

Japan Drone conversion

From 1960 after their withdrawal, about 24 early Starfighter were converted by Lockheed as remotely-controlled QF-104A. Painted pillar-box red overall, the QF-104As, including some with 4 underwing drop tanks for extended endurance and were operated by the USAF's 3205th Drone Squadron from Eglin AFB, Florida on both manned and pilotless test missions.

At a much later stage, this experience was repeated in Japan when, after the retirement of the JASDF Starfighter. In 1988 2 F-104 aircraft ordered by Mitsubishi factory for drone modifications. Already in 1989 the first flight from Nagoya AB was taken place. Trials were started in 1990 by Mitsubishi, in conjunction with Honeywell and Motorola in the USA, to convert the 2 F-104Js as prototype remotely-piloted drones. By late 1991, the 2 QF-104J (UF-104J) had successfully completed from the island of Iwo-Jima 147 manned and unmanned flights, the latter being controlled by telemetry from a complete Starfighter cockpit section on the ground.

An initial batch of six more QF-104J (UF-104J) was then similarly modified. After that, a total of 14 Star-fighters converted to UF-104JA target drone and all of them were shot down at firing range located near Iwo-Jima island, known as a famous battlefield of WW2.

QF-104J: 46-3592, 46-3600

UF-104JA: 36-3527, 46-3575, 46-3621, 46-3633, 46-3635, 76-3681, 76-3682, 76-3692, 76-3694, 76-3707, 76-3708, 76-3709



QF-104J 3595, 46-8592, Nagoya, Japan, 1990.

Taiwan

Japan sold 36 F-104(D)J Starfighters to Taiwan. From 1985, under the name of project "Alisan 9" the aircraft were delivered to the RoCAF (Republic of China Air Force). Eight F-104J and one F-104DJ were used for spare parts. The aircraft went to the 3rd Wing, 7,8 and 28 Tactical Fighter Squadrons. The following aircraft were delivered:

F-104J:

Mitsubishi c/n: 3003-3005-3006-3009-3014-3025-3028-3031-3054-3055-3065
3069-3070-3082-3096-3111-3112-3116-3118-3119-3127-3145

3026-3047-3056-3076-3077-3080-3114-3134 (for spare parts only)

F-104DJ:

Mitsubishi c/n: 5403-5404-5406-5416-5417

5412 (for spare parts only)

36-8515

3016 d/d 23Feb.63 first served with 203sq then to APG and ended service with 204sq, seen in 1980 and Nov81 in dark green c/s; fate unknown?.

36-8516

3017 d/d 27Feb.63 little known about this a/c only that it went to 202sq; wfu 05Jul.82.; stored, fuselage only at Hamamatsu City Café.

36-8517

3018 d/d 31Mar.63 same as sister ship 517 that it served with 202sq, seen in Nov. 1981 in camo c/s.; wfu 05Jul.82.

36-8518

3019 d/d 30Mar.63, no service life known only that a/c crashed on May 05, 1967, due to engine stall.

36-8519

3020 d/d 30Mar.63, crashed when it was with 204sq on July 26, 1971. crashed into a hill after take off from Nyutabaru, pilot killed.

36-8520

3021 was part of 205sq, but had a short service life when it was w/o on April 08, 1966, a/c crashed into the sea 80kms N of Wajima-shi, Ishikawa prefecture, pilot killed..



F-104J 3022, Misawa, Japan, August 8, 1974.

36-8521

3022 d/d 30Mar.63, to 205sq crashed October 25, 1974, crashed into sea after mid-air collision with F-104J 46-8599, 83km NW of Komatsu, one pilot ejected safely and one was killed.

36-8522

3023 d/d 31Mar.63 to 202sq, 204sq; wfu 31Dec.79; now preserved Mihama Aichi.



F-104J 3024, Komatsu, Japan, August 3, 1980.



F-104J 3024, Komatsu, Japan, July 1982.

36-8523

3024 d/d 30Mar.63, served with 205 in 1980, seen in a dark green colour scheme for the annual Weapons Meet, 204 and 202sq in 1981/82, wearing a light blue/grey c/s; seen in light grey c/s in September 1982 with 204 sq markings; wfu 25May83

3025 d/d 24May.63 to 204sq; wfu July 06, 1979 pres. Komatsu; to RoCAF in 1985 as "4520" ? written off May 14, 1987 or (see 36-8555?)

36-8524 3047 d/d 31Oct.63 to 203sq, seen in August 1977 with 205sq; to RoCAF for spares, seen as “4547” in 1987, preserved as instructional airframe at CCK, later to National Defence University at Chung Cheng Institute, l/n 2014.

36-8525 3048 no service life known; aircraft crashed and was w/o October 3, 1968.



F-104J 3049, Komatsu, Japan, August 1976.



F-104J 3049, Komatsu, Japan, October 21, 1983.

36-8526 3049 d/d 31Oct.63 to 204 sq, seen with APW in apr83 and 1985; wfu 25May83, pre-served in Lin Park in Fukaya City, l/n Nov. 2001.

36-8527 3050 d/d 24Dec.63 seen with 201 and 203 sq; wfu 25Jan.84; now preserved in 201sq markings at Numero Radar Base.



F-104J 3051, Komatsu, Japan, August 19 1975.

36-8528 3051 d/d 28Nov.63 seen 1977 with APW then to 205 and 203; wfu 25May83; now preserved at Tobetsu Radar Base as “001”.

36-8529 3052 d/d 30Nov.63 to 201sq; wfu 07Jan80: now preserved in 203sq colours in the Family Sport Park at Chichi-betsu town, near Hokkaido AFB.

36-8530 3053 d/d 21Feb.64 to 46-8553;; served with 207 and 205 Hikotai; wfu 21Mar.80; pre-served at Okinawa in Itoman City with handyman.

36-8531 3054 d/d 31Oct.63 seen with 204sq; stored Gifu Oct.84; wfu 16Feb.83; went to RoCAF as “4504” in 1985 to 7TFS and 28TFS / 3wing, aircraft scrapped 1999.

36-8532 3055 d/d 13Dec.63 flew with 205 and 203 sq; wfu 19Jan.81went to RoCAF in 1987 as “4520, written off May 14, 1987 or (see 36-8525?)

36-8533

3056 d/d 30Nov.63 to 46-8556, seen with 207sq, stored by 30 Oct83; to RoCAF for spares and scrapped at Tainan Air Base.



F-104J 3117, Chitose, Japan, June 7, 1974.



F-104J 3117, Komatsu, Japan, October 1980.

46-8580

3117 d/d 28Sep.64 seen with 205, 204sq seen Jan84, 207sq in September 1985; wfu 18Apr.86; fate unknown?.



F-104J 3118, "4515", Taiwan, 90's.

46-8581

3118 d/d 17Aug.64 active with 202 and 204 sq; wfu 16Feb.82; delivered to RoCAF as "4515" in 1985 to 7TFS and 8TFS of 3Wing, wfu in 1994. Later preserved at Univer-sity in Kaosung seen 2009 l/n, later moved to High School at Ching Shui Town.

46-8582

3119 d/d 31Aug.64 served with 207 sq; wfu 21Nov84; to RoCAF as "4516" in 1985 to 7, 8 and 28TFS of 3Wing; aircraft scrapped in 1999.

46-8583 3120 d/d 31Aug.64 active with 207 and 204sq; a/c written off August 07,1984, crashed after take-off from Nyuatabaru, into sea of the coast at Hyuganada, pilot eject. safely.

76-8681 3186 d/d 28Feb.67 active with 201, 206, 203 sq seen with red/white/ red markings around fuselage and seen again May83 and 204sq Jan84; wfu 13Dec.85; preserved in 204sq markings at Gifu AB.

76-8682 3187 d/d 20Mar.67 noticed with 201, 203 sq seen wearing with red/white/red fuselage markings in October 1979 and 207sq; wfu 08Jan86; preserved inside Kyoyama Solar Green Park, Okayama.



F-104J 3188, Komatsu, Japan, June 7, 1982.

76-8683 3188 d/d 26Jan.67 seen with 206, 203sq may83 and 207sq Nov84 wearing a two tone grey c/s with sharkmouth; wfu 13Dec.85; preserved on pedestal at Naha, Okinawa in 207sq markings.



F-104J 3189, Chitose, Japan, August 4, 1982.

76-8684 3189 d/d 10Apr.67 flew with 201, 203 (August 82) seen in a two tone blue c/s, 204, 202 sq (August 76); wfu 11Mar.86; preserved at Chitose with 201sq markings left side and 203 markings right side.

76-8685 3190 d/d 20Apr.67 to 204sq may80; to 202sq, seen Nov81 in a two tone grey c/s; stored by dec83; wfu 11mar.86; fate unknown?.

76-8686 3191 to 205 sq; a/c written off February 08, 1969, struck by lightning on approach to Komatsu and crashed into a house in Kanazawa-shi, pilot ejected ok, four civilians killed.

76-8687 3192 d/d 31May.67 active with 203sq Nov81-Apr83 wearing a light blue c/s, 204 (Nov 84-Sep 85) wearing a grey c/s and colourful tiptanks for celebrating the 20th anni-versary of 204 Hikotai, 207sq; to UF-104JA as 76-3692in 1995, shot down on 26Mar96 at Iwo-Jima by a missile.

76-8688 3193 d/d 31May.67 seen active with 206sq, APG, 202sq seen Oct79 wearing yellow/blue fuselage markings and also seen Jun82 ; to 204sq Apr83-May84 and 207 sq: wfu 11Mar.86; preserved inside the museum at Hamamatsu Air Base in 204sq markings.

76-8689 3194 d/d 28Jun.67 noticed with 202 sq ,1982 in an overall light blue colour scheme , 204, 205, 207 and APW (Oct89-Jun90); to UF-104JA as 76-3694 in Dec.93; shot down 24Mar.95 at Iwo-Jima range by a missile.

76-8690

3195 202 Hikotai; a/c written off April 5, 1971, crashed on finals at Nyutabaru Air Base, pilot ok.



F-104DJ 5407, Komatsu, Japan, June 8, 1982.



F-104DJ 5408, Misawa, Japan, November 13, 1980.

16-5001

5408 d/d 03Jun.64 to 46-5008; to 205sq, active with 207 sq and seen wearing a camouflage c/s in 1982; wfu 30Apr.82; preserved Athletics Sports Park Shirokawa-town, Ehime-pref with 207 markings. Gone in 2005 for restore?

16-5002

5409 d/d 31Mar.64 to 46-5009; to 201sq; seen 206sq in Aug68, crashed February 3, 1970.



F-104DJ 5410, Tsuiki, Japan, November 5, 1978.

16-5003

5410 d/d 03Jun.64 to 26-5010; first seen with 201sq, 205sq, to 204sq (June 74- Nov. 78) and 202sq ; wfu 29Aug.80; likely scrapped.

16-5004

5411 d/d 31Jan.63 to 36-5011; to 204 sq, crashed January 21 1965; Oct66 on display at Tamagawa Takashimaya; wreck stored Gifu since October 23 1984; nose section preserved with German iron cross and EA+47 code at entrance of Coffee Shop Avion, Yokohama city: since July 2011 gone.

16-5005

5412 to 36-5012; active with 201, 5W pool, 2W pool, 202sq, 204 sq; to RoCAF in July 1985 for spare parts, broken up and scrapped at Tainan Air Base.

16-5006

5413 to 36-5013; seen with 203, 206, 205 and 203sq; wfu 1982; scapped



F-104J 3207, 207sq, Hyakuri, Japan May 28, 1972.



F-104DJ 5408, 207sq, Komatsu, Japan, August 11, 1982.



F-104J 7210, 202sq, Komatsu, Japan, November 10, 1980.