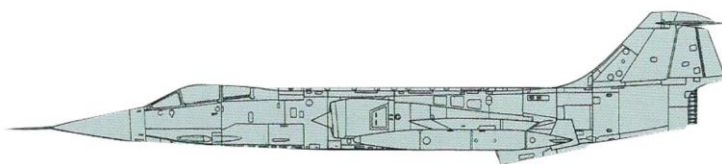


F-104



STARFIGHTER

*** INDIVIDUAL AIRCRAFT HISTORY ***

GERMAN AIR FORCE

LOCKHEED 2000 / 5000 / 5700 / 5900 SERIES



WORLD MILITARY AIRCRAFT

VOLUME 6

Turkey received the following aircraft:

F-104G: all ex German Air Force

Lockheed c/n: 2001-2005-2045-2046-2056-2058-2065-2066-2070-2072
2079-2081-2082-2083-2084-2087-2089

TF-104G: all ex German Air Force

Lockheed c/n: 5701-5703-5704-5707-5710-5711-5716-5718-5720-5721
5722-5723-5724-5725-5726-5728-5731-5737-5740-5741-5742
5905-5911-5913-5914-5918-5923-5924-5926-5927-5945-5950
5960-5962-5964

Greece

When the era of the F-104's in service with the Air Forces of Germany (Luftwaffe and Marine) began to decrease, many surplus Starfighters were sold to Greece. Delivery of the first ex Luftwaffe 104's started already in the early eighties between 1982 and 1988. Finally Germany sold **23** TF-104G Starfighters to the Hellenic Air Force, that were built by Lockheed and Messerschmitt / MBB.

Greece received the following aircraft:

TF-104G: all ex German Air Force

Lockheed c/n: 5708-5714-5715-5717-5719-5733-5736
5901-5906-5908-5909-5910-5912-5916-5917-5928-5953
5954-5955-5958-5959-5961-5965



TF-104G 5908, Araxos, Greece, March 1993.

Italy

The Italian Air Force (AMI) bought six TF-104G Starfighter from the Luftwaffe. All aircraft were delivered in August 1984. Four of them were transported by road and the other were flown to Cameri. The Air Force received the following aircraft: 5712-5738-5739-5743-5919-5946



F-104G 2021, Luke AFB, USA, 1982.



F-104G 2021, Taiwan, 90's.

63-13239 **2022** flight test release Oct 27.1961, as "122" for test flights, DA+119 for delivery with 60 hrs, airlifted to Germany Oct 18.1961, MTT test flight Jan 19.1962, JaboG 31 Mar 9.1962, according project "Columbus" airlifted as BG+125 March 28.1963 to Lockheed, Burbank, USA, to Luke AFB with 4510th CCTW (shadow s/n 2018), crashed on Oct 24.1967 SE of Ajo, Arizona after mid-air collision with c/n 2096 / 63-13267 during formation rejoin after an Air Combat Tactics mission, both pilots ejected safely, w/o



F-104G 2023, Luke AFB, USA, 80's.

63-13240 **2023** "123" for test flights 1961, DA+120 for delivery, shipped to Germany Oct 31.1961, DA+256 on Nov 12.1962 JaboG 31, Jan 5.1963 according project "Columbus" as BG+115 airlifted to Lockheed, 4510th CCTW Luke AFB (shadow s/n 2019), sold to USA with 3.085 hrs, as "4366" to RoCAF 1984 under Project "Ali Shan No.8" to 41 Sqn of 2 Wing, scrapped 1995



F-104G 2076, Taoyuan, Taiwan, mid 90's.

63-13260 **2076** flight test release May 7.1962, flown with register number "176" for test flights, coded KF+151 for delivery, airlifted to Germany Jun 26.1962, test flights with MTT and stored 1962, LPR Erding AB for technical trials, BG+118 airlifted to Lockheed on Feb 26.1963, operated by 4510th CCTW Luke AFB (shadow s/n 2065), stored USA, to RoCAF as "4378" with 2.870 hrs, June 10.1985 belly landing with minor damaged. Converted to RF-104 with 12 SMS, wfu August 8.1996; display at Kao Yuan Institute of Technology in Luchu, Kaohsiung; 2002

2077 flight test release May 7.1962, flown with register number "177" for test flights, coded KF+152 for delivery, airlifted to Germany June 21.1962, DC+119 October 18.1962 JaboG 33, crashed on March 3.1967 losing control during landing at Decimomannu AB after possible APC failure, pilot ejected, w/o

2078 flight test release May 7.1962, flown with register number "178" for test flights, coded KF+153 for delivery, airlifted to Germany May 8.1962, DC+120 Aug 1.1962 JaboG 33, 20+66 crashed on Mar 27.1967 immediately after take-off from Büchel AB due to compressor stall, pilot ejected, w/o



F-104G 2079, Jever, Germany, June 11, 1968.

2079 d/d May 31.1962 as "179", KF+154 airlifted to Germany June 19.1962, DC+121 Aug 31.1962 JaboG 33, DR+121 for modifications with LVR 1, back to JaboG 33 as DC+121 in April 1963, 20+67 at Deci 1978, JaboG 33 October 24.1979, JaboG 31 on December 23.1980, 1983 back to JaboG 33, stored LwSchleuse 11 on March 7.1984, to THK on Oct 16.1984 with 3.417 hrs, as "4-079" in 1987, "9-079" in 1989, wfu with 8 AJU at Diyarbakir AB as "8-079" on April 21.1989.

2080 f/f 1962 KF+155, heavy damaged on crash-landing Jul 3.1962; 1963 modified for SATS-program (Short Airfield for Tactical Support), tests at US Navy Test Center Lakehurst, New Jersey, USA coded "180".

SATS: short field take-off and landing, similar to a carrier; trial for mobile airfields. Shipped to Germany Jul 28.1965, DB+128 1966 modified for **ZELL tests** (**Z**ero **L**ength **L**aunch), program cancelled, 1967 modified to F-104G standard, 20+68 JaboG 32 August

Serials F-104F:

59-4994/5023: Lockheed F-104F all for Luftwaffe; c/n 283-5047/5076 (30)

5047, US serial number 59-4994, built by Lockheed Burbank, acceptance date September 22, 1959 without test flights with USAF serial number coded 59-4994 with F-104D canopy version used as instructional airframe at Palmdale, coded BB+361 used for the training of the first German pilot conversion training at Palmdale in February 1960. Airlifted to TSLw 1 at Kaufbeuren on January 18, 1960 coded BF+011 instructional airframe (GIA) with TSLw 1 without test flights, May 25, 1961 modified to F-104F standards at Messerschmitt BB+375 to Messerschmitt January 1961 for several modification tests; f/f on February 13, 1964 ErpSt 61 delivery date on July 20, 1964; WaSLw 10 (OTU Operational Training Unit) on March 4, 1965. 29+01 wfu in April 1971; soc order (AVA) June 29, 1971. In 1971 to road show "Unsere Luftwaffe"; later scrapped at LVR 3 at Erding in 1973.



F-104F 5048, Nörvenich, Germany, 1960.

5048, US serial number 59-4995, built by Lockheed Burbank f/f January 15, 1960 with USAF serial number coded 59-4995; shipped to Germany May 20, 1960 transported via train to Nörvenich for reassembly: BB+361 WaSLw 10 (OTU Operational Training Unit) at Nörvenich AB delivery date on August 17, 1960. 29+02 crash landing in 1965, repaired and back to WaSLw 10 in 1967; wfu in April 1971; soc order (AVA) June 29, 1971. became instructional airframe (GIA) at ABC school Sonthofen 1972, 1984 noted, Feb. 1993 last noted; scrapped.



F-104F 5049, Jever, Germany, June 1968.

5049, US serial number 59-4996, built by Lockheed Burbank, f/f 1960 with USAF serial number 59-4996 in silver-finish; acceptance date by BABwLockheed not known. Coded BB+362 used for the training of the first German pilot conversion training at Palmdale in February 1960. BB+362 shipped in boxes to Bremerhaven, Germany June 10, 1960; test flight July 29, 1960; acceptance date by BABwMTT on August 16, 1960. WaSLw 10 (OTU Operational Training Unit) at Nörvenich AB d/d on August 18, 1960. 29+03 withdrawn from use April 16, 1971; LwVersBer 1 on April 21, 1971 soc order (AVA) June 29, 1971; March 27, 1972 to Deutsches Museum, Munich and displayed in the open. Later stored at Erding AB in May 1978; October 14, 1982 stored at Schleissheim; January 1990 restored by TechnGrp 11 at Erding AB.

The flight control system failed on take-off at Pingtun, the pilots could not lift the nose of the aircraft and ran off the runway, breaking the arresting cable. The strong vibration caused the back ejection seat to fire and ejected the pilot, pilot Ren Ker-kan was killed. The front seat pilot Chang Min-ren was seriously injured in his back.(Ref:Clarence J.P.Fu)



TF-104G 5759, Luke AFB, USA, July 1975.



TF-104G 5760, Luke AFB, USA, July 1975.



TF-104G 5760, Hsinchu, Taiwan, March 7, 1994.

- 63-8456 5760 d/d 1963, operated with 4510th CCTW Luke AFB (shadow s/n 2758), long term storage 1978, sold to USAF with 2.907 hrs, sold to RoCAF 1983 under "Project Ali Shan No.8" as "4184" with 28 TFS, 12 SMS in 1989, crashed Aug 11.1996, both ejected safely, crashed near Matsu. LtCol Ger Ji-shen and Maj Li Chi-ron ejected. It was the last F-104 crash of RoCAF
- 63-8457 5761 d/d 1963, operated with 4510th CCTW Luke AFB (shadow s/n 2759), sold to USA 1983, to RoCAF with 3.662 hrs as "4185" with 8 TFS of 3 Wing; crashed Sept 7.1991 near Lugan during test flight, both pilots killed
- 63-8458 5762 d/d 1963, operated with 4510th CCTW Luke AFB (shadow s/n 2760), sold to USAF 1983 with 3.189 hrs, to Taiwan on Dec 14.1983 first a/c of the Project "Ali Shan" No.8 received by 2 Wing 11 AG of RoCAF at Hsinchu AB; with RoCAF as "4186", 12 TRS in May 1998, May 22.1998 wingman of the last F-104 flight and taxiing a/c in retirement ceremony. July 16.1998 display at Chiang Ching-Kou Memorial Hall in Kinman, 12 SMS marks; 2001 I/n



TF-104G 5774, Grosseto, Italy, August 1983.

63-12688 **5774** to Italy as MM54229; crashed as 4-28 May 31.1988 near Trapani while filming other aircraft for "Le Aquile", crew killed (While filming other aircraft during a squadron exchange with JaboG 49 (GAF), the aircraft crashed on or near Trapani on 31.05 1988. Both crewmembers were killed.



TF-104G 5775, CCK, Taiwan, August 28, 1995.

63-8467 **5775** f/f 1963, used only with 4510th CCTW Luke AFB (shadow s/n 2769), sold to USA with 3.493 hrs, to RoCAF 1983 as "4193" to 41 TFS of 2 Wing; planned to be displayed at a park in Chichi, Nantou County, but the town suffered huge damage in the big earthquake in 1998. Early 2001 it was found displayed at 823 Campaign Memorial Park in Taichung City, with the 48th sqn insignia painted on the tail fin. This is a temperate marking only for the F-104 retirement ceremony; 2003 l/n



TF-104G 5776, Aviano, Italy, August 17, 1981.

63-12689 **5776** d/d AMI 24/5/65 as MM54230; d/d 20°Gr 2/5/65, 20-5 67 - 24/7/73; IRAN 20/5/69 - 30/4/70; IRAN 9/5/72 - 2/1/73; d/d 20°Gr 2/1/73, as 20-4 22/8/74 - 27/2/84; IRAN 10/1/75- 13/10/75; IRAN 16/2/79 - 5/5/80; IRAN 27/2/84 - 29/4/85; d/d 20°Gr 29/4/85, as 4-27 16/7/85 - 12/4/94; IRAN 22/11/88 - 15/5/90; wfu Grosseto 9/5/94 - 21/9/04, Grazzanise dump 25/5/07.



TF-104G 5925, Binbrook, UK, 70's.



TF-104G 5926, Jever, Germany, August 25, 1976.



TF-104G 5926, Incirlik, Turkey, 1992.

5927 ARGE-Süd parts airlifted to USA Sep 16.1965, Lockheed assembled as KF+227, airlifted to Ypenburg, NL on Feb 14.1966, BB+120 WaSLw 10 on April 14.1966, 27+97 JaboG 34 October 18.1982, wfu LwSchleuse 11 Mar 15.1988 with 3.223 hrs. To THK on May 25.1988 as "9-927" at Balikesir AB with 192 Filo 9 AJU



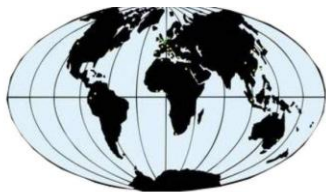
F-104G 2057, Manching, Germany, June 1987.



TF-104G 5746, Luke AFB, USA, 1979.



TF-104G 5767, Twenthe, The Netherlands, August 8, 1984.



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