



# MIRAGE V PILOTS ASSOCIATION

Newsletter February 2006  
srt@mirage5.be

## Virée à la côte belge / Uitstap aan de belgische kust

Vendredi 17 mars 2006

14h00 Visite guidée de l'abbaye des Dunes

19h00 Repas gastronomique au restaurant  
"De Vierboete" 45 € par personne

Liste d'hôtels disponible à [srt@mirage5.be](mailto:srt@mirage5.be)  
ou 04/370.19.87

Réservations & paiement avant le 10 mars

Vrijdag 17 maart 2006

14u00 Geleid bezoek aan de Duinenabdij

19u00 Gastronomische maaltijd in restaurant  
"De Vierboete" 45 € per persoon

Lijst met hotels beschikbaar op [srt@mirage5.be](mailto:srt@mirage5.be)  
of 04/370.19.87

Reservaties & betaling vóór 10 maart

## Wat doen zij nu ? Que sont-ils devenus ? Patrick "James" De Roeck



"Back in 1987, when I decided to leave the Air Force for a career in Civil Aviation I had mentally prepared myself for the brutal career conversion from Fast Jet Pilot to the proverbial 'Bus Driver'. No more sustained 9G turns, air-air firing, supersonic low-level flying, formation aerobatics, Red Flags or FWITs. Little did I know that the best was yet to come. Putting everything in perspective, Friday 25th November 2005 may well go down as the highlight of my flying career. What was so special about it ? That day was the very first time ever that Airbus allowed a small team of Airline Pilots to 'touch' the prototype A380-800. Until then the only pilots who had flown the beast were Airbus Test Pilots. For the occasion of the Dubai Air Show 2005 the aircraft had been (temporarily) painted in the Color Scheme of Emirates. The flight started off with several low level fly-pasts over the major landmarks along the beaches of Dubai (Burj Dubai, The Palm Jumeirah & The Palm Jebel Ali, Islands of The World, Dubai Marina). During these flights we were joined by the Alpha Jets of the Patrouille de France. Close formation flight like in the good old days !..."

See more : [www.mirage5.be/2006-James\\_Deroeck.html](http://www.mirage5.be/2006-James_Deroeck.html)



Stuur ons een korte beschrijving van uw huidig beroepsleven (Fr-NI-UK) samen met enkele foto's, voor publicatie in onze volgende informatiebrief.  
Envoyez-nous une courte description de votre vie professionnelle actuelle accompagnée de quelques photos (Fr-NI-UK).  
Nous la publierons dans une prochaine lettre d'information.



### The Belgian Connection

« on: February 12, 2006, 08:26:33 AM »

Found on Tomcat-Sunset Forum by Jean-Marie HANON, well known in the Belgian Mirage 5 community and fresh member of our association.

Should you recognize yourself in those belgian Mirage pilots, please be kind enough to send us the belgian part of the story ; we will publish it in our next newsletter. If you want to get in touch with those Tomcat divers, go on Tomcat Sunset : [www.tomcat-sunset.org](http://www.tomcat-sunset.org)



"So there we were, NAF Sigonella BOQ bar (the famous or infamous "Fly Trap") operated by the resident P-3 det. USS America was anchored off Catania and we had 2 Tomcats ashore at Sigonella that we were using to fly daily low-levels. Sigonella is a real crossroads of the Med so you never know what might show up on the flight line or in the Fly Trap. So there we were sitting in the Flytrap passing the time and listening to the new Cars album (Heartbeat City) when 3 Belgian Mirage 5 pilots show up and due to small size of the bar, you get to know pretty much everyone there. We ended up spending the evening with them and having dinner as well. Somewhere along the line (after figuring out they couldn't or wouldn't do ACM because of tanks and need to get to their next destination) we decided that we could do a photo shoot (I might have had something to do with that as I never went anywhere without a camera) instead. There was no way to file together so we arranged to launch nearly simultaneously and rendezvous on the departure corridor, take some shots and then continue our respective merry ways. The attached photo is one of the better ones considering the limited opportunity and aspect of the sun and presence of haze. We had "strangled our parrot" so the Italian controllers wouldn't think there was a midair about to happen. They were tracking the Mirages fine, but starting asking our position after they lost our squawk. So there I was trying to direct my pilot into good shooting positions and talk on the radio to console the now frantic Italians that we were somewhere else. I had a chart of our low level route and kept giving them position reports and telling them we were really low hence their ability to track us on their radar. I admit to having some sport with them as they were probably wondering how we could get all around the island so quickly...they had to think we were supersonic by my "enhanced" reporting of our position (after we had the shots, we did do the low level, but then I had to resolve our position, which would have made us seem to stop in midair or be backtracking). Eventually, we were where we said we were and I turned on the IFF after climbing so they could see us on their radar. Never heard anything about it later. Lost track of our Belgian friends, but really enjoyed hearing their tales of dets all over Europe and flying ultra low in crappy weather. Too bad they couldn't mix it up with us in the air, but they were air-to-ground types and not interested in ACM in the slightest."

See more : [www.tomcat-sunset.org/forums/index.php?topic=458.0](http://www.tomcat-sunset.org/forums/index.php?topic=458.0)

[www.mirage5.be](http://www.mirage5.be)

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