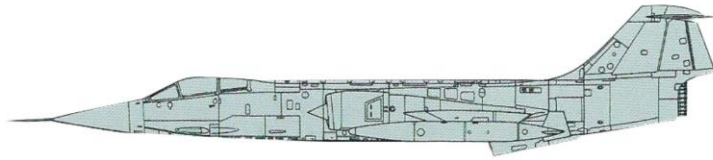


F-104

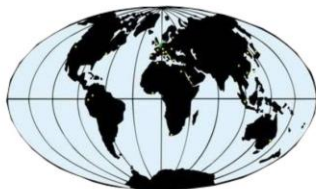


STARFIGHTER

*** INDIVIDUAL AIRCRAFT HISTORY ***

ITALIAN, GERMAN and NETHERLANDS AIR FORCE

FIAT 6500 / 5200 SERIES



WORLD MILITARY AIRCRAFT

VOLUME 7

The first F-104 from the FIAT production line for Germany was delivered and accepted on July 20, 1964 with c/n 6600 and KC+117 factory code. The last F-104G for Germany with c/n 6693 coded KC+166 was delivered and accepted on December 2, 1965. Where as the F-104 for the German Air Force were delivered in a camouflage scheme, known as "TA-196" and provided with factory "KC" codes, the Starfighters intended for the Royal Netherlands Air Force were delivered in a grey colour scheme and provided with "D" codes (e.g. D-6652)

Lockheed and FIAT developed a new version of the fighter designated as F-104S. This new fighter was equipped with more effective radar which enabling them to fire an AIM-7 Sparrow missile. Also a more powerful engine was developed in order to make up for the increase in weight of the new design. Therefore two F-104G's (c/n 6658 and 6660) were sent to Lockheed in Palmdale, USA in 1966, to be converted for trials. The trials on this new model started in December 1966. The first F-104S built by the new formed company named AERITALIA, was delivered on June 9, 1969 to the 22 Gruppo of 51 Stormo based at Istrana Air Base in northern Italy.

Further information concerning development and individual service history of the F-104S in Italian and Turkish Air Force service will be described in Volume 8 of this series.



F-104G 6505 and 6504, Turin-Caselle, Italy, June 1963.

Italy

The first unit to receive the F-104G and TF-104G's was the 4 Stormo / 9 Gruppo from March 1963 to 1970 at Grosseto. Other units that received the F-104G were: 3 Stormo / 28Grp.&132Grp.- 4 Stormo/ 9Grp.- 5 Stormo / 23Grp.& 102 Grp.- 9 Stormo /10 Grp.- 36 Stormo / 12Grp. & 156 Grp.- 51 Stormo / 22 Grp. & 155 Grp.- 53 Stormo / 21Grp and finally the test unit RSV (Reparto Sperimentale en Volo). Most of these squadrons changed to the F-104S from early 1970. The Italian Air Force last unit flying the F-104G was 154 Gruppo of 6 Stormo at Ghedi. Their aircraft were replaced by Tornados from early 1983.

Italy received the following aircraft:

(R)F-104G:

FIAT c/n: 6501 / 6599
6601
6603
6608 / 6611
6631 / 6638
6643 / 6651
6658 / 6660

TF-104G:

FIAT c/n: 5201 / 5212 (MM54250 / MM54261)

Serials F-104G:

683-6501/6700 Fiat-built F-104G; for AMI (Italian Air Force), GAF (German Air Force) Luftwaffe, KLu (Royal Netherlands Air Force); c/n 6501/6700 (200)



F-104G 6501, Villafranca, Italy, 1984.

MM6501 **6501** First flight Palmdale, Ca with AMI pilot 2/3/62; d/d AMI 3/3/62; f/f Caselle 9/6/62; d/d 9°Gr 24/4/63; 4-1 1963; IRAN till 18/3/69; d/d 102°Gr 18/3/69, 5-04 3/69-6/72; IRAN 15/3/72-13/11/72; d/d 154°Gr 13/11/72, 6-20(?)6-05(?) 12/72-3/5/76; IRAN from 3/5/76; 3-46(?); 3-02 4/77-1/4/80; IRAN 1/4/80-6/1/81; d/d 154°Gr 6/1/81, 6-11 3/81-5/83; d/d 132°Gr 20/10/82, 3-11 8/83-18/12/84, damaged cat.R.2 Villafranca 8/83, storage 25/8/83, wfu with 3557,00 fl hrs; d/d Vigna di Valle 5/11/85, preserved 11/85-30/5/04, restored Grosseto 1995



F-104G 6502, Ghedi, Italy, April 1979.

MM6502 **6502** first flight Caselle 5/10/62; allum. c/s; d/d AMI 5/4/63; 4-2 12/63-1964; IRAN till 30/10/67; d/d 102°Gr 30/10/67, 5-08 o 5-09 11/67-13/11/69; to IRAN 13/11/69; 6-15; 6-19; 3-10 20/9/74-5/76; 6-11 6/76-10/5/77; IRAN 6/7/77-24/11/78; d/d 154°Gr 24/11/78, 6-25 19/4/79-16/5/82; l/f to Villafranca 6/5/82, wfu with 2911,00 fl/hrs 6/5/82-1/8/84, dump Villafranca 6/86-9/03 (CFE 11/95)

MM6503 **6503** f/f Caselle 18/2/63; d/d 9°Gr 9/3/63; 4-3 3/63; 6-20 12/76, w/o Cagliari 14/12/76 with 2336,00 fl/hrs



F-104G 6504, Villafranca, Italy, June 1985.



F-104G 6518, Volkel, The Netherlands, March 20, 1978.

MM6519 **6519** D/d AMI 31/5/63; all c/s; d/d 154°Gr 14/6/63; 6-3 10/63; 4-11(?); 6-11(?) w/o at sea off Isole Tremiti 8/5/68 with 856,00 fl/hrs.



F-104G 6520, Grosseto, Italy, April 1978.



F-104G 6520, Villafranca, Italy, August 1987.

MM6520 **6520** D/d AMI 12/7/63; all c/s; d/d 154°Gr 7/63; 6-? 11/63; IRAN till 21/6/67; d/d 102°Gr 21/6/67, 5-08 6/67-17/4/69; IRAN 11/6/69-15/4/70; 5-01 25/4/70-7/12/73; IRAN from 7/12/73; d/d 20°Gr 31/1/75, 20-29 2/75-11/5/78; IRAN 11/5/78-10/5/79; d/d 154°Gr 10/5/79, 6-02 7/79-6/10/82, stored Villafranca 10/82-22/1/86; IRAN 22/1/86-27/3/87; d/d 28°Gr 27/3/87, 3-44 20/5/87-17/3/91, wfu 2/9/91 with 3139,00 fl/hrs, destroyed for CFE 7/94, to San Possidonio with tail of MM6647 10/11/95-11/11/2000??, preserved Castelnuovo/Vignola 22/08/1999-23/5/08

MM6521 **6521** D/d AMI 22/7/63; d/d 154°Gr 7/63; 6-05 w/o Castelluccio MN 6/7/66 with 376,00 fl/hrs, collision with MM 6650

MM6522 **6522** D/d AMI 11/7/63; d/d 154°Gr 2/8/63, 6-?? 8/63-30/1/64; Fiat 30/1/64-3/5/66; d/d 9°Gr 3/5/66, 4-? 5/66-9/1/68; IRAN 9/1/68-14/6/68; d/d 9°Gr 14/6/68, 4-4 1/69-21/2/69; d/d 10°Gr 21/2/69, 9-05 2/69-5/1/72; IRAN 5/1/72-16/10/72; d/d 3°St 16/10/72, 3-42 7/10/75; IRAN from 27/2/76; 3-35(?) 4/77; 3-45 21/10/77; IRAN 19/3/80-4/2/81; d/d 154°Gr 4/2/81, 6-13 3/81-28/5/82; d/d 20°Gr 28/5/82, 20-31 1/8/84-31/10/84; d/d 132°Gr

- MM6603** **6603** D/d AMI 29/10/64; d/d 21°Gr 18/1/65; d/d 9°Gr 19/2/65; 6-05 6/10/69; IRAN 8/7/71-28/2/72; d/d 102°Gr 28/2/72, 5-20 3/72-9/6/74; d/d 18°Gr 9/8/74, 3-05 10/74-1/9/75; IRAN 1/9/75-21/7/76; d/d 3°AB 21/7/76, 3-39 3/10/76-4/77; 3-19 22/12/77-4/4/78; 3-21 1/11/79; IRAN 12/12/79-4/8/80; d/d 132°Gr 4/8/80, 3-15 10/80-4/86, stored 22/7/84-27/8/85; IRAN 27/8/85-4/7/86; d/d 132°Gr 4/7/86, 3-13 23/9/86-23/2/90, l/f 28/2/90, wfu 28/2/90 with 3983,00 fl/hrs, CFE in 1995, Villafranca dump 31/7/97-23/7/98, preserved Roncoferraro (MN) 3/04-5/08.
- 6604** GAF f/f Jun 12.1964 as KC+119, JD+233 JG 74 on Dec 7.1964, 20+87 JaboG 32 on May 31.1974, wfu LVR 1 on Jul 18.1978 with 1.524 hrs for spare part use, dump Erding AB 1978, cockpit for Technical University at Munich, cockpit to WTD 61 at Manching AB on Jun 17.1993; cockpit and forward fuselage as "DASA Traveling Exhibition"; 2003 l/n
- 6605** GAF f/f Jun 16.1964 as KC+120 in AWX-version, LVR 3 on Aug 6.1964, JD+234 JG 74 on Oct 15.1964, 20+88 wfu at LVR 1 Mar 20.1974 with 1.316 hrs, used for spare parts, scrapped 1974



F-104G 6606, Neuburg Germany. 1967.

- 6606** GAF f/f Jul 1.1964 as KC+121, LVR 3 Sep 18.1964, JD+235 JG 74 Nov 12.1964, 20+89 wfu LVR 1 on Nov 7.1974 with 1.653 hrs, for spare part use, scrapped 1978.



F-104G 6607, Hopsten, Germany, July 1973.

- 6607** GAF f/f Jun 23.1964 as KC+122, d/d Sep 14.1964, LVR 3 Sep 24.1964, JD+236 JG 74 on Nov 12.1964, 20+90 MFG 2 Jul 12.1974, wfu LVR 1 Feb 20.1975 with 1.554 hrs, tail for decoy "22+03" c/n 6619 at Lechfeld AB, forward fuselage as "80+52 to Deutsches Museum, Munich on Nov 25.1975, but stored at Erding AB and later Schleißheim, restored at MBB-MAN shop 1983, at Deutsches Museum, Munich on Mar 8.1984 showing seat ejection, 2004 l/n
- MM6608** **6608** D/d AMI 13/10/64; 9°Gr 4/67; d/d 102°Gr 15/4/67, 5-?? 4/67-1/12/67; IRAN 1/12/67-26/4/68; d/d 102°Gr 26/4/68, 5-?? 4/68-2/10/70; to IRAN 2/10/70; d/d 102°Gr 27/4/72, 5-?? 5/72-5/6/72; on load 10°Gr 6/72; 6-03 11/76-16/2/79; IRAN 16/2/79-2/1/80; d/d 154°Gr 2/1/80, 6-27 9/80-1/11/81, d/d 28°Gr 28/10/82, stored Villafranca 10/82-5/83, 3-41 25/8/83-27/9/84; IRAN 4/12/84-8/8/85; d/d 132°Gr 8/8/85, 3-15 5/6/86-26/7/88, w/o take off Villafranca 26/7/88, with 3830,00 fl/hrs
- MM6609** **6609** D/d AMI 20/11/64; d/d 10°Gr 11/64, d/d 9°Gr 22/4/65, 4-4; 4-7 12/66; IRAN 27/6/68-4/2/69; d/d 21°Gr 4/2/69, 53-06 2/69-5/2/72; IRAN 5/2/72-2/8/72; d/d 102°Gr 2/8/72, 5-06 8/72-8/6/74; d/d 18°Gr 8/6/74, 3-04 6/74-7/8/75; IRAN 15/12/75-10/11/76; d/d 3°St 10/11/76, 3-42 4/77-10/8/77; 3-12 4/4/78-10/8/79; IRAN 12/9/79-4/6/80; d/d 132°Gr 4/6/80, 3-03 1/81-15/5/84; IRAN 15/5/84-4/3/85; d/d 28°Gr 4/3/85, 3-46 5/85-25/4/89, l/f 25/4/89, wfu Villafranca 18/5/89 with 3863,00 fl/hrs, dump 7/89-23/9/91; preserved as "3-01" at Museo Gianni Caproni (TN) 31/8/92-1/06.



RF-104G 6639, Soesterberg, The Netherlands, January 1985.



RF-104G 6639, Agrinion, Greece, September 14, 2007.

6641 GAF RF-104G KC+144 f/f Nov 18.1964, d/d Apr 6.1965 as VB+205 to MFG 2, crashed near Bad Meinberg during a low level navigation mission after bird strike and engine failure on Apr 28.1967, pilot ejected ok, w/o



RF-104G 6642, Eggebeck, Germany, August 1984.



RF-104G 6642, Rimini, Italy, September 1992.

6642 GAF RF-104G KC+145 f/f Dec 5.1964, d/d May 12.1965 as VB+206 MFG 2, 21+11 LwSchleuse Jun 11.1986, with 3.295 hrs to HAF as "FG-6642" on Aug 11.1986 with 116.Pterix (Wing) at Araxos AB, RF-642 wfu with 335 Mira 1993, stored Agrinion 2007 l/n



F-104G 6681, Volkel, The Netherlands, April 14, 1982.

6683 F-104G MAP to KLu as D-6683, d/d September 8.1965 312/311 sqn, crashed August 13, 1979 near Kleef Germany.

6684 MAP KLu as D-6684, d/d September 8.1965 312/311 sqn, to Hellenic Air Force on May 7.1982 as "6684", used for spare parts only without receiving any code.



F-104G 6683, Volkel, The Netherlands, 1978.



F-104G 6684, Volkel, The Netherlands, May 7, 1982



F-104G 6684, Volkel, The Netherlands, July 28, 1981



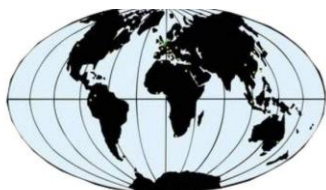
F-104G 6670 / D-6670, 312sqn, Volkel, The Netherlands, April 12, 1982.



TF-104G 5209 / MM54258, 20 Gruppo- 4 Stormo, Grosseto, Italy, December 1990.



TF-104G-M 5209 / MM54258 / 4-40, 20 Gruppo- 4 Stormo, Grosseto, Italy, 2004.



WORLD MILITARY AIRCRAFT