FLASH

military aviation magazine

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FLASH MAGAZINE P.O.BOX 855 EINDHOVEN HOLLAND

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AUGUST 1975 NUMBER 59 VOLUME 5

Dear reader,

Perhaps you didn't notived but we managed to publish this issue within three weeks after the July-issue. Meaning we are backing up with our late appearance. We hope we can continue this and be back on schedule very soon.

Enclosed for the Dutch members is an invitation to attend a air enthousiasts meeting in Eindhoven. In close cooperation with FLASH, it is organzied by Spotting Group Eindhoven. The organizing team managed to produce a smashing program, so don't disappiont them and come. More details, you can find on the leaflet (only for Dutch and German spotters).

the editors.

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-- FLASH is a monthly appearing, non-professional magazine specialized in military aviation.
-- Except for payments ALL mail concerning FLASH should be sent to the following address:

"FLASH Aviation Magazine",
P.O.Box 855,
Eindhoven,
Holland.

-- The subscription-fee of FLASH, which should be regarded as a donation, amounts to a minimum of DFL.22,-, or equivalent for a one year- or DFL.12,- for a six month subscription. Dutch readers may also sent DFL.6,- for a three month subscription. Single copies are DFL.2,50. All payments should be sent to girohummer 3126138 t.n.v. P.v/d. Krommenacker, v.Ostadepad 9 in Best (Dutch readers) or via an International Money Order to P.v.d.Krommenacker, P.O.Box 855, Eindhoven, Holland (Foreign readers).
-- All advertisements in FLASH are free of charge.
-- If you publish information out of FLASH elsewhere please mention the source.
-- At the moment the following back-issues are still available: Nrs.10, 26,31-33,38,40,44,45,47-50,52,53,54,56-58, At DFL.2,50 each. We are also copying old issues at DFL2,50.
-- Sample copies of FLASH are free obtainable at the editorial address.

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COVER PHOTOGRAPH:

By the end of 1976 the Royal Dutch Air Force and Army will own 30 of these helicopters. Presently it only has two brand new delivered Bolkow's Bo-105 at its disposal. One being B-37, which is parading on the cover. Photo Klu.

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

With special thanks to: H.Berger, F.v/d.Berk. A.Booy, R.v.Eijck, P.v.Gemert, G.Hiltermann, H.//d.Hurk, J.v/d.Oever, H.Ploegstra, R.v.Rijswijk, H.v.Ree, Spotting Group Valkenburg, P.Vercruijsse, T.v/d.Ven.

HOLLAND

-- Movements at Eindhoven inlcuded:
Jul. 9: CR69-265 F-4E USAF 32TFS
10: K-4027 NF-5B 315Sqn
11: K-4023 NF-5B 316Sqn; K-4005 NF-5B 313Sqn
Aug. 14: XV468 Phantom FGR.2 RAF 17Sqn; K-4028 NF-5B 316Sqn
15: V201 Neptune MLD 320Sqn; R-114, 120 Piper Cub 300Sqn
K-4026 NF-5B 315Sqn; K-4008 NF-5B 313Sqn
Although it was announced that Eindhoven was to have a one way exchange, 53-05/6771, 53-10/6706 and 53-11/6737 were there from 19 t/28 August

-- Movements at Volkel included:
Jul.14: 34-57 G-91T WGAF; 90-04 F-149D Luftwaffe
15: 3-10 and 3-11 RF-104G ItAF 3 Aerobrigata
16: AT-156 TF-35 Draken RDanAF 729Sqn; 77-48 Alouette II Heer
17: AR-110 and AR-111 RF-35 Draken RDanAF 729Sqn
18: 109156 CC-109 CanAF; K-3044 and 3058 NF-5A 314Sqn
On 1st of August all NF-5's of 316Sqn moved in, while the runway at Gilze-Rijen needed to be repaired again.

-- Movements at Twente inlcuded:
Jun.16: D-5811 and 5807 TF-104G Volkel Wing; K-4019 NF-5B 314Sqn
FX81, 61 ,65, 46 F-104G BAF; D-8280 F-104G 311/312Sqn
17: C-5, C-7 and C-12 F-27M 334Sqn; XT894 Phantom FGR.2 RAF
BT68-382 F-4E USAF 36TFW; D-8131 RF-104G 306Sqn
AT-155 TF-35 Draken RDanAF
Arrival of four Mirage IIIC from Creil for a squadron-excha
10-RI/42, -RF/31, -RA/41 and -RH/86 (till 26/6)
NF-5's from Twente to Creil: K-3020,3052,3053,4027,4030
118 D-5808 TF-104G Leeuwarden TCA; D-5810 TF-104G Volkel Wing
K-3013,3068 and 3049 NF-5A 314Sqn; C-8 F-27M 334Sqn
AT-155 TF-35 Draken RDanAF; 104824 and 104866 CF-104G CAF
19: V256 and V252 Atlantic MLD; 7732 Alouette II Heer
20: K-4021 NF-5B 314Sqn; 27-96 and 28-34 TF-104G WGAF WS-10
RS68-441 and 69-252 F-4E USAF 526TFS
Aug. 4: 27-06 TF-104G WGAF WS-10; D-5702 TF-104G Lwd.TCA
5: 30-37 and 30-55 G-91R LEKG-41 and LEKG-43 resp.;
D-6666 F-104G 311/312 transported to Ypenburg (AVio-Diepen) by truck after its crash-landing on 29 July
D-8260 F-104G 306Sqn; C-3 F-27M 334Sqn
6: G-744 and G-765 F-100D RDanAF; D-6680 and 8022 F-104G Vlk.
8: XM968/Q Lightning T.4 RAF 92Sqn
11: GT-870 F-100F RDanAF and G-244 F-100D RDanAF
D-5702 TF-104G Leeuwarden Wing
12: 104808, 104805 CF-104G CAF; D-8341 F-104G 322/323Sqn
14: 27-98 and 27-05 TF-104G and 21-37 F-104G all of WS-10
15: AR65-935 RF-4C USAF 10TRW; D-8319,8098 F-104G 322/323Sqn
18: D-5808 TF-104G Volkel Wing; D-5809,5817 TF-104G Lwd.TCA
19: 24-29 and 24-95 F-104G WGAF JABOG-33

-- Movements at Valkenburg inlcuded:
Jun. 4: 130322 C-130E CAF 435 Sqn
5: XS791 Andover CC.2 RAF 60Sqn; 64-IZ/117 N2501 FAF
9: 71-72 UH-1D WGAF HFS
10: 15852 CH-47C Chinock USArmy 180Av.Comp. Schwabisch-Hall
227 Navajo French Navy
16: 158918/LF-8 P-3C Orion USNavy VP-16Sqn

Valkenburg cont.
Jun.17: 147563 SP-2H FrNavy 25F; 61-ZK/93 C-160F FAF 2/61Esc.
23: 84-81 CH-53DG Heer
Jul. 3: D-5702 TF-104G 322/323 (overshoot)
11: XS120/CU-520, XS150/CU-524 Wessex HAR.1 Royal Navy 771Sqn
14: XJ350 Devon C.20 RNavy 781Sqn; 158915/LF-5 P-3C USN VP-16
K-4017 NF-5B 314Sqn (overshoot)
15: 77-48 Alouette II Heer; K-4024 NF-5B 316Sqn (overshoot)
17: 77-49 Alouette II Heer HFVS-301
21: XT416/442 Wasp HAR.1 RNavy 829Sqn plus XT443/452
K-4007 and 4021 NF-5B 314Sqn; K-4023 NF-5B 316Sqn
23: 150526/LW-6 P-3A Orion USNavy VP-68Sqn
24: D-5816 TF-104G Leeuwarden TCA; K-4023 NF-5B 316Sqn
25: 150526/LW-6 P-3A Orion USNavy VP-68Sqn
Aug. 18: 158913/LF-3 P-3C Orion USNavy VP-16Sqn
19: 46-98 MM52-6000 C-119G ItAF 46 Aerobrigata
22: XV248 Nimrod RAF Kinloss Wing (overshoot)
26: 18034 U-21A King Air USArmy HQ.USArmy.Eur.; 59-14 DO-28D WGN
28: 16-01 Hansajet WGAF EBSS
29: 5909 DO-28D WGNavy MFG-5

-- Movements at Leeuwarden included:
Jul.11: 22-42, 22-37, 24-77, 25-78 F-104G WGAF JABOG-31
14: FC-04 TF-104G BAF
16: WL754 "Paul" Shackleton RAF 8Sqn
23: ZR68-0608 RF-4C USAF 26TRW
Aug.11: 26-03 abd 25-11 F-104G WGAF JABOG-33
12: 32-69 G-91R LEKG-42 and 33-06 G-91R LEKG-43 both of the WGAF
XV724/BQ and XR529/BN Wessex HC.2 RAF 18Sqn
14: 32-63 and 32-87 G-91R WGAF LEKG-43
18: 35-61 and 35-06 RF-4E WGAF AKG-51 (c/s NOSE41)
We were asked by the Spotting Group Leeuwarden to publish the following message:
" 27 September: Open Day Leeuwarden. Come and see this event, and have a nice day". Sp.Group. Leeuwarden

-- Movements at Soesterberg included:
Jul.22: AR64-067 and 64-077 RF-4C USAF 10TRW (yellow and red resp.)
26-03 and 22-01 F-104G WGAF JABOG-33
24: 96566, 10940 and 10943 C-130E USAF; K-3055 NF-5A 314Sqn
38-07 F-4F WGAF JABOG-36; AR64-080 RF-4C USAF (blue)
25: 20-39, 20-57, 22-68, 24-39 F-104G WGAF JABOG-31
Due to runway repairs at Soesterberg, the air base closed on 25-7. The F-4E's of 32TFS went to Spain, while the Troopships of 334Sqn went to Deelen for the time being.

-- On 29 August 1975, an Alouette III of the RNethAF, crashed eight kilometers south of Schopingen (Germany). The occupants, two Dutch Air Force pilots, one Dutch Navy pilot and two German officers were lightly wounded.

DENMARK
-- Movements at Skydstrup included:
Aug.15: G-748, 751, 303, 765 F-100D; K-685 C-47
B-680 C-130H
18: G-779, 773, 244, 769, 771, 776 F-100D and GT-976 F-100F;
K-688 C-47; P-128 Chipmunck
All a/c of the RDanAF
28-11 and 27-98 TF-104G WGAF WS-10
Monuments: A-181, A-362 and A-718 F-84G Thunderjets

FRANCE
-- Holiday-reports:
- Metz 17-7: AA-Nord 262 FAF; 41,26,36 Noratlas 54Esc.
41-AA and 41-AK Broussards; 128-AU/5, 128-AX Magisters

- Toul-Rossieres 17-7: 11-EB/42146, 11-EA/42145, 11-MK/42148, 11-MO/42209, 11-ML/42157, 11-MH/42152, 11-MW/42203, 11-MX/42123, 11-MJ, all F-100D 11-OA T-33A

- Nancy-Ochey 17-7: 3-XP and XJ/29 Mirage VF; 3-JI/625, JM/530 Mirage 338-HG/35060, -HO/41577, -HI/14383, -HC/17479, -HJ/18658, -HD/14502, -HM/35282, -HL/35132, WD/54433 and 10-KY, all T-33A's

- Dyon-Longvic 18-7: JBA/1715 and JAP/1717 Alouette III Gendarmerie 2-HA Magister and 7-JI Broussard

- Salon de Provence 18 and 30-7: BA Broussard 312-BH/63, -BE/11, -BF/17, -BG/77 and -BJ/6, all N2501 Noratlas 312-TQ/548, -AN/467, -AD/485, -AC/495, -AM/567, -TL/538, -TG/468, -AQ/482, -BB/481, -BZ/554, -BW/528, -TB/447, furthermore 312-TN,TI,TE,TB,TA,AW and AS, all Magisters 312-US/15, -UR/32, -UV/2, -UZ/35 and furthermore UT, UY and 312-UX, all Mystere IVA's

- Istres le Tube 19-7: BR/6 Flamant (wreck), 10-RI S.Mystere B.2 (wreck) 312739 and 312737 KC-135F

- Nimes-Garons 19-7: 42,41,1,27,52,53 Atlantic; 63 Nord 262 23,720,424,6,35,85,84,718 C-47. All a/c of Aeronavale

- Toulouse 2-8: 293 Flamant (wreck); 61-MA, MB, MH, MY C-160F; 59-CC/53, 340-VN/164, -VV/176, -VK/84, -VL/140, -YC/65 and ?/123 and ?/167, all N2501 Noratlas

- Orlean-Bricy 3-8: 61-ZM,ZH,ZJ,ZE,ZL,ZN,ZT,ZD,ZX,ZZ,ZC,ZW,ZP,ZB, 61-ZV,MJ,MI,MN,MF,MO,MN,MP, all C-160F

- Chateaudun 3-8: all aircraft/helicopters are stored: 30-MF/318, -MB/314, -MO/336, -MC/308, -FH/367, -MH/321, -MR/343 and 30-MQ, all Vautour 2N 340-VD/10, -VI/16, -VE/?, 340-HK/7, -HJ/19, -HG/1 and 62-BL/? 312-BH/20, all N2501 Noratlas 8-NU Mystere IVA; 529061 F-84F; 124 Flamant; 62-NA BR941 116 Harpoon (of the FAF); 316-KY/282 Flamant; 11-MO/42185 F-10 68-DD, -LE, -RB and 67-XD, -VG, -VH, all H-34 plus some 20 others 384,470,287,294,292,285,460,117,464, all C-45 plus some 30 others

- Hyeres 22-7: 3,5,6,15,27,29,30,32,56 Etendards; 13 Alize; 3,5,10,18,27,30 Zephyr; 59,63,85 Nord 262. All a/c FrNavy

- Frejus-St.Raphael 30-7: 04 and 48 Super Frelon 135 code N SH-34J all of the Aeronavale

- Paris/Le Bourget (during the Paris Air Show):

Jun.4: 40 MS760A FrNavy
58 C-54A FrNavy
JAV SE-3160 Gendarmerie
F-ZBDC/1435 SE-3160 Sapprinne de Pari
32 Mystere XX FrNavy
906 PA-31 Navajo FRNavy
424 (49824) C-47D FrNavy
CR N-2051 FAF
63 (44063) DC-6AC FrNavy
XV203 C-130K, XS644 Andover RAF
XW789 HS.125 RAF
XX841 Jaguar T.2 RAF
CM-02 Mystere 20 BAF

5: AF/1265 SA316B FAF
312-BH/63 N2501 FAF
62-ND/4 BR941 FAF (wfu)
30-ML Vautour FAF (wfu)
F-ZW/E/E/01 SE3210 FN(wfu)
NV/2 N2502C FAF
GG Nord 262 FAF
41 Atlantic BR1150 FrNavy
5-261 P-3F Orion IranAF
624 (01)/F-ZW/RS DR-315X without FAF roundels but of the CEV

6: 3/V/FTFV CAP20 FAF
ADO SA330B FRArmy
BDB SA318C FRPolice
XV298 C-130K and WV729 Pembroke RAF
TR-KHB G-1159 Gabon AF
1607 HFB-320 Hansajet WGAF

7: 67-FC/2077 Al.III FAF
F-ZBAS/1192 SE3160 Fr.Protect.Civile
51 Nord 262A FNavy
AI/83 N262D FAF (not FrNavy)
ABG SE3160 FrArmy
30-FB Mirage F.1C FAF
701 C-47B FrNavy (77101)

Le Bourget cont.
- 30-QN/187 MH-1521M Broussard FAF
  30-QN/187 MH-1521M Broussard FAF
  232 PA-31 Navajo Aeronavale
  10937 and 10938 C-130E USAF
  62-WV/173 N2501 FAF
  AG/80 Nord 262D FAF
  XV190 Hercules C.1 RAF
  72 C-130E RSwAF (cam)

UNITED KINGDOM
-- Movements at Bruggen inlcuded:
Jul. 9: 46-10 MM61996 C-130H ItAF; FX27,61 F-104G BAF 10Wing
XW201/DL (230Sqn) and XW211/CH (33Sqn) both Puma HC.1 RAF
133542 CT-33AN CAF; K-3024 NF-5A RNethAF
10: 27-92 TF-104G WGNavy (c/s M4646)
WB534 Devon RAF 26Sqn (c/s MATRC)
28: XV210 C-130K RAF; WF916/P, WF890/M Canberra T.17 360Sqn
Aug.11: WK102 Canberra RAF (till 12-8); FC-01 TF-104G BAF
K-4011 NF-5B RNethAF 316Sqn
12: Delivery flight: XX768 Jaguar
15: Delivery flight: XX818 Jaguar

UNITED STATES of AMERICA
-- USArmy crashes:
13-7: UH-1 crashed near Neu Ulm
18-7: UH-1 crashed in Germany
4-7: UH-1 crashed at Berlin-Tempelhof (will be repaired)

-- The F-4E's from Seymour Johnson, based at Spangdahlem during the month August:were: 67-364, 68-395, 68-466, 69-227, 69-258, 69-268, 71-079, 72-139, 72-142, 72-143, 72-162, 72-407, 72-477, 72-479, 72-485, 72-489, 73-1160, 73-1163
17 of the eighteen F-4E's arriving on 8th August at Spangdahlem from Eglin AFB of 58TFS/33TFW were: ED66-318, 68-307, 68-338, 68-342, 68-366, 68-385, 68-423, 68-451, 68-505, 67-246, 69-235, 69-251, 69-269, 69-300, 69-579, 66-304, 68-360.
Other Phantoms noted at Spangdahlem of the 52th TFW:
63-512, 513, 596, 64-741, 790, 66-737, 765, 779, 797, 798, 595, 714, 66-734, 735, 768, 789, 790, 793, 825, all F-4C/D coded SP

-- You just won't believe it, but it seems as if the USAF is sending its entire Air Force to Europe. At the moment present in Germany:
- 4 EC-121's of the Pen.ANG on Ramstein
- 334TFS F-4E's coded SJ on Spangdahlem: SJ72-166, 72-152, 69-584, 69-231, 69-253, 69-217, 73-1169 and SJ243, 331, 305, 394, 490.
- 5 EB-57E's op Spangdahlem: one being 54280
- One sqn F-4D's from Holloman op Bitburg: H066-585 and 254
- One sqn F-4D's from Holloman op Hahn: H066-705, 722, 658, 629, H066-679, 489, 626, 476, 577, 724, 467.
- SIX F-106 DELTA DARTS op Hahn:
  90015, 90010, 60460, 90005, all F-106A anf 80901 F-106B

And if you don't believe it go and look for your selve.

WEST GERMANY
-- Holiday-reports:
- Hohn 11-8: 50-78, 79, 43, 08, 67, 76, 73, 91, 95, 54, 52, 97, 56, 09, 50-51, 88, 82, all C-160D of LTG-63; 57-48 DO-27 LTG-63
  58-37 amd 58-33 DO-28D; 9704 Elster; 72-39 UH-1D Heer;
  61-04 and 61-10 Atlantic WGN; CH-10 C-130H BAF 15Wing

- Schleswig-Jagel: 12-8: 23-00, 26-74, 22-19, 22-95, 22-86, 22-72 26-63, 22-20, 22-78, 22-79, 22-74, 22-17, 22-70, 22-12, 22-26, 26-70, 26-57, 22-11, 22-21, 22-22, 22-87, 26-67, 26-76, all F-104G's of MFG-1 (WgNavy)

- Eggebeck 13-8: 26-87, 23-26, 26-66, 23-07, 24-33, 26-61, 23-21,

Eggebeck cont.
23-08 , 26-86, 23-19, 26-72, 24-73, 22-18, 26-90, 26-88, 23-05, 23-25, 26-68, all F-104G of MFG-2
21-11, 21-18, 21-09, 21-25, 21-20, 21-30, 21-23, 21-27, 21-27, 21-31, all RF-104G of MFG-2 plus 21-21 and 21-32
27-92, 28-20 and 27-99 TF-104G MFG-2; 61-07 Atlantic;
D-8326, 6680, 8022 F-104G RNethAF Volkel Wing

- Husum 6-8: 30-09, 30-16, 30-35, 30-07, 30-57, 30-96, 31-38, 31-79, 31-25, 31-55, 31-67, 31-63, 31-68, 32-18, 32-23, 32-65, 32-61, 32-60, all G-91R of LEKG-41
34-13 G-91T LEKG-41; 58-81, 58-93, 58-18 DO-28D
Furthermore: 224 (F-5A) and 242 (F-5B) of the RNoAF
Noted on 14-8: 30-06, 30-93, 30-65, 30-41, 30-03, 31-61, 31-81, 31-60, 31-07, 31-23, 31-48, 31-27, 31-73, 31-57, 31-49, 31-75, 31-47, 32-22, 32-34, 32-88, 32-75, 32-15, 32-74, 32-77, 32-57, 32-76, 32-64, 32-27, 33-09, 33-23, 33-13, 33-18, 33-05, 33-25, all G-91R of LEKG-41
34-25 and 34-10 G-91T LEKG-41; 96-12 anf 96-22 Piper Cub;
30-45, 30-78, 30-29, 31-28, 31-37, 32-35, 32-86, 32-89, 32-69 and 33-20 all G-91R of LEKG-43; 58-49 DO-28D LEKG-43;
30-88 and 30-94 G-11R WS-50; BD-04 Mirage VBD BAF
128 (F-5A), 242 (F-5B) and 243 (F-5B), all of RNoAF

- Leck 4-8: 35-53, 35-13, 35-02, 35-67, 35-39, 35-17, 35-36, 35-05, 35-84, 35-23, all RF-4E of AKG-52; 35-22 RF-4E AKG-51;
37-49 F-4F JABOG-36; 58-92, 58-07 DO-28D AKG-52
Noted on 15-8: 35-41, 35-85, 35-30, 35-31, 35-47, 35-55, 35-18 RF-4E AKG-52; 37-41 and 37-53 F-4F JABOG-36;
AR64-1083, 64-1022, 65-0837, 65-0824, 65-0906, 65-0935, all RF-4C USAF 10TRW; 97-16 Elster

- Oldenburg 19-8: 30-55, 30-74, 30-37, 31-82, 32-90 and 32-48, all G-91R of LEKG-43; 58-82 DO-28D LKG-43; 58-93 DO-28D LKG-43
30-03, 31-25, 32-88, 33-09 G-91R LEKG-41; 51-10 C-160D LTG-61
34-27 G-91T LEKG-43

- Jever on 31-7: 27-15, 27-85, 27-05, 27-02, 27-16 TF-104G WS-10; 21-37, 20-61, 24-74 F-104G WS-10; 22-21, 21-70 F-104G MFG-1; 22-58, 22-90, 27-19 (TF-104G JABOG-34; 22-03 F-104G JABOG-33; 58-81 (LKG-41, 58-87 (WS-10); and 59-13 (MFG-5), all DO-28D;
27-92 TF-104G MFG-1: 35-17 RF-4E AKG-52
35-17 RF-4E AKG-52
Noted on 19-8: 27-98, 27-96, 27-03, 27-20, 27-06, 28-11, 28-27, and 28-32, all TF-104G WS-10; 24-21, 24-48 F-104G WS-10;
58-66 DO-28D WS-10; 22-70 F-104G MFG-1; 37-85 F-4F;
K-4029 NF-5B RNethAF; XN783/G and XN733/Y Lightning F.2A RAF 19Sq

- Wittmundhafen 20-8: 37-26, 37-87, 37-39, 37-51, 37-42, 37-03, 37-43, 37-47, 37-35, 37-22, 37-99, 37-67, 37-19, 38-03, and 38-15, all F-4F of JG-71: CR69-265 and 69-266 and 68-384 F-4E USAF 32TFS
K-3006 and 3062 NF-5A NNethAF 315Sqn; 27-95,27-85 TF-104G WS-10

- Rheine-Hopsten 30-7: 37-98, 37-97, 37-94, 37-81, 37-77, 37-73, 37-61, 37-53, 37-45, 37-41, 37-17, 37-29, 37-49, 37-93, 37-78, 38-06, 38-10, 38-18, 38-14, 38-09, all F-4F of JABOG-36;
35-84, 35-80, 35-67, 35-55, 35-47, 35-05 RF-4E of AKG-52;
27-02 TF-104G WS-10; 61-05 Atlantic; 58-92 DO-28D JABOG-36
On 7-8: 37-69, 37-86, 37-49, 37-73, 38-10 F-4F JABOG-36;
58-63 DO-28D JABOG-36.
On 13-8: 37-97, 37-53, 37-73, 37-77, 37-86, 37-93, 37-41, 38-01, 38-09 F-4F JABOG-36; 27-20 TF-104G WS-10;
XM973/V Lightning T.4 RAF 19Sqn Gutersloh;
ED69-300 and 69-251 F-4E USAF 58TFS/33TFW from Eglin AFB

- Memmingen 30-6: 22-50, 22-36, 26-54, 22-39, 24-13, 26-42, 24-11, 20-36, 22-47, all F-104G's of JABOG-34; 28-13 TF-104G JABOG-34; 25-48, 26-41 F-104G JABOG-32; 58-61 and 58-60 DO-28D JABOG-34 58-91 DO-28D JABOG-32

- Landsberg 30-6: 51-07, 51-00, 51-10, 51-15, 51-01, 51-02, 51-06, 50-96, 50-66, 50-80, 50-63, 50-37, 50-68, 50-17, 50-72, all C-160D of LTG-61; 1408 and 1409 C-47A plus another one

- Norvenich 27-8: 20-39, 20-42, 20-47, 22-08, 23-40, 23-87, 24-17, 24-66, 25-87, 26-06, 26-15, 26-33, 26-47, all F-104G of JABOG-31; 27-24 TF-104G JABOG-31; 37-65 F-4F (no unit-markings); 57-37 DO-27 JB-31; 71-52 UH-1D 64/SAR; 71-73 UH-1D HFSLw. 58-21, 58-50 DO-28D JABOG-31; ZR65-570 RF-4C USAF 26TRW; 70-70, 70-86 UH-1D HTG-64

- Additionally to the report of Erding's scrap-yard of last month: Noted in May 1974:were the following Starfighters: 20-99 (JG-74); 2489 (JG-74); 25-93 (JG-74); 23-37 (JG-71); 23-48 (JG-71); 2381((JG-71); 24-76 (JG-71); 25-66 (JG-71);

- Two German F-104G's crashed after a mid air collision over the North Sea at August 22nd.

- Sold to civil operators:
Bell 47: 7428/1618 to D-HAGL and 7431/1968 to D-HORN
P-149D: 9006/014 to D-EFFY 9206/301 ro D-EERS
9178/260 to D-EGII 9222/319 to D-EHJK
H-34A: 8026/58-1091 ex QA463 to N37715 8050/58-1459 to N90808
8054/58-1504 ex QA477 to N37702 8056/58-1512 to N37704
8057/58-1513 to N37721 8061/58-1523 to N37721 8062/58-1524 to N37710
8064/58-1526 to N37707 8079/58-1566 to N37706 8083/58-1575 to N90807
8085/58-1577 to N37712 8086/58-1578 to N37705 8088/58-1583 to N37720
8090/58-1589 to N14589 8096/58-1630 to N14591 8098/58-1632 to N37700
8100/58-1662 to N37728 8102/58-1664 to N37713 8105/58-1672 to N37723
8110/58-1732 to N90806 8111/58-1813 to N37701
plus 8049/58-1458 to PT-HGK and 8103/58-1665 to PT-HGO
CV440: 1204/472 to LN-MAM (del.date 14-2-1975)

.-.-.-.-.-.-.-.-.-.-.-.-.-.-.

NEW ORDERS ---------- NEW ORDERS

AUSTRALIA: ordered 8 P-3C Orions to replace the P-2 Neptunes.

LIBYA: ordered 6 Arava transport aircraft in Israel.

WEST GERMANY: The "bundestag" approved the request of the Ministery of Defence to place an initial order for 175 Alpha Jets.

GREECE: In August the first A-7H was delivered. Its Buz.No. was 159662.

TURKEY: ordered 24 Jaguars, in Italy 18 F-104S and recently contacted France for an order of 50-60 Mirage F-1's.
It took delivery of three Cessna's U-21B's. All three were delivered over Brussles. The serials:
10025 c/n 0882 ex N5423J, 10026 c/n 0896 ex N5437J and 10027 c/n 0902 ex N5444J.

ADVERTISEMENT

- Wanted correspondence in Belgium, West Germany, England, USA and Italy to exchange good quality black and white negatives of military aircraft.
Please write to Ton Mulder, Zangvogelweg 263, Amersfoort 2900,Holland.

UNITED STATES AIR FORCE IN EUROPE

PART 8

by: Hans van de Le

With special thanks to the USAF, Paul Jackson and Pieter van Gemert.

48th TACTICAL FIGHTER WING

The 48th Tactical Fighter Wing was constituted as the 48th Bombardment Group (light) on 20 November 1940, comprised of the 55th, 56th, 57th Bombardment Squadron and the 9th Reconnaissance Squadron (light). On 15 January 1941, the unit was activated as an aerial unit at Savannah AB, Georgia, involved in operational training and replacement training. The 48th moved around the Southern states 3 times (to Will Rogers Field, Okla, back to Savannah AB, then to Key Field, Mississippi) until August 1943, when its squadrons were redesignated the 492nd, 493rd, 494th Fighter Squadrons and the 88th Bombardment Squadron (light) at William Northern Field, Tennessee. The 48th FGp participated in maneouvers, served as a replacement training unit, and engaged in coastal patrols until 1944.

Prior to entering World War II, the 48th disbanded its 88th Bombardment Squadron while stationed at Walterboro AAFld, South Carolina, and the 492nd, 493rd and 494th FBS's moved with the Group to Ibsley, England, on 29 March 1944. There the 48th, assigned to the 9th Air Force, trained with P-47 Thunderbolts. They began operations in April 1944 by making a fighter sweep over the coast of France, and flew escort and dive bombing missions to help prepare for the invasion of Normandy. The Group moved to France in June 1944 and helped allied forces break through German lines as St.Lo. Then, the Group supported the Allied forces drive across France and assisted the airborne attack on Holland in September 1944; this same month the Group was cited by the Belgian government for close cooperation with allied armies. During the Fall and Winter of 1944-45, the 48th moved to Belgium and received a Distinguished Unit Citation for action on 6 December 1944. Facing intense enmmy fire while flying below a heavy overcase, the Group struck buildings, entrenchments and troop concentrations to assist the advance of ground forces against an enemy stronghold north of Julich, Germany. During the Battle of the Bulge, the 48th supported ground operations and received a third Belgian citation for relentless assaults against the enemy during the battle. After the invasion in Normandy, the 48th had been operating from several bases in France and Belgium; these airfields were occupied only for a short time because the Group had to keep contact with the allied front. Until the end of the war, the 48th continued tactical air operations, supporting ground forces and flying partol, escort, weather reconnaissance and leaflet missions. On one occasion, they drodded blood plasma in belly tanks to ground troops. After the war the 48th Fighter Group was inactivated in the United States.

On 25 June 1952, the 48th was redesignated the 48th Fighter Bomber Group and was activated at CHAumont AFB, France, on 15 July 1952, replacing the 137th Fighter Group, Louisiana ANG. Shortly after its assignment to France, the 48th changed aircraft operations from the F-84 Thunderjet to the more modern and faster F-86 Sabre. In the city of Chaumont, the citizens, remembering the help of the 48th FBGp in freeing France, dubbed the 48th the "Statue of Liberty Wing". Soon thereafter, USAFE's command formally recognized this name, making the 48th FBGp the only USAF unit to bear both a numerical and descriptive designation. Following this naming

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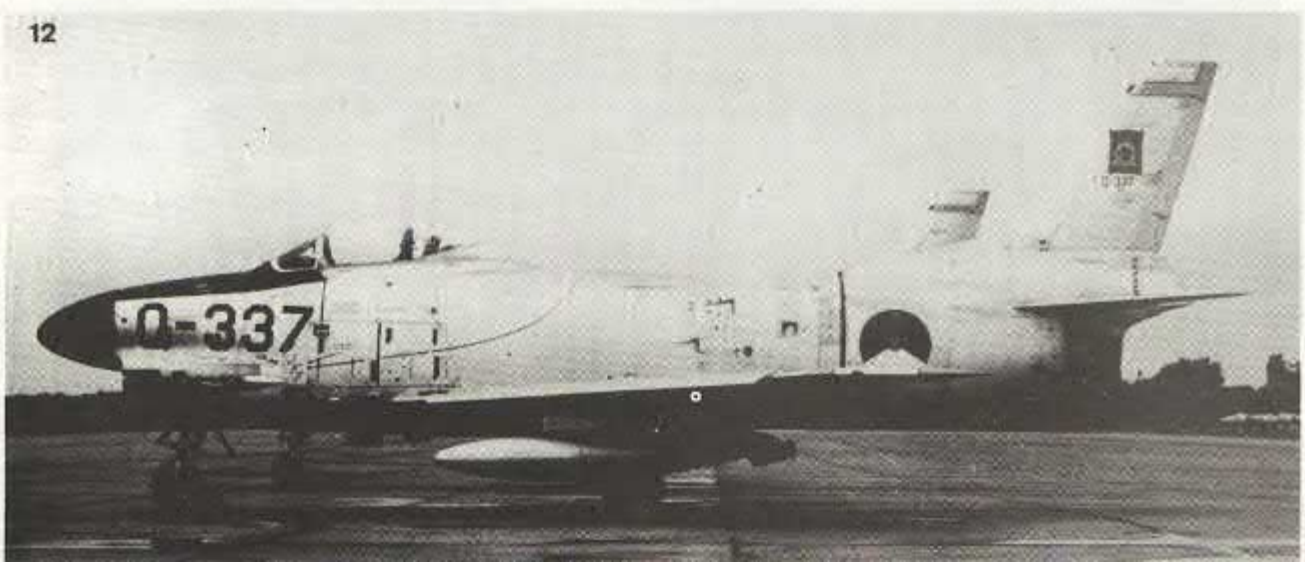

of the Group, the citizens of Chaumont in conjunction with the personnel of the base, purchased a bronze replica of the Statue of Liberty, cast from the original Bartholdi molds. This statue has become the symbol of the 48th since 1954.

On 8 December 1957, the unit was redesignated the 48th Tactical Fighter Wing and had completely converted to F-100 Super Sabres. January 15, 1960, saw the 48th TFW reassigned to RAF Lakenheath, England, where it is still located today; a fully equipped fully manned combat ready fighting unit of NATO's 4th ATAF, and assigned to USAFE's 3rd Air Force.

In January 1972, the first F-4D arrived for the 48th TFW to replace the F-100's; on 15 April 1972, the last F-100 departed Lakenheath for the USA.

Decorations: D.U.C.,Germany, 6 December 1944; Cited in the Order of the Day, Belgian Army, 6 June-30 September 1944, 1 October 1944 and 18 December 1944 till 15 January 1945; Belgian Fourragere; Air Force Outstanding Unit Award, 1 July 1961 till 29 February 1964 and 1 July 1966 till 30 June 1968.
Campaigns: Antisubmarine, American Theater; Air Offensive Europe; Normandy; Northern France; Rhineland; Ardenne-Alsace; Central Europe; Air Combat, EAME Theater
Aircraft: A-18:1941; Douglas A-20 Havoc: 1941-1942; A-35: 1942-1943; Curtiss P-40 Tomahawk: 1943; Bell P-39 Airacobra: 1943-1944; Republic P-47 Thunderbolt: 1944-1945; Republic F-84G Thunderjet: 1952-1954; North American F-86F Sabre: 1954-1956; North American F-100D/F Super Sabre: 1956-1972; McDonnell-Douglas F-4D Phantom II: 1972 till present.

From Autumn 1953 till Summer 1956, the 48th FBW formed the Skyblazer aerobatic team.
Special thanks to Office of Information 48th TFW, Lakenheath, England.

Aircraft-registrations of the 48th TFW:

F-86F: 53-1107,1162,1174,1186,1192,1201,1219 (all of the "Skyblazers")
T-33A: 57-0536 T-39A: 62-4474 C-47: 44-76207
F-100: Establishment strength was 22 F-100D and 3 F-100F each squadron, split into an "A" and a "B" flight. First, each F-100 had three horizontal stripes in the squadron colour (blue for 492, yellow for 493 and red for 494) across the fin and a similar flash on the nose; the squadron badge appeared under the cockpit and a number code on the fin tip. These codes were, for the 492nd 10-34, for the 493rd 35-90; and for the 494th 60-84. (85-89 for the T-33A's). Begin 1960 some 48th TFW's F-100's were delivered to the Royal Danish Air Force. The same year saw the replacement of the different squadron markings by a Wing-insignia and a flash of the 3 squadron colours appeared on the tail. The number codes disappeared and new codes were used: "A-1" for 492nd A-flight, "A-2" for 492nd B-flight, "B-1" for 493rd A-flight, "B-2" for for 493rd B-flight, etc. In 1964 the buzz numbers (FW-XXX) were removed and in May 1965 a begin was made with giving the "0-" serial prefix (obsolescent) to the aircraft. End 1965 saw the removing of the fin codes and in 1966 the F-100's were camouflaged (last one to be camouflaged in mid 1968). Finally the Codes "LR"(492nd), "LS"(493rd) and "LT"(494th TFS) were introduced to the 48th TFW's aircraft in 1970; the squadron colour was applied to the fintips and the squadron badge appeared on the port side and the Wing badge on the startboard side of the tail.
F-100D: 54-2132/35 (493rd), to RDAF; 2134/60 (494th), to RDAF; 2177/36 (493rd) to RDAF; 2206/10 (492nd), to RDAF; 2209/71 (494th), to ?; 2222, to RDAF
55-2773, to RDAF; 2776/61 (494th), to RDAF; 2784/11 (492nd), to 401st TFW; 2786/12 (492nd), to ?; 2789/13 (492nd), to "A-1", 494th/LT, resp.; 2790/62 (494th), to "B-1", 492nd/LR resp.;

2792/14 (492nd), to ?; 2794/37 (493rd), to "B-2", 494th/LT resp.; 2796/C-1 (494th), ex 509th FBS/405th FBW, to ?; 2797/64 (494th), to "C-1", to ?; 2800/15 (492nd), to "A-2", "LR", 493rd/LS, resp.; 2801/A-2 (492nd), ex 50th TFW, to 493rd/LS; 2805/65 (494th), to "C-1", 401st TFW resp.; 2806/38 (493rd), to "B-2", to 492dn, to ? 2807/39 (493rd), to "B-2", "LS", to 20th TFW resp.; 2809/B-2 (493 ex 10th TFS/50th TFW, to "LS"; 2810/C-1 (494th), ex 10TFS/50TFW, to ?; 2813/B-2 (493rd), ex 50TFW, to 494th/LT; 2914/C-2 (494th), ex 50th TFW, to "C-1", LT resp.; 2815/A-1 (492nd), ex 509FBS/405F to 493rd, w/o 17-8-1968; 2816/B-1 (493rd), ex 509FBS/405FBW, to 494th/LT; 2817/A-1 (492nd), to 493rd, to?; 2818/40 (493rd), to "B-2", 494th/LT, to 20th TFW resp.; 2819/A-1 (492nd), to ?; 2820 66 (494th), to ?; 2821/67 (494th), ex 50TFW, to "C-2", 492nd/LR resp.; 2822/41 (493rd), to "B-1", to ?; 2823/A-1 (492nd), ex 50T to 493rd/B-1, LS resp.; 2826/LS (493rd), ex 20TFW, 50TFW resp.;to 20TFW; 2827/LS (493rd); 2828/16 (492nd), to "A-1", LR resp.; 2830/A-2 (492nd), w/o 7-10-1969; 2832(no details); 2833/C-1 (494 to 492nd, damaged after hitting TV-tower at Smilde (Holland)in 8-6 to USA, repaired; 2834/B-2 (493rd), ex 50TFW, to LS; 2835/68 (494 to ?; 2836/69 (494th), to C-2", to ?; 2838/C-1 (494th), to LT, w/o 14-5-1970; 2839/42 (493rd), to B-2, B-1, to USA resp.; 2841/ 17 (492nd), to A-2, 493rd/LS, to 20TFW resp.; 2842/43 (493rd), to B-2, 494th/LT, w/o 24-7-1970; 2844/18 (492nd), to A-2, w/o 24-7-6 2846/44 (493rd), to B-1, 492nd, w/o 5-5-1969; 2850/19 (492nd), to 2852/C-2 (494th), ex 50TFW, to C-1, w/o 1-1969; 2870/492nd, ex 401st TFW, to USA; 2934/LT (494th), ex 401TFW; 2947/LR (492nd), ex 401TFW; 3611/492nd, to?; 3616/LT (494th), ex 20TFW; 3637/LT (494th), ex 20TFW; 3666/LS (493rd), ex 20TFW; 3672/LS (493rd); ex 20TFW; 3678/LS (493rd), ex 20TFW; 3684/LT (494th), ex 20TFW; 3692/LR (492nd), ex 20TFW; 3811/LR (492nd), to LS, ex 20TFW; 3812/LS (493rd), ex 20TFW;

56-2912/B-1 (493rd), ex 474TFW, to LS, to 20tFW; 2915/C-2 (494th), ex 474TFW, to C-1, to 20TFW; 2919/(493rd), to 401TFW; 2943/C-2, ex 386TFW, to 492nd/LR, to 20TFW; 2964/LS (493nd), ex 20TFW, w/o 26-8-1971; 2967/LS (493rd), ex 20th TFW; 2977/LT (494th), ex 20T 2979/LT (494th), ex 20TFW; 2980/LT (494th), ex 20th TFW; 2982/LS (493rd); ex 20TFW; 2987/LS (493rd), ex 20TFW; 2993/LT (494th), e 20TFW; 2996/A-2 (492nd), ex 20TFW, to ?; 3008/LT (494th), ex 20T last F-100D to depart on 31-3-1972; 3018/LR (492nd), ex 20TFW; 3033/A-1 (492nd), to 493rd/LS, to 20TFW; 3037/A-2 (492nd), ex 474 to LR, to 20TFW; 3065/LR (492nd), ex 401st TFW; 3077/A-1 (492nd) ex 386TFW, to ?; 3080/A-2 (492nd), ex 386TFW, to ?; 3103/B-1 (49 to492nd, to ?; 3143/LR (492nd), ex 20TFW; 3154/LR (492nd), ex 401 TFW, to 20TFW; 3176/LR (492nd), ex 401TFW, to 494th/LT; 3190/LR (492nd), ex 401TFW; 3199/20 (492nd), to 20TFW; 3200/45 (493rd), t B-1, to 492nd, w/o 12-11-1968; 3203/46 (493nd), to 494th/C-1, 492nd/LR resp.; 3204/C-1 (494th), ex 49TFW, 50TFW resp.; to 493rd 3205/21 (492nd), ex 50TFW, to A-2, 493rd/LS resp.; 3208/LS (493rd ex 49TFW; 3209/C-2 (494th), to 4525th FWW/WB; 3210/47 (493rd), t B-1, B-2, LS resp.; 3211/48 (493rd), to B-1, LS; 3212/22 (492nd) to A-2, w/o 3-1965; 3213/72 (494th), to C-1, 492nd/LR, 493rd/LS r 3214/49 (493rd), to B-1, to ?; 3217/50 (493rd), to B-1, w/o 30-1- 3299/51 (493rd), to B-1, B-2, 494th/LT resp.; 3221/23 (492nd), to A-1, 493rd/LS; 3223/34 (492nd), to ?; 3225/52 (493rd), to ?; 3226/74 (494th), to ?; 3228/24 (492nd), to 405th TFW; 3231/75 (494th), ex 50TFW, to C-1, C-2, LT resp.; 3236/76 (494th), to C-2 to ?; 3239/25 (492nd), ex 50TFW, to A-1, LR, resp.; 3241/LR (492 ex 50TFW, to 20TFW; 3243, ex 50TFW; 3245, ex 50TFW; 3248/LS (49 ex 401TFW; 3251/77 (494th), to C-1, LT, to 20TFW resp.; 3253/27 (492nd), to A-1, 494th/LT resp.; 3254/78 (494th), to C-2, 492nd/A 493rd/LS resp.; 3262/79 (494th), to C-2, C-1, 492nd TFS/LR resp.; 3284/53 (493rd), to 386tFW; 3288/54 (493rd), to B-1, 494th/LT res 3309/LS (493rd), ex 50TFW; 3310/80 (494th), ex 50TFW, to C-2, to

56-3313 (493rd), ex 50TFW, to "B-2", 494th/C-2, to 20TFW; 3315/28 (492nd), ex 50TFW, to "A-1", 494th/LT; 3316/56 (493rd), to ? ; 3317/29 (492nd), to "A-2", to ?; 3318/LR (492nd), ex 50TFW; 3319/30 (492nd), to "A-2", to ?; 3321/81 (494th), w/o 1-1963; 3327/LR (492nd), ex 20TFW, to 494th/LT; 3373/A-2 (492nd), ex TAC, to 493rd/LS; 3389/B-1 (493rd), ex TAC, to 494th/LT; 3410/ C-1 (494th), ex TAC, to 492nd/ R; 3418/C-2 (494th), to USA; 3422 (493rd), ex 50TFW, to USA; 3425/B-2 (493rd), ex 386TFW, to 494th/LT, to 20TFW;

F-100F:

56-3794; 3806; 3807/A-1 (492nd), to ?; 3812/493rd; 3816/A-1 (492nd), to ?; 3817/C-1 (494th), ex 8TFW, to ?; 3822/82 (494th), to C-2, to USA; 3824 (492nd); 3832/57 (493rd), to B-2, 494th/LT; 3842/LR (492nd), ex 401TFW, to 20TFW; 3848/B-1 (493rd), to USA; 3850/C-2 (494th), to LT; 3851/58 (493rd), to ?; 3856/B-2 (493rd), to 492nd/LR, 493rd/LS resp.; 3864; 3876/LT (494th), ex 20TFW; 3882 (493rd); 3883/31 (492nd), to 20TFW; 3884/32 (492nd), to A-2, 493rd/LS resp.; 3890/83 (494th), to C-1, C-2, 492nd/LR, 494th/LT resp.; 3895/33 (492nd), to A-2, to 20TFW; 3903/59 (493rd), to B-1, LS resp.; 3907/84 (494th), ex 27TFW, to C-2, LT resp.; 3915; 3916/LR (492nd), ex 401TFW; 3974/LS (493rd), ex 401TFW

After service in Europe, following ex 48th TFW F-100's were noted with the following units, in the early seventies:.

- 110TFS, 131TFGp. Missouri ANG, Lambert Field:55-2790, 2794, 2800, 55-2814, 2934, 2947, 3637, 3665, 3672, 3678, 3684, 3692. 3811, 56-2987, 3203, 3204, 3205, 3208, 3219, 3231, 3239, 3254, 3288, 56-3327, all in 1972
- 184 TFS, 188TFGp, Arkansas ANG, Ft.Smith: 55-2827, 2833, 3616, 3812, 56-2980 , 3176, all in 1972
- 175TFS, 114TFGp, South Dakota ANG, Sioux Falls: 55-2807, 2830, 2870, 55-3663, 56-3251, 3310, 3422, all in 1972
- 152TFTS, 162TFTGp, Arizona ANG, Tucson MAP: 56-2943, 2979, 3008, 3018, 56-3262, 3309, 3315, 3832, 3842, 3856, 3974, all in 1972 and 56-3812 in 1971, 56-3822 in 1973
- 182TFS, 149TFGp, Texas ANG, Kelly AFB: 55-2813, 2818, 2841, 56-2912, 56-3037, 3154, 3241, 3313, 3425, 3883, all in 1971
- 120TFS, 140TFGp, Colorado ANG, Denver: 55-2821('72), 2834('73), 56-2977('72), 3253('73), 3916('72).
- 188TFS, 150TFGp, New Mexico ANG,Kirtland ANGB: 56-3856 in 1972
- 127TFS, 184TFGp, Kansas ANG, McConnell AFB: 56-3848 in 1970
- 124TFS, 132TFGp, Iowa ANG, Des Moines: 56-3895, 3907 both in 1972
- 122TFS, 159TFGp, Louisiana ANG, New Orleans NAS: 56-2967 in 1972
- Royal Danish Air Force: 56-3856 as GT-856 and 56-3916 as GT-916 in '74

F-4D: coded LK in 1972, recoded LN summer 1972. Blue/yellow/red flas at fintip

64-0959/LN (492nd), ex 23rd TFS/36TFW/BS, 23TFS/52TFW/SP resp.
64-0973/LK-LN (494th), ex 36TFW, 49TFW, USA resp.
64-0977/LN (492nd), ex 36TFW, 555TFS/432TFW/OY, USA resp.
65-0608/LN (493rd), ex 36TFW, ex USA resp.
55-0613/LK-LN (492nd), ex USA
65-0614/LK-LN (493rd), ex 7TFS/49TFW/HB
65-0615/LN (493rd), ex 356TFS/475TFW/UK, USA resp.
65-0635/LK-LN (494th), ex 53TFS/36TFW, 7TFS/49TFW/HB resp.
65-0644/LK-LN (494th), ex USA, Missile Test Aircraft
65-0646/LK-LN (493rd, to 492nd), ex 36TFW, 7TFS/49TFW/HB resp.
65-0648/LN (492nd), ex 36TFW, 67TFS/475TFW/UP, USA resp.
65-0659/LK-LN (493rd), ex 36TFW, 7TFS/49TFW/HB resp.
65-0674/LN (492nd), ex 434TFS/479TFW, 480TFS/12TFW/HK resp.
65-0682/LN (493rd), ex 10TFS/50TFW/HR, 81TFW/WR resp.
65-0683/LN 9493rd), ex 13TFS/432TRW/OC, 523TFS/405TFW/PN, USA resp.

THE HERCULES STORY

PART IV: export

Compiled by: P.vd.Krommenacker

HERCULES EXPORTS:

Belgian Air Force: 12 C-130H in service with 15th Wing at Melsbroek with No.21 and 40 Sqns.
CH-01 upto 12 serials 71-1797 up to 1808 c/n's 4455, 4460, 4461, 4467, 4470, 4473, 4474, 4478, 4479, 4481, 4482, 4483 resp.

Italian Air Force: 14 C-130H in service with 46 Aerobrigata 50 Gruppo based at Pisa.
46-02 upto 15 MM61988 upto 62001 (c/n's unknown)

Royal New Zealand Air Force: 5 C-130H in service with 40Sqn based at Whenuapai
NZ7001-7005 serials 64-15094 upto 15096; 68-8218 up to 8219 c/n's 4052, 4053, 4054, 4312, 4313

Royal Australian Air Force: 12 C-130A and 12 C-130E in service:
C-130A in service with No.36Sqn at Richmond
A97-205 upto 216 serial 57-0498 upto 0509 c/n 3205-3216
(the RAAF intends to replace these by C-130H)
C-130E in service with No.37Sqn at Richmond
A97-159,160,167,168,171,172,177,178,180,181,189 and 190 serials 65-12896 upto 12907 c/n's 4159, 4160, 4167, 4168, 4171, 4172, 4177, 4178, 4180, 4181, 4189 and 4190

South African Air Force: 7 C-130B in service with No.28Sqn at Water Kloof
401-407 c/n's 3724, 3749, 3750, 3764, 3765, 3767 and 3769

Phillipine Air Force: 4 L-382 E.20/30 in service with 203Sqn and P.A.G.A.S.A. (Phillipine Athrospheric Geophysical and Astronomical Service Adminstration)
PI-97 ex RP-97 c/n 3946 (ex N50FW)
PI-98 ex RP-98 c/n ? to Quebecar as CF-DSX temporarily
PI-99 ex RP-99 c/n 4302 (ex N40FW)
PI-100 ex RP-100

Argentine Air Force: 3 C-130E and 8 C-130H in service with 1 Brigata
C-130E: TC-61 upto 63 c/n's 4308, 4309 and 4310
C-130H: TC-64 upto 68 c/n's unknown
One aircraft was recently blown up by terrorists while landing after a mission.

Lybian Air Force: 8 C-130H in service and another 8 on order
Reg. 111 upto 118 c/n's 4366, 4369, 4373, 4402, 4404, 4405 plus two unknown ones

ROyal Norwegian Air Force: 6 C-130H operating by 335Sqn at Gardermoen
Reg: BW-1 upto F serials 68-10952 upto 10957 c/n's 4334-4339
BW-A has flown as LN-SUW.
All aircraft recently have been adopted by the United Nations for several duties in the Middle East.

Royal Marroc Air Force: 6 C-130H on delivery
Reg: A-35 c/n 4535; B-37 c/n 4537; C-? c/n ?; D-? c/n ? ;
E-81 c/n 4581; F-? c/n ?

Zaire Air Force: 6 C-130H in service

rrg: 9T-TCA	s/n 71-1067	c/n 4411	9T-TCD	s/n 71-1069	c/n 4422
9T-TCB	71-1068	4416	9T-TCE	?	?
9T-TCC	?	?	9T-TCF	?	?

9T-TCD crashed 18-8-1974 at Kisangani

Chilenian Air Force: 2 C-130H in service
Reg: 995 and 996 c/n's unknown

Venezuelian Air Force: 4 C-130H in service and 2 on order
Reg: H3556 c/n 4406, H7772 c/n 4408
H4951 c/n 4407, H9508 c/n 4409

Royal Swedish Air Force: 2 C-130E in service with F.7 Wing and 2 C-130H on order
84001 coded 71 ex 64-0546 c/n 4039 (ex SE-BXT)
84002 72 4332

Peruvian Air Force: 4 C-130E and 2 L-100-20 in serivce
C-130E: 393, 394, 395, 396 c/n 4450
L.100-20: OB-R-956 operated for the A.F. by SACTO

Royal Jordan Air Force: 2 C-130B in service
Reg: 140 ex 60-304 c/n 3613 and 141

Indonesian Air Force: 10 C-130B in service

Reg: T-1301	c/n 3546	ex 58-0748 to civil	T-1306	c/n 3598	
T-1302	3578		T-1307	3599	w/o
1303	3580	ex N9298R	T-1308	3601	
1304	3582		T-1309	3615	
1305	3583	ex N9296R	T-1310	3616	

Spanish Air Force: 4 C-130H in service operating by 301 Escuadron at Valenzuela AB.
301-01 upto 301-04 T.10-1 upto 4 callsigns EC-ZHA upto ZHD

Kuwait Air Force: 2 L.100-20 in service
Reg: KAF-317 and KAF-318

Colombian Air Force: 3 C-130B (ex CAF) in service
1001 c/n 3575 ex 60-545, CAF130302, N4653
1002 3587 60-5452 CAF130303 and N4654
1003 3572 60-5450, CAF130301 and N4652

Royal Danish Air Force: 3 C-130H in service with 721Sqn at Vaerlose.
B-678 serial 73-01678 c/n 4572
B-679 serial 73-01679 c/n 4577
B-680 serial 73-01680 c/n 4599

Abu Dhabi Air Force: 2 C-130H in service
Reg: 1211 c/n 4580 and 1212 c/n 4584

Royal Air Force: 66 C-130K C.1 in service.
Reg: XV176 upto XV223 serials 65-13021 upto 13044 and 66-8850 upto 66-8873 c/n's: 4169,4182,4188,4195-96,4198-4201,4203-4207, 4210-4214,4216-4220,4223-4224,4226-4228,4230-4233,4235,-4238, 4240-4247,4251-4253
XV290 upto XV307 serials 66-13533 upto 13550
c/n's: 4254,4256-4259,4261-4264,4266-4268,4270,4272-4275,4277
XV198 crashed 12-9-73 Colerne
XV216 crashed 9-11-71 in sea off Livorno (Italy)
XV208 converted to C-130K W.mk.2

Royal Saudi Arab Air Force: 12 C-130E and 4 KC-130H in service and 10 C-130H on delivery
C-130E: 451 c/n 4076; 452 c/n 4078; 453 c/n 4128, 454 c/n 4136, 455 c/n 4215; 1606 c/n 4304; 1607 c/n 4306; 1608 c/n 4307; 1609 c/n 4311; 1610 c/n ? ; 1611 c/n 4396; 1612 c/n 4397, all operated by No.4Sqn at Jeddah
KC-130H: 456; 457 c/n 4571; 458; 459
C-130H: 460, 461, 1613, 1614, 1615
Notes: 454 burnt out at Le Bourget 1-1-69
1612 crashed during air raid in Pakistan

Brazil Air Force: 11 C-130E in service and 5 C-130H on delivery (of which 2 with refuelling capability)
2450 upto 2460 (C-130E) c/n's 4091-93, 4113-14, 4202, 4287, 4290-93
2461 upto 2465 (C-130H) c/n's unknown

South Vietnamese Air Force: 34 C-130A's (mostly retunred to the USA just before the South Vietnamese surrender)
54-1631, 1634 and 1640 c/n's 3018, 3021 and 3027
55-0001,0002,0005-0008,0012,0013,0016,0017,0027,0034,0045 c/n's 3028, 3029,3032-3035,3039,3040,3043,3044,3054,3061,3072
56-0476,0479,0481-0483,0489,0495,0500,0505,0518,0519,0524,0532,0542, 0543 c/n's 3084,3087,3089-3091,3097,3103,3108,3113,3126,3127,3132, 3140,3150,3151
57-0460,0465,0472 c/n's 3167,3172,3179

Pakistan Air Force: 9 C-130B, 2 L-382 (flown by PIA) and 2 C-130E in service.
C-130B: 62-3488 C/s AQ-ACP ex IIAF 5-101 c/n 3698
62-3489 c ex IIAF 5-102 c/n 3699
62-3490 ex IIAF 5-103 c/n 3700
62-3491 c/s AQ-ACV ex IIAF 5-104 c/n 3701
62-4140 c/n 3751; 62-4141 c/n 3766; 62-4142 c/n 3768;
62-4143 c/s AS-HFO c/n 3781; 61-2646 (ex USAF) c/n 3689
C-130E: 66-4144 c/s AP-AUF c/n 4144 and 66-4145 AP-AUU c/n 4145

Israel Defence Air Force: 12 C-130E (regs 4X-FBA upto FBL), 4 C-130H (regs 4X-FBM upto FBP) and also several ex USAF C-130E's are reported to be serving with the ID/FAF.
Known details:
4X-FBA "02" 71-1374 c/n 4430 ex 4X-JUA; 4X-FBB "06" 71-1375 c/n 4431 ex 4X-JUB; 4X-FBC "009", 4X-FBD "011" and 4X-FBI "014"

Imperial Iran Air Force: 4 C-130B, 28 C-130E and 32 C-130H in service.
C-130B: 5-101 upto 104 serials 62-3488 upto 3491, all to Pak.AF
C-130E: 5-105 upto 116 c/n's 4115/4117-19/48-49/53-54, 4276/82-84.
5-116 uotp 122 c/n's 4294-98 and 4365
5-123 upto 132 serials 71-214 upto 223 c/n's 4386-87/89-90/92-4394/98-99 and 4401
C-130H: 5-133 upto 164 c/n's unknown
Notes: 5-107 w/o April 1967 and 5-112 w/o April 1969

Turkish Air Force: 9 C-130E in service and based at Estimesgut.
63-13186 upto 13189 c/n's 4011,4012,4015,4016
64-17949, 66-15144, 70-1947, 71-1468 c/n 4514 and 73-00991

Canadian Air Force: 4 C-130E (out of service), 24 C-130E and 5 C-130H in service.
C-130B: 130301 ex 60-5450 c/n 3572 to FAC-1003
130302 ex 60-5451 c/n 3575 to FAC-1001
130303 ex 60-5452 c/n 3587 to FAC-1002
130304 ex 60-5453 c/n 3590 w/o
C-130E: 130305 upto 130324 serials: 64-17624 upto 17639 and 65-12766 upto 12769 c/n's 4020/26/41/42/50/51/60/61/66/67/70/75, 4122/2[illegible] 4095/96, 4191/92/93/94
130325 upto 130328 c/n's 4285 upto 4289
C-130H: 130329 upto 130333 c/n's unknown

Greek Air Force: 12 C-130H on order

Gabon Air Force: 1 L-100-30 on order

Sudan Air Force: 2 C-130H on order

Royal Malaysian Air Force: 6 C-130H on order

Nigeria Air Force: 6 C-130H on order

SHOW REPORTS ---- SHOW REPORTS ---- SHOW REPORTS

VOLKEL "OPEN DAG" 30 August 1975 (FLASH)

The FLASH-team usually reports the airdisplays as a list with all aircraft presented on that particullary day.
The report taken from Volkel "open dag" is now presented in a different way, as we feel to do something special for our members in the Southern area, where Volkel is situated.

The Dutch defence-policy has been critised for a long-time by the papers and also in parlement, representing the majority of the Dutch population. If it is true, that mostly everyone feels that the air force is spending to much and the aircraft are producing to much noise and air-pollution, we were wondered by the 150.000 who were taking traffic-jams, noise and heat to see a local show.
The well organized show enabled everyone to get a good view on all aspects of the air force in which the cooperation of ground services and flying teams was well exhibited.
Very curious was the ancient F-84F P-229 shown in a new colour scheme hanging in a crash crane.
The static show was formed by aircraft of 6 NATO-countries representing the kinds of types which form the backbone of the tactical forces in Europe.
Not all types are known by pilots as could be concluded from a question of a 38th TRS crew member to an English Buccaneer commander: "What's that" while pointing to the RAF aircraft with its folded wings. "That's an aircraft sir. You wanna buy it?" He smiled.

Static display:

Tiger Moth PH-CSL	Piper Cub R-126 Klu
Alouette III A-391 Klu	NF-5A K-3018 Klu 316Sqn
MT-37 c/n 312 Magister BAF	G-91R3 31-29 Luftwaffe LEKG-43
Mirage VBA RA-28 BAF 2Wing	F-104G D-6698 Klu
TF-104G D-5807 Klu Volkel TCA	Buccaneer XW527/O RAF 16Sqn
Lightning F.2A XN787/L RAF 92Sqn	Draken TF-35 AT-152 RDanAF 729Sqn
F-100F GT-982 RDanAF 727Sqn	RF-4E 35-44 Luftwaffe AKG-51
RF-4C ZR68-595 USAF 38TRS	Harrier XV786/E RAF 4Sqn
MBB Bolkow 105 B-37 Klu	CH-54A Tarhe 18449 USArmy 295Av.Comp.
F-27MC-3 and C-10 Klu	F-28 PH-SIX (code 9L) Fokker

Hangar: D-8119, 8266, 8066 F-104G and D-5803 TF-104G, all of Klu

Flight-line: K-4011,4020,4024,4028,3050,3047, all NF-5A/B of 316Sqn
D-6697,8257,8048,6684,6680,8133,6668,8125,8131,8059,8260, all F-104G's and all of Volkel Wing

Flying display:
- Opening of the show with a start of 3 RF-104G's 306 Sqn aircraft, all with the new recce. pod being: D-8052, 8129 and 8273.
- Paratrooping out of C-10 F-27M.
- Resque action (some of the para's picked-up) with Alouette III H-67 and H-81 of Klu's SAR-flight.
- Demonstration of Fokker's owned F-28 Mk.400 PH-SIX.
- Free-falling parachutists forming a star with 10 men after dropped out of C-10 F-27.
- Before landing of the Troopship C-10, it showed his performances at low altitude flying mostly with assymetric power.
- Overshoot of the 306Sqn Starfighters and landing.
- 4 Alouettes III of 300Sqn acting as a stuntteam. These heli's were drawn from the former Deelen team "the Grashoppers". The machines were A-488,336,383,and 515.
- Tiger Moth PH-CSL demonstrated flying caracteristics of an ancient aircraft (what a pitty that these a/c have been replaced! editors).
- Temporarilly stationed F-5's of 316Sqn made a mass take-off, being K-3066,3021,3031,3026,3043, and one of these (K-3031) made a solo

act, flying mostly on its back, probably caused by disorientation of the pilot not knowing what's top and bottom.
- Demonstration of the new Bolkow Bo105 B-37, the piper replacement. Despite limitation in flying-displays, the heli did the almost impossible manouevres.
- Demonstration of the 4 F-5's and landing.
- USArmy's CH-54A made the nowadays well known act of dropping a car.
- Take-off of the RAF harrier; the aircraft had not any insurance, resulting in a see and dissapeare demonstration.
- Volkel's own contribution was a mass start of 19 (T)F-104G's of 306, 311, 312 and base-flight.
  The aircraft being: D-5806, 5808, 5811, 8022, 8062, 8063, 8091, D-8047, 8243, 8244, 8245, 8268, 8281, 8282, 8300, 8312, 8326, 6695, and D-6699, would later make an attack on the airfield.
- Solo demonstration of the F-104G D-8062
- Attack of 16 F-104G's two aircraft served as stand-by.
- A stuntteam of from Seppe (near Breda) showed 3 Bolkow Juniors: PH-HV PH-KAE and G-ATRI.
- Landing of the F-104G's being the end of the flying display.

The short (till 4 p.m.) but well organized flying display was very common and will probably be the same to the show on Leeuwarden AB.

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PORTES OUVERTES at ISTRES LE TUBE (France) on 29 June 1975 (H.Berger)

Static: OK/1665 Alouette II
WA/19168 T-33A Strategic command
312737/CI KC-135F
BA/28 Mirage IVA
DD/250 Mirage IIIB Strat.Command
01? Mirage F.1E SNECMA53 (painted in blue and white)
No.65 Bord 3202
AE/008 Cessna 411
CF/193 Carravelle
No1200 Alouette III
No.1184 Puma
125-HG/136 Magister CM-170R
149-RV Alouette II
F-ZWRK No.4 Alpha Jet
234 Mirage IIIB (with dayglow tail)
519 Jodel Abeille
ON/116 MS-760 Paris II
GG/001 Nord 260

Hangar: 44-GF/SA106 S-58
67-JO Alouette II
67-JG/2124 Alouette III

Show: 68-OF/SA98 S-58
53 Atlantic Aeronavale
BU Mirage IVA
46 F-ZBBV and 40 F-ZBBF both
Can. CL215 Prot.Civile
67-JB F-RAJB 1321 Puma
68-EE/2029 Alouette III
F-BMPT Stampe (FAF)
312738/CJ KC-135F
68-RQ Alouette II

TAG DER OFFENE TUR at KIEL (Germany) on 10 August 1975 (F.v/d.Berk)

Sea King Mk.41: 89-59, 89-57, 89-56, 89-60 upto 63 and 89-65 upto71 MFG-
DO-28D: 59-06 upto 10, 59-12 upto20, 59-22 and 5923 MFG-5 (Navy)
plus 58-28 of LEKG-42 (AF)
Atlantic: 61-15, 61-05, 61-09, 61-14 of MFG-3
F-104G: 22-17, 26-70, 22-80, 22-22, 22-19, 22-21, 26-88, 22-73 of MFG-1
RF-104G: 21-12 c/n 7196 of the "Marine Lehrgang Gruppe"
CH-53G: 84-94, 84-36, 85-02, 85-01 Fiat G-91R: 31-58 of LEKG-41
C-160D: 50-82, 50-10, 50-35, 50-36 all of LTG-63
Piper Cub: 96-06/54-724
S-61: U-280 of the RDanAF
Scout: XV128/U AAC
Alouette II: 76-04/1549
Wessex: XV724/BQ of the RAF (18Sqn)
Gazelle: XX388 AAC
CH-54A: 68-18455 USArmy 295Av.Comp.
OH-58A Kiowa: 71-20448 USArmy
AH-1G Huey Cobra: 69-16416 USArmy
UH-1D: 71-06 (Luftwaffe), 70-70 (SAR), 73-38 (Heer)
CM-170R: MT-6/263, MT-11/268, MT-15/272, MT-18/275, MT-21-278, MT-23/280, MT-32/289, all of the "Rode Duivels" of the Belgian AF

VLIEGMEETING at KEIHEUVEL (Belgium) on 24 August 1975 (C.v/d.Heuvel)

Not smashing interesting but always a nice way to spend a sunday at this airstrip:
Alouette II: A-40 "1", A-45 "4", A-50 "7"/1990, A-64 "3"/2050, A-75 "2"/2095, A-77 "6"/2124 and A-79 "5"/2138 of the Blue Bees of the Belgian Army

PH-GAF (ex K177 Marine LD) S-11
PH-GAR (ex R-161 Klu) Piper 54-2451
PH-KLU (ex B-59 Klu) Harvard
OO-ACG (ex Bel.Army) Piper
BA-59 Mirage VBA BAF
PH-GAX (ex R-157 Klu) Piper 54-2447
PH-BKT (ex B-135 Klu) T-6 Harvard
PH-GAV (ex Klu) Piper 51-15673
OO-MAK (ex WGAF) c/n 056 P-149D
FU-020 F-84F (old cam. style)

OPEN DAY at DUXFORD (England) on 28 and 29 June 1975 (P.Jackson)

RAF Duxford was used by the RAF from 1918 to 1961 when the last operational aircraft left. It was then allowed to deteriorate, but was used during the making of the film "Battle of Britain" to represent an RAF base in 1940. The film was made in 1968 and since that time the aerodrome has been used as a storage depot for aircraft owned by the Imperial War Museum in London. The buildings in London cannot give space to many aircraft, so most must be stored. Working with the IWM is the Duxford Aviation Society, a group of enthusiasts who help with restoration work, and own many of the civil aircraft stored here. Additionally Ormond Haydon-Baillie owns two ex RCAF Bolingbrokes, two RCAF/RCN T-33's and a Sea Fury. The airfield was open to the public on 28& 29 June.

F3556 RE.8
TB863 Spitfire XVI "FB-Y"
"D686 Meteor NF.11 ex RAE Bedford
XG613 Sea Venom FAW21 ex 222Z/809Sqn
-- C-47B ex 44-77104,KP220,G-ANAF
14120 BF109F wreckage only
G-OAHB T-33AN ex RCAF
"H589 Sea Fury FB.11 HB-O ex G-AGHB
NM181 Tiger Moth ex G-AZGZ
G-AFFD Percival Q6 c/nQ21 ex X9407
G-AVDF Pup 100 c/n 121/031
G-ARRM Beagle 206X c/n B2/1010
G-BBYE Cessna 195 c/n 7550 ex OO-PCM
G-BBMV Chipmunck T.10 c/n C1/0432 ex WG348 ex 28/2 FTS
282 Dewoitine D-26 ex G-BBMI and Swiss Air Force
WH725 Canberra B.2 "50Sqn" ex 44Sqn and 50Sqn c/n 71206
WJ945 Varsity T.1 "21" CFS ex 116Sqn and H/115Sqn
WN904 Hunter F.2 "3" ex B/257Sqn and U/257Sqn
"Z59 Vampire T.11 c/n 15165 ex 49/5 FTS and 19/8 FTS
XF708 Shackleton MR.3 ex A/120Sqn, N/120Sqn, F/203Sqn and C/203Sqn
XH897 Javelin FAW.9 A7AEE, ex T/33Sqn and W/5Sqn
XK695 Comet C.2 c/n 06030 ex G-AMXH, ex 216Sqn and 51Sqn
XM135 Lightning F.1 c/n 95031 ex D/AFDS, R/74Sqn, 135/226OCU, 135/Leuchars
8359 Short 184 parts only (not complete)
XG577 Whilrwind HAR.3 c/n "A72 ex instructional A2571
XG743 Sea Vampire T.22 c/n 15634 ex 597LM/736Sqn, 798BY/ RNAS Brwwdy
XG797 Gannet AS.6 c/n F9365 ex 505VL/700Sqn and 766BY/849Sqn
XS576 Sea Vixen FAW.2 c/n 110134 ex 130E/899Sqn, 126E/899Sqn
XP281 AOP.9 c/n 10-167 ex Army School of Aviation
44-85784 B-17G ex N17TE "749BS/457BG"
42-50551 B-24J Liberator ex N94459 "566BS/389BG" "RR-R"
44-72258 P-51D "WZ-I" 78FG ex 44-73979 RCAF 9246
AR501 Spitfire Vc G-AWII
TX183 Anson C.19 ex RAF Handling Sqn
WK991 Meteor F.8 "56Sqn" ex 7825M
XR269 AOP 9 c/n 10-186 ex 19MU
6316 Ju52/3m ex Portugese AF
18393 CF-100 Mk.5 ex G-BOYK ex 440Sqn
G-WGHB T-33AN c/n 640 ex 21640 CanNavy
G-AEDB BAC Drone
G-AIVA Proctor 1 c/n H20 ex R7524
G-ALFU Dove 6 c/n 04234
G-APDB Comet 4 c/n 6403 ex 9M-AOB
G-AOVT Britannia c/n 13427

PRESTWICK AIR SHOW at PRESTWICK on 14 June 1975 (SCAN)

XM571 Vulvan 35Sqn
XL471/043/R Gannet AEW.3 849Sqn RNavy
XV574/B, XV580/Q, XV579/R all Phantoms FG.1 of 43Sqn

XT863 Buccaneer S.2A 237OCU
VP952,963,965 Devon C.2/2 207Sqn
XS109/63 Gnat T.1 4FTS
PS853 Spitfire XIX RAF Hist.Flight
XV220 C-130K "Falcons" support
30-61 Fiat G-91 Luftwaffe
FX21,25,90 F-104G BAF "Slivers"
XP514 Gnat T.1 Red Arrows with
XP531, XR540, XR572, XR955, XR981,
XR991, XR993, XS107, XS111
XX839/Y Jaguar T.2 2260CU/2Sqn
XR441 Sea Heron C.20 RN 781Sqn
XX489 Jetstream T.1 del.withheld
XV219 C-130K Lyneham Tac.Wing
65-9409 C-141 USAF 438MAW
50-71 C-160D Luftwaffe
XV711 301/PW Sea King HAS.1 RN 819Sq
also XV656/302-PW, XV695/303-PW,
XV661/305-PW and XV707/301-PW
Hangered: XX490/491/492/493 Jetstream T.1 and XX699/700/701/702/703/704 and XX705 Bulldogs T.1

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BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

PHOTO 1: Perhaps the rarest bird of the Belgian Air Force moving around. This Starfighter, LW-23 is a real one, and belongs to the Air Force technical school in Brussel. The photo was taken at Melsbroek during an open day in 1970.
Copyright: J.v.Tuyn

PHOTO 2: K-4001, NF-5B of the Klu, making a crashlanding at Leeuwarden after a collision with another NF-5 (K-3009 which crashed) on November 1st, 1974. Copyright: Sp.Group Leeuwarden

PHOTO 3: One of the six Nato countries present during the Volkel Open Day on 30 August, was the Royal Danish Air Force, sending a TF-100F and this TF-35 Draken AT-152 of the 729Sqn.
Copyright: F.Klaassen

PHOTO 4: With J-2325 Mirage IIIS of the Swiss AF, we continue our last photo-page of last month. The a/c, belonging to No.17 Staffel, was taken while landing at Dubendorf on 27 June 75.
Copyright: J.v.Tuyn

PHOTO 5-10: These photo's were orginally meant to illustrate a special report of a visit to Deelen AB. FLASH visited Deelen on 26 August where it was able to make some nice photo's of Alouettes III, Piper Cubs, one Bolkow BO-105 and the temporarily based F-27M's. Furthermore, to collect information for a special report. Unfortunately it was impossible to publish the report in this issue.
Copyright: F.Klaassen and P.V.Gemert
/GCA

PHOTO 11: Again an entire photo-page devoted to the Lockheed C-130 Hercules in connection with our article on this subject. It starts with a C-130E of the Imperial Iran AF . This "Herky" (5-146) belongs to the biggest Air Force in the Middle East. Copyright: G.Hiltermann

PHOTO 14: Now camouflaged and to be added by two other Herculesses, this C-130E (71) of the Royal Swedish Air Force of the F7Sqn, Copyright: G.Hiltermann

PHOTO 15: The Royal Norwegian Air Force placed all its C-130H's available to the United Nations Organization, thus it could fulfill its task in the Middle East without anymore trouble as it already has.
Photographed at Gardermoen these three C-130H's (UN957 and UN952). Copyright: G.Hiltermann

PHOTO 16: One of the 24 C-130's in service with the R.Australian AF is A97-178. Copyright: G.Hiltermann

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