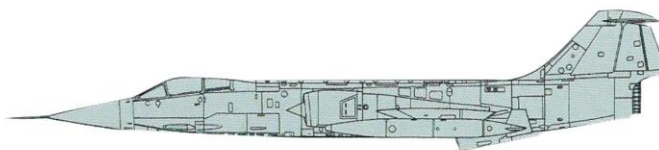

F-104



STARFIGHTER

*** INDIVIDUAL AIRCRAFT HISTORY ***

GERMAN AND NETHERLANDS AIR FORCE

FOKKER 8000-LOCKHEED 5800 SERIES



WORLD MILITARY AIRCRAFT
VOLUME 3



F-104G 8048, Volkel, Netherlands, 70's

8048 Fokker factory construction number 10498, F-104G D-8048 taken on charge May 6, 1963 with 306 sqn (OCU) at Twenthe AB, withdrawn from use April 12, 1984 with UFO (phase out unit Volkel), stored Ypenburg AB October 12, 1984, stored at Ypenburg AB July 31, 1987, instructional at Woensdrecht 2001, scrap at Den Dolder 2003 last noted
8049 Fokker factory construction number 10499, F-104g D-8049 taken on charge April 19, 1963 with 306 sqn (OCU) at Twenthe AB, to Leeuwarden in October 1964, withdrawn from use December 15, 1980 with 322 sqn, to Turkey coded "8049", dump Balikesir AB 2000 last noted



F-104G 8049, Twenthe, Netherlands, April 1965.

8050 Fokker factory construction number 10500, F-104G D-8050 to 306 sqn (OCU) at Twenthe AB, crashed September 5, 1963 after open nozzle at Losser near Twenthe, pilot Sgt. Evers ejected too late and was killed.



F-104G 8051, Leeuwarden, Netherlands, August 27, 1980.

8051 Fokker factory construction number 10501, F-104G D-8051 delivery date May 16, 1963 with 306 sqn (OCU) at Twenthe AB, to Leeuwarden in September 1964 322/323 sqns, returned to the OCU at Twenthe and finally settled at 312 at Volkel in 1968, withdrawn from use



F-104G 8076, Germany, 1971.

8076 Fokker factory construction number 10526, coded KG+176, first flight June 7, 1963, delivery date July 19, 1963, stored LVR 3 (Luftwaffenversorgungsregiment 3) at Manching on July 26, 1963, JA+124 JG 71 on June 9, 1964, recoded JA+117 JG 71 on March 8, 1965, JD+126 JG 74 on October 11, 1966, JaboG 34 on August 4, 1967, JG 74 on September 15, 1967, 23+77 withdrawn from use LVR 1 (Luftwaffenversorgungsregiment 1) at Erding AB on November 7, 1975 with 1.597 flying hours, decoy with JaboG 32 in October 1976, last noted

65-12754 **8077** Fokker factory construction number 10527, first flight June 15, 1963 coded KG+177, project "Roland" in AWX (Fighter)-version with "Wing Pylon Bomb Provision" modification, camo scheme TA 196 "Norm 62", delivered to the Luftwaffe on July 12, 1963, LVR 3 (Luftwaffenversorgungsregiment 3) on July 16, 1963 for modifications, according project "Columbus III" shipped to Burbank, CA, USA on February 25, 1965, modifications by Lockheed California at Palmdale and delivered to the USAF on May 12, 1966, operated by the 4510 CCTW at Luke AFB (shadow serial number 2378) coded 12754, IRAN by Lockheed California at Palmdale on May 11, 1971, crashed August 29, 1973 at 1040 MST 20 NM south east of Ajo, at the town of Hotason Vo, Arizona, after midair collision with construction number 9003 (US serial number 63-13276), pilot Hptm Karl Heinz Höflich was killed, 1.736 flying hours, written off



F104G 8077, Luke AFB, USA, pre 1973.

8078 Fokker factory construction number 10528, first flight June 21, 1963 coded KG+178, project "Roland" in AWX-version with "Wing Pylon Bomb Provision" modification, LVR 3 (Luftwaffenversorgungsregiment 3) on August 26, 1963 for modifications and camo scheme TA 196 "Norm 62", JD+254 JG 74 on February 6, 1965, JA+254 JG 71 on July 22, 1965, crashed July 18, 1966 10 NM north of Helgoland, pilot lost control of the aircraft during a maneuver to strafe an A/A target (dart), pilot Olt Siegfried Arndt ejected but was drowned in the North Sea, written off

8079 Fokker factory construction number 10529, first flight July 9, 1963 coded KG+179, project "Roland" in AWX-version with "Wing Pylon Bomb Provision" modification, delivery date August 23, 1963, LVR 3 (Luftwaffenversorgungsregiment 3) on August 29, 1963 for modifications and camo scheme TA 196 "Norm 62", WaSLw 10 on April 17, 1964, JD+255 to MTT for upgrading September 29, 1964, JG 74 on June 2, 1965, JG 71 on July 15, 1965, 23+79 JG 74 on November 10, 1966, withdrawn from use with 1.418 flying hours at LVR 1 for spare part use August 23, 1974, December 7, 1978 scrapped at Erding by MatDep 11.



F104G 8115, Leeuwarden, Netherlands, September 1979.

8115 Fokker factory construction number 10565, f/f July 5, 1963 as AWX, taken on charge January 31, 1964 with OCU at Twenthe, to 322/323sq on April 16, 1964, delivered to Turkish Air Force on August 25, 1980, dump Balikesir AB 2000 last noted



F-104G 8116, England.

8116 Fokker factory construction number 10566, RF-104G coded KG+216, first flight July 2, 1963, to Avio Diepen (ARGE-Nord) on July 2, 1963 for RF modifications according project "Bacchus", came TA 196 "Norm62", EA+111 AG 51 on November 8, 1963, ErpSt 61 on May 23, 1966 for vibration tests, 23+95 AG 51 on June 28, 1968, configured as Fighter Bomber F-104G in November 1970, JaboG 34 on April 19, 1971, TechnGrp 11 "Kommando F-104" on August 20, 1987, withdrawn from use and stored at LwSchleuse 11 on June 30, 1988 with 2.799 flying hours, to Turkish Air Force (THK) as "Verteidigungshilfe" (Defense aid) on January 18, 1989 coded "9-116"



F-104G 8117, Twenthe, The Netherlands, mid 60's

8117 Fokker factory construction number 10567, f/f June 25, 1963, taken on charge October 16, 1963 in RF version, to 306 sq at Twenthe on October 20, 1963, to Volkel on September 4, 1969, crashed on February 9, 1970, near Cuxhaven, Germany, pilot Tlt, J.A. v/d Valk killed, a/c written off.



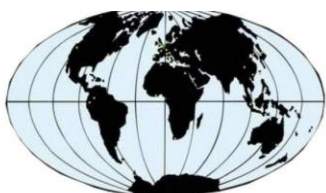
F-104G 8151, 24+11, Memmingen, Germany, 1986.



F-104G 8058, D-8058, Germany, 1979.



TF-104G 5816, D-5816, Leeuwarden, The Netherlands, August 25, 1980.



WORLD MILITARY AIRCRAFT