9408	DB-397	JB-32 5/71
51-17523	9409	AB-710, BB-805	
51-17525	9410	AB-718	JB-32 4/70
51-17526	9411	DB-398	JB-32 wfu Lechfeld 8/72
51-17550	9412	AB-711, BB-711	
51-17555	9413	AB-712, BB-385, DB-385, DB-535	JB-32 5/71
52-9854	9414	AB-748	JG-74, scrap-yard Neuburg
52-9878	9415	AB-720	JG-74, scrap-yaed Neuburg
52-9879		AB-735, BD-735	
52-9888	9416	AB-729	scrap-yard Neubyrg '72
52-9903		AB-721, BB-784	
52-9909	9417	AB-738	
52-9914	9418	AB-723, BD-723	WS-50, stored F.F.bruck 72
52-9917	9419	AB-724	JB-32 '69
52-9925	9420	YA-701	E.S.61 9/70
52-9927		AB-731	
52-9929	9421	AB-740, DA-372	JG-74, w/o Erding 10/69

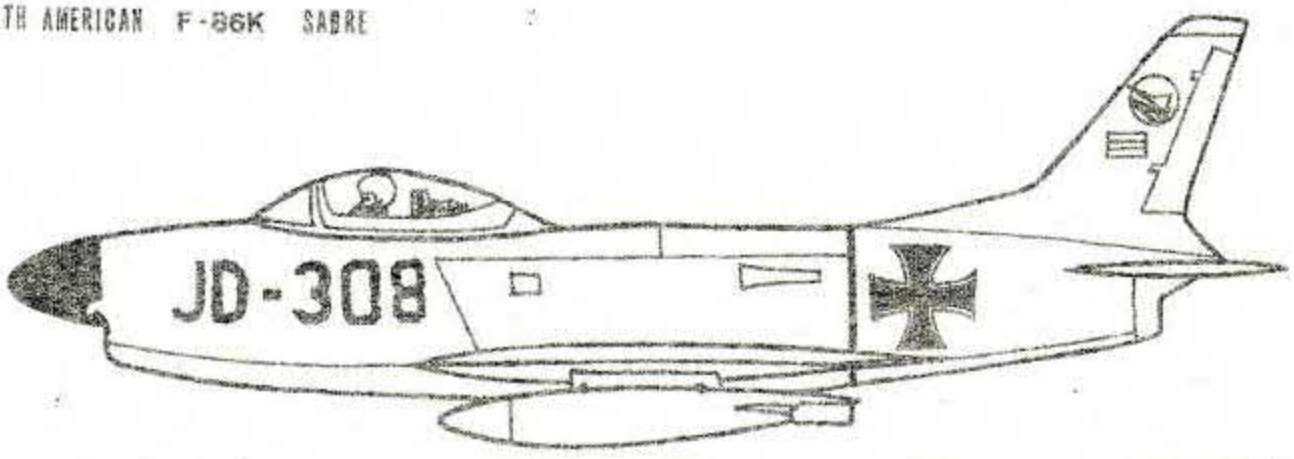
REPUBLIC F-84F THUNDERSTREAK



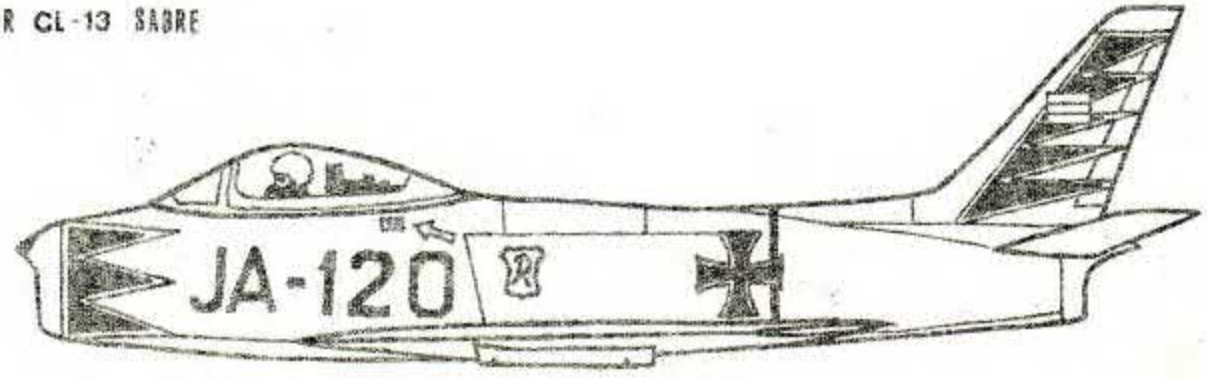
REPUBLIC RF-84F THUNDERFLASH



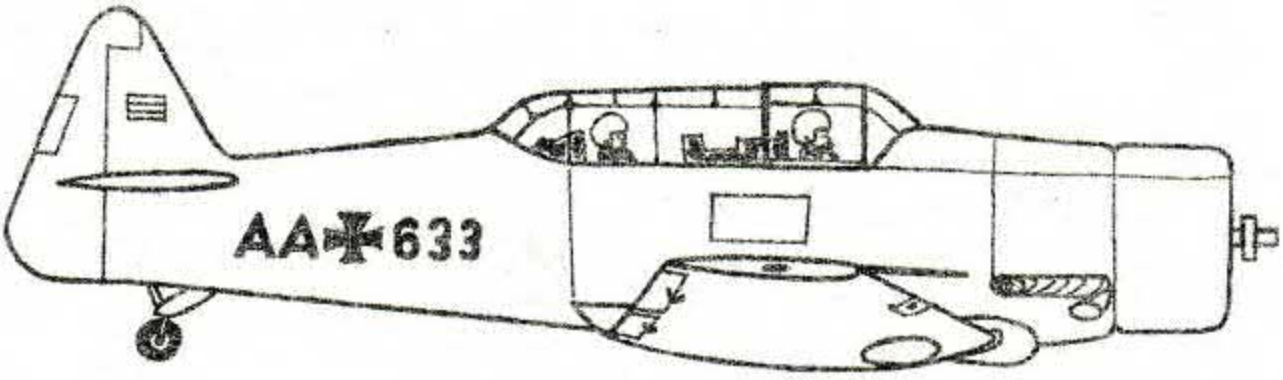
NORTH AMERICAN F-86K SABRE



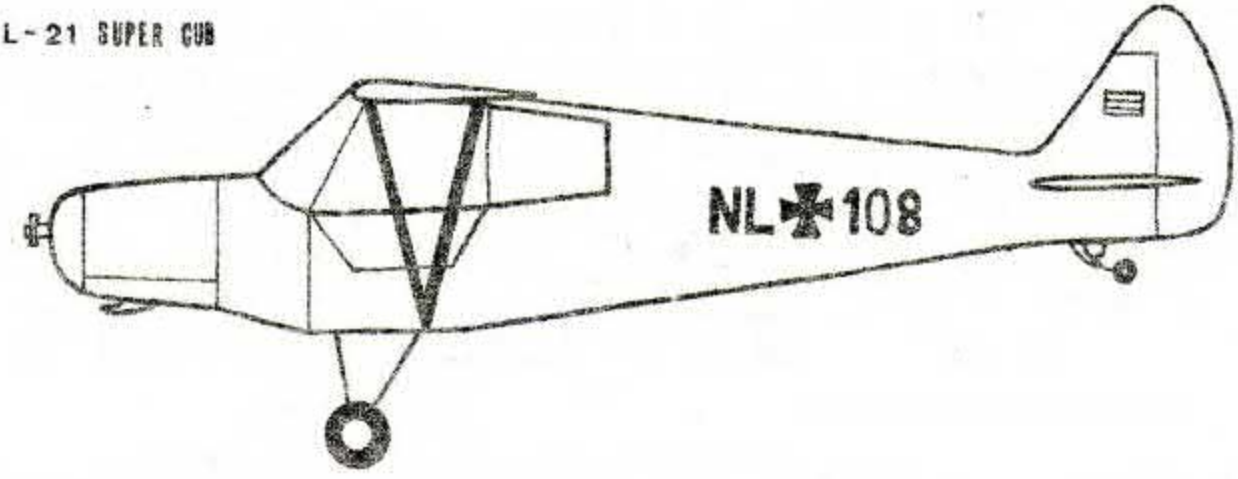
CANADAIR CL-13 SABRE



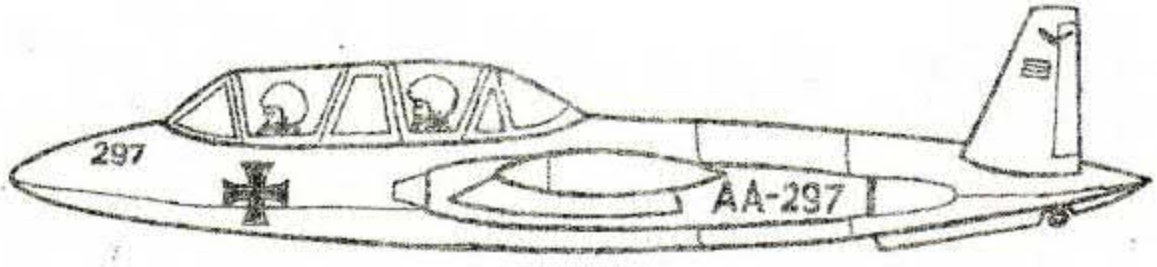
NORTH AMERICAN T-6 HARVARD



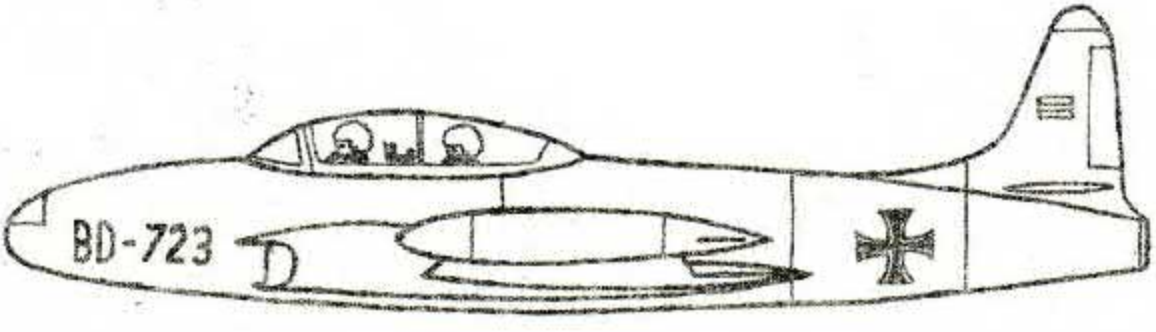
PIPER L-21 SUPER CUB



POTEZ CM-170 MAGISTER



LOCKHEED T-33



c/n	new code	old codes	remarks
52-9930	9422	AB-728	WS-50 10/69 w/o?
52-9931	9423	AB-729, AB-790, MD-383	JB-33 scrapped Erding 8/72
52-9932	9424	AB-741	JB-36 7/71
52-9933	9425	DC-396	JB-33, wfu Buchel 8/72
52-9935	9426	DC-397	LekG-42, wfu Pf.Feld 8/72
52-9936		AB-744, BB-744	
52-9937	9427	DC-399	w/o Erding 10/69
52-9938	9428	AB-730	JB-34, wfu Memmingen 8/72
52-9939		BB-744	
52-9952	9429	DC-398	JB-33 9/70
52-9954		AB-796	
52-9955	9430	AB-799	JB-33, wfu Buchel 8/72
52-9958		AB-750	
52-9960		AB-751, AB-767, JD-383	
52-9961	9431	AB-752	WS-50, stored F.F.Bruck'72
52-9962	9432	AB-753	WS-50 10/69
52-9965		AB-808	
52-9966	9433	AB-757	JB-33
52-9967	9434	AB-733, BD-733	JB-33, wfu Buchel 8/72
52-9968		AB-755	
52-9969		AB-756	
53-5489	9435	BD-758	WS-50 10/69
53-5495	9436	AB-759	WS-50 10/69
53-5559	9437	AB-761	scrapped Erding 3/71
53-5560		AB-767	
53-5561	9438	AB-762	JB-36
53-5562	9439	AB-763	JB-36
53-5563		AB-764, BB-831, DF-397	
53-5564	9440	AB-765, BD-765	JB-31, w/o Erding 10/69
53-5565	9441	AB-766, BD-766	WS-50 3/71
53-5566	9442	AB-767, JA-383	JB-36
53-5568	9443	AB-768	JB-36, scrapped Erding 3/71
53-5585			
53-5620		AB-771	
53-5621	9444	AB-772, DA-376	JB-32 7/71
53-5622	9445	AB-773, JA-383	WS-50
53-5623		AB-774	
53-5627	9446	AB-776	WS-50, stored F.F.Bruck'72
53-5628	9447	AB-777, DA-398, JA-389, EA-399, DA-376	JB-34, wfu Memmingen 9/72
53-5629	9448	AB-778	JG-71 3/72
53-5632		AB-779, EA-394	
53-5720		AB-795	
53-5728		AB-777	
53-5738		AB-770	
53-5755	9449	AB-815	JG-71, w/o 10/72
53-5757		DB-818	
53-5758	9450	AB-390, EA-390	JG-71, wfu Wittmun. 3/72
53-5763		EA-...	w/o
53-5772		BD-769	
53-5774	9451	AB-792	stored F.F.Bruck 3/72
53-5775	9452	AB-811, MD-380	JG-71, w/o Wittmund. 10/72
53-5776		BD-746	
53-5777	9453	BD-819	WS-50
53-5778	9454	DA-395, YA-702	V.F.W.
53-5780	9455	AB-815, BD-815	WS-50
53-5781	9456	AB-805, BD-805	WS-50
53-5782	9457	AB-794, BD-794	JB-36 5/68
53-5783	9458	AB-810, BD-810, EA-399	
53-5820		AB-771	
53-5823		AB-774	
53-5832		AB-779	

s/n	new code	old codes	remarks
54-1523	9459	DD-397	JB-34 10/69
54-1526		AB-812, JD-389	
54-1529	9460	AB-824, BB-824	WS-50, scrapped Erding 9/72
54-1530	9461	AB-791, DD-398	JB-34 10/69
54-1533	9462	AB-806	JG-74, w/o Neuburg 8/72
54-1534	9463	AB-819	Sylt, stored F.F.Bruck 3/72
54-1535	9464	AB-798	AG-52 5/69
54-1539	9465	AB-800	JB-31 10/69
54-1556	9466	AB-807, DD-382	JB-34 7/71
54-1557	9467	YA-703	ES.61
54-1561	9468	BD-702	WS-10, stored F.F.Bruck'72
54-1568	9469	BD-825	JB-31 11/68
54-1569	9470	EB-398	AG-52, stored F.F.Bruck '72
54-1570	9471	AB-814	WS-50
54-1571		AB-803	
54-1572	9472	AB-804	JG-74,scrap-yard Neuburg'72
54-1605	9473	AB-781	JB-34
54-1610	9474	AB-808, AB-754, MD-397	ES.61
54-1611	9475	BD-790	WS-50, stored F.F.Bruck '72
54-2955	9476	AB-701, DD-383	JB-34, wfu Memmingen 9/7
55-4421		AB-785	
55-4428	9477	AB-786	WS-50 10/69
55-4429	9478	AB-787	WS-50 10/69
55-4435		AB-788	w/o 22-9-66 Kittgessering after coll. with G-91R
55-4436	9479	AB-789	WS-50, stored F.F.Bruck '72
55-4437	9480	AB-734	WS-50 3/71
57-672	9481	BD-721	
57-673		BD-746, BB-746	to TAF as 7673
57-681	9482	DB-397	JB-32 7/71
57-755	9483	DA-399	JB-31 6/70
57-769		DA-399	
58-454	9484	AB-826	ES.61
58-515	9485	MA-382	LekG-41
58-516	9486	AB-828	LekG-41
58-517	9487	AB-829, DE-384	LekG-41
58-519	9488	DD-395	LekG-44 8/70
58-520	9489	DD-396, MD-396	LekG-44
58-556	9490	DD-397, MD-397	LekG-44
58-557	9491	DD-378	JB-34
58-558	9492	DE-395	JB-32 7/71
58-559	9493	MA-396	LekG-41
58-561	9494	DE-398	WS-10
58-594	9495	JA-398	JG-71
58-595	9496	JB-395	WS-50
58-596	9497	JB-396, MC-396	LekG-43
58-597	9498	JD-397, MC-397	LekG-43
58-599	9499	MB-395	LekG-42
58-600	9500	JD-380	WS-50
58-601	9501	MD-397	LekG-42
58-602	9502	JD-381, MD-382	JG-74
58-603		BD-736	
58-604	9503	BB-832	JG-71, wfu Wittmund. 6/71
58-605		BB-833	
58-637	9504	JA-395	JG-71 w/o
58-638	9505	AB-830, BD-830	WS-50
58-639	9506	EB-395	LeKG-43 5/69
58-640	9507	EB-396	WS-50
58-641	9508	BB-835, DD-754, BD-754	WS-50
58-642	9509	BB-836	WS-50
58-645	9510	EB-398	WS-50
58-646	9511	EB-396	LekG-42

s/n	new code	old code	remarks
58-647	9512	EA-398	
58-648	9513	BD-840, DD-840	WS-50
58-649	9514	BD-841, DD-841	WS-50
58-650	9515	BD-842	WS-50
58-680	9516	BD-844	WS-50
58-681	9517	BD-845	WS-50
58-682	9518	BD-846	JB-34, WS-50
58-683	9519	AB-769	LekG-41
58-684	9520	JC-395	LekG-42 9/69
58-685	9521	JC-396	WS-50
58-686	9522	JC-397	LekG-42 9/69
58-587	9523	JC-398	LekG-42
58-688		JD-395	
58-690	9524	DC-395, WM-394	JG-74
58-691	9525	DC-399, MD-399	WS-50
58-708	9526	EB-397	WS-50
58-709		JE-397, JD-397	
58-710		JE-398, DD-308	

Corrections and additions on the West German Air Force:
Part 1: Preserved RF-84Fs: EB-310 is a wreck without c/n or reg. visible at Fassberg, together with another inidentified one.
Part 3: Preserved F-84Fs: DB-365 (53-6804) was not in the Uetersen-museum on 26/4. Another one is a monument in the the town of Rheine, carrying no reg. or c/n. Also one is preserved at Wunstrof, probably carrying a reg. and the badge of JABO G-36, but is still unidentified.
Part 4: Sabre Mk.6: S6-1616 is not D-9540

this article will be continued next month

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REGISTRATIONS OF THE BULL'S EYE 1973

In addition to our report on Bull's Eye '73 Tact.Weapons Meet, held in N.Germany from March 18-28, in FLASH Nr.31, we are now able to give you the serials of the a/c which participated in the Meet (credit to our colleagues of AERO REVIEW).

Danish AF: 725Sqn and 730Sqn:
F-35 Draken: A-004,014,017,019
F-100D : G-771,773,776,769,747,744,781,261

R.Norw.AF: 718Sqn Sola:
F-5A : 576 (ex AH-E 10576), 898 (ex DP-E 14898)
902 (ex DP-I 14902), 896 (ex DP-C 14896),
901 (ex DP-H 14901)

R.Neth AF: 314Sqn Eindhoven:
NF-5A : K-3008,3015,3027,3058,3067

WGAF : 411 and 412Sqn of LEKG-41:
G-91R : 31-56,58,73,75,88, 32-32, 33-01

WG Navy : MFG-1 and 2:
F-104G : 22-16, 26-57,62,65,69,74,78,80,84,85

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ADDITIONS TO OUR LIST OF "1973 HAPPENINGS"

13-5-73 : Hanau AAF Open House (Germany)
19-5-73 : Spangdahlem Open House (Germany)
16-6-73 : Aviano Open House (Italy)
17-6-73 : Aken AF Open House (Germany)
24-6-73 : Sembach Open House (Germany)
8-7-73 : Schleswig Open House (Germany)
?-7-73 : Jever Open House (Germany)
26-8-73 : Ramstein Open House (Germany)

Please check before going!

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ABOUT OUR INQUIRY

We got back some 60% of the in February-held inquiry; the results are as follows:
There were no problems concerning the size of FLASH, the articles or the subscription-fee but typography and lay-out has to be improved. (any suggestions?). We're in progress finding replacement for the front-cover design, which was thought to be too amateuristic. More pages per issue would be appreciated: well we would like nothing better, but you see more pages would mean more weight, resulting in a 30% increasment of our mail-costs!
The quality of our photo-pages was thought to be extremely good, and more pages are wanted. Well no doubt you will have noticed the increasment: starting with the April issue we can offer 4 photo-pages each month! Less appreciated are the drawings and therefore these "artistic impressions" will be published on a less frequent base.
Well ,you must have noticed it in FLASH 31: only half a page photo-comment while dealing with 16 pictures. Your wish is our command!
Another thorn in FLESH of many a reader is the Flash Photo Service. Several people wrote that this item doesn't belong in the magazine; since there are quite a lot of regular clients for FPS, we are thinking of changing our FPS completely. Please read this month's preface!
Among the best articles we ever published is the feature on Fokker built Starfighters; once again our compliments to the authors, Mr.Bogaard and Mr.Marselis for their achievement. Concerning the February issue (Nr.29), the RAF-Phantoms-article was thought to be best (Paul!!), immediately followed by the West German Air Force
The coloured front-covers of FLASH Nr.26 and 27 were not found a succes, we won't repeat this experiment for that reason (unfortunately it's too expensive to have a coloured cover with a black and white photo...)
"Remarks" resulted in lots of good ideas, which we will certainly keep in mind. Resuming we may say that the inquiry was a success; our thanks go to the 60% of our readers who showed that they feel something for FLASH!!

G.A.Hiltermann

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ADVERTISEMENTS --- ADVERTISEMENTS --- ADVERTISEMENTS

-- Wanted: Good slides/negatieves or black/white/colour photo's 9x13 of the Dutch NF-5A's and NF-5B's: K-3018,20,30,33,36,37,45,50,60,70,71, K-3072,73,75, K-4001,03,04,07,12,16,17,22,25,27.
Photo's of Wisky Four T-birds and photo's of F-84Fs in Wisky Four colours and specially P-177 and P-218 in funeral colours from F-5HaHa.
Need good phot's of Dutch RF-84Fs in silver or cam. even food negs. or slides of the Dutch F-86K. Have good exchange material.
Write to P.Balkenhoven, editor Aero-Review of Holland, P.O.Box 128 Spijkenisse or phone to me: 01880-17550.

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NEWS ---- NEWS ---- NEWS ---- NEWS

-- Two R Dan AF F-100Fs crashed over Møn Island on 21-2-73; regs: GT-018 and GT-558 of which GT-558 could manage to land safely.
Another R Dan AF crash: on 21-3-73,a Hunter of that AF crashed near Skydstrup, its home-base.
-- BAF Siai-Marchetti SF-260M ST-13 has been confirmed to have crashed.
-- The German Heer recently phased out the last of her 32 Vertol H-21CS. The following are to by seen at Niedermendig: 8305,11,23,24,26,28,31, 8303,29,06,30,09,32,19,20.
-- The 7 SOS at Ramstein received C-130Es 40551 plus another one to replace 40555 and 40566.
-- 3 F-4Js from the Blue Angels collied over the S.Californian desert on March 3 while practicing.
-- At Bruggen AB, 6 Canberras are in open storage: WT-314,WH-802,WT-332, WT-337, XM-265, XH-208,plus a Varsity WJ-889/K.

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THE 41° STORMO OF THE ITALIAN AIR FORCE

The 41°Stormo, It.AF. has a very long history, which is not comparable with any other unit in the "Aeronautica Militare Italiane". The organization of the 41 Stormo (nick name "ANTISOM") is completely different from the original 41° Tactical Bombardment Stormo, which was formed at the airfield of Reggio Emilia in 1939. The 41 Stormo, then consisting of 2 gruppi: 59°and 60°, participated in operations in Africa and returned home on February 27, 1941. On Febr.15, 1942 the 41 Stormo changed its task from tactical-bombardment to intercepting. Untill Sept.8, 1943, its dibandment-date, it operated the Cr.42 and the MC.200, but later on it received the more modern ME.110 and Dornier DO217.
The 41 Stormo was reformed on October 1, 1965 and got the nick-name "Stromo Antisom". It consits of the 87°and 88°Gruppi. The first gruppo was formed at Catania-Fontanarossa in 1952, initially flying the Helldriver and later on the two-engined Harpoon. In April 1957 it got its first S-2A Trackers. The 88°Gruppo was not formed till 1960 also at Catania and received a number of Trackers.
The 86°Stormo also belonging to the 41°Stormo, was formed at Pola on October 9, 1926 as a Maritime Bombardment Gruppo. It was the first unit in the Italian Naval Air Service.
After a long period, the two-engined Breguet Atlantic was chosen to replace the obsolete Trackers. The first of 18 Atlantics (41-70) was officially handed over at Toulouse on June 27, 1972 and the day following it arrived at Catania.
All Trackers must have been replaced by the end of 1974.
Some serials of 41°Stormo Trackers:

code		ser.		code		ser.
AS-2		133069		AS-12		148299
AS-3		133079		AS-16		144703
AS-4		133180		AS-19		133100
AS-5		136556		AS-21		148295
AS-6		136559		AS-22		133098
AS-7		136734		AS-29		136726
AS-8		136741		AS-51		133085
AS-10		144716		AS-52		133097
AS-11		148297		AS-60		148303

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50°STORMO - CACCIA BOMBARDIERI "GIORGIO GRAFER"

The history of 50 Stormo goes back to 1st June 1936, when the Gruppo 12 and 16 were integrated to form an entire new wing. Unfortunately the Stormo was disbanded again 5 years later, in may 1941. Reactivation in May 1942 at Rimini, flying CR-42s, with 2 Groups: Gruppo 158 (comprising 236,387 and 388sqn)and Gruppo 159 (with 387,390 and 391sqn). After being sent to Africa Gruppo 158 returned to Italy on 7-12-1942; destination was Bresso AB. near Milano, while Gruppo 159 was to go to Africa, after a period of training at Tripoli AB. The wing was the equipped with Fiat G-50 Bis plus some CR-42 aircraft. On 23-2-1943 the Stormo was transfered to Pistoia; and later Gruppo 159 to Crotore. Most a/c were destroyed in the attempt to stop the Allied Forces on Cicilia, so that the Wing had to be disbanded again in September 1943.
On 29-4-1967 the Wing was reactivated again and equipped with F-84Fs.
Aircraft on strenght in June 1972 were:

36639	50-01		36648	50-11	yes 11	36801	50-24	
36736	50-02		36705	50-12		36632	50-25	
36653	50-03		36856	50-13	ex 8-44	20527	50-26	ex 8-32
36704	50-04		20525	50-14		36880	50-29	ex 8-31
36629	50-05	ex 8-36	36721	50-15	ex 8-41	36805	50-30	ex 8-41
36821	50-08		36633	50-18		36636	50-31	ex 8-36
36975	50-10		36619	50-19	ex 8-34	27016	50-32	ex 8-32
20513	50-11		36845	50-23	ex 8-42			

In November 1972 twelve F-104S Starfighters had already been delivered, while all Thunderstreaks were taken ouf of use.

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

PHOTO 1: The air force of Uruguay has 2 Fokker F-27s and 2 Fairchild FH-227s, which are operated by nos 3 and 4 squadron at Montevideo. Illustrated is Fairchild 271, seen at Rio de Janeiro on 8-12-1971. Copyright: B.Ullings

PHOTO 2: Packet 22117, one of the 6 in service with the "Aviation Royal Cherifienne", or Royal Morocco AF, photographed at Napels. Copyright: G.Hiltermann

PHOTO 3: Illustrated our article on the Italian Air Force on page 17, are Thunderstreak 50-15 and Atlantic 71-40. Copyrights: F.Klaassen and G.Hiltermann resp

PHOTO 5: An interesting aircraft operated by Stormo 51 at Rimini is this RT-33A 51-78. Copyright: G.Hiltermann

PHOTO 6: A picture from the glorious days of the Noratlas: 52-99 of LTG-61 seen here while landing at Deelen in 1971, during the Royal Flush. Copyright: H.v.Tuyn

PHOTO 7: A familair sight on several WGAF air-bases at the moment . This picture of T-bird 9414 was taken at Neuburg in 1972. Copyright: G.Hiltermann

PHOTO 8:9,10: Some WGAF T-birds carrying the old code: DC-396 of JABOG-33, BD-845 of WS-50 (note the high serial) and JB-398 of LEKG-43. Copyright: P.v.Gemert, G.Joos and P.v.Gemert resp.

PHOTO 11: Seen at Ramstein on 1-6-71, during the Royal Flush, was this C-7B "Caribou", 62185/TD (serial 62-4185). TD probably stands for 56 Special Operation Unit. Copyright; H.v.Tuyn

PHOTO 12: On display at an USAF Open House in 1968 was this F-86F-25-NH Sabre 0-25298. Copyright: F.Klaassen

PHOTO 13: Of R Danish AF's 729 squadron (now equipped with Drakens) is Thunderflash C-253, ex FAF 33-CV. More details in Flash Nr.8. Copyright: F.Klaassen

PHOTO 14: Phantom F-4C 40711/GL of the 347 Tactical Fighter Wing/ 36 Tactical Fighter Squadron, portraited at Yokota (Japan) in 1970. Copyright: B.Ullings

PHOTO 15: The R Danish AF originally achieved 27 Chipmunks, most of which are still in service. Seen here is P-135, at Tirstrup / on 7-6-1970. Copyright: B.Ullings

PHOTO 16: A VC-8A operated by U.S.Coast Guard is 1380, photographed at San Fransisco on 1-8-1968. Copyright: B.Ullings

PHOTO 17: The first Luftwaffe RF-4E entered service with AG-51 on 17 September 1971, while the last RF-104G was phased out in May 1972. This picture shows Phantom 35-14, landing at Hahn AB in 1972. Copyright: H.v/d.Laar

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CORRECTIONS AND ADDITIONS

FLASH Nr.29: Page 4: Movements Leeuwarden
G-91R 32-75 and 32-60 are of LEKG-44 and not of LEKG-41

FLASH Nr.30: Page 4: Movements Valkenburg
Orion 153446 has to be 157446
Page 17: News from Prestwick: 12656 should read 12658

FLASH Nr.31: Page 4: Movements KL.Brogel:
FX-59 should be FX-57
Page 18: Comment on pnotos: Last month's front-page photo was made by E.Moreau in Sweden; C-130K XV222 was taken at Biggin Hill
News: Fiat delivered her 100st F-104S not F-104G

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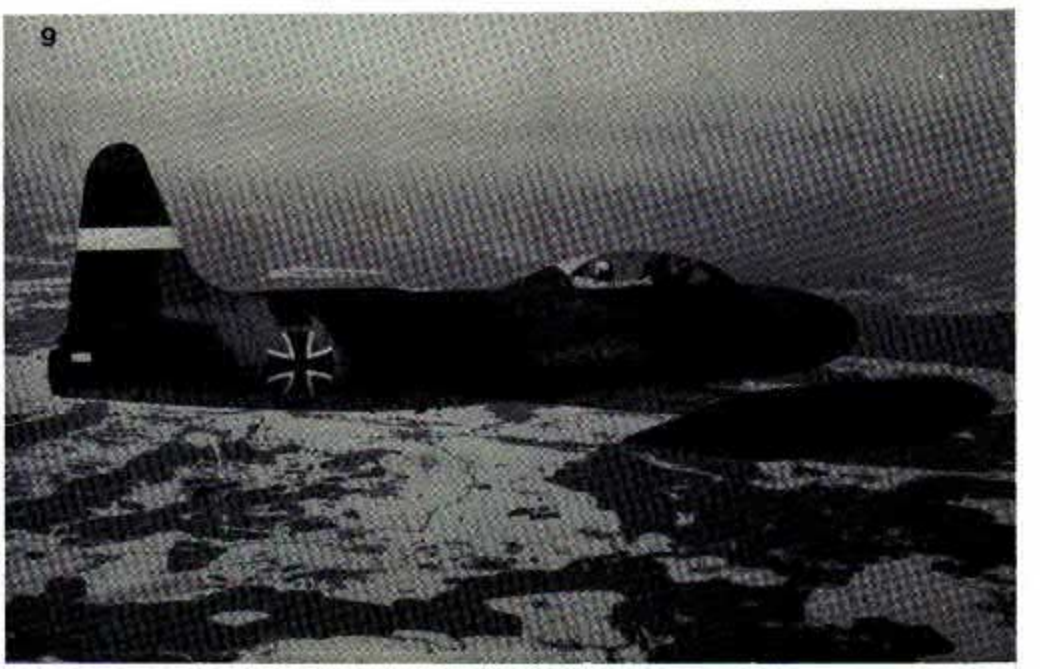
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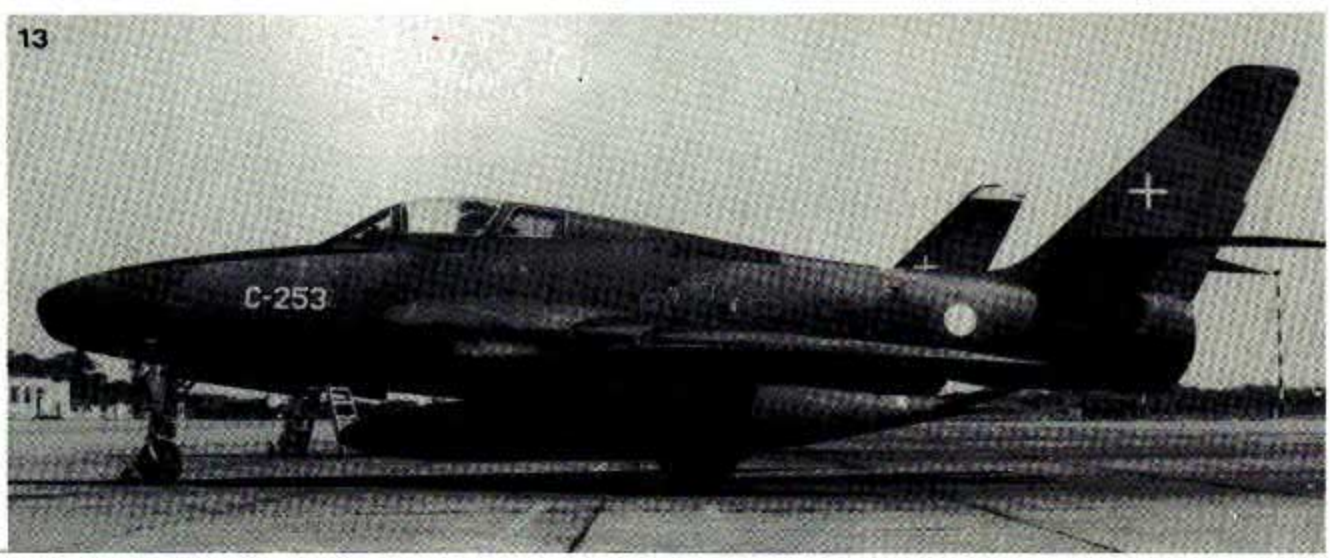

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