

**Srt MPA**  
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**04/370.19.87**

## MPA Big Event : DELTA MEET

Het in de vorige newsletter aangekondigde Big Event zal doorgaan op zaterdag 4 juni 2011 vanaf 15u00 in FLORENNES.

Samenkomst in de 'oude' Mess Offr vanaf 15u00

Mogelijkheid om het Spitfire-museum te bezoeken tussen 14u30 en 18u

### Programma

- 15u00 : ontvangst
- 16u00 : officiële voorstelling van de website en glas van de vriendschap
- 18u30 : maaltijd – « buffet Regalou » (drank inbegrepen tot 20u30)
- 22u30 : einde van de feestelijkheden

### Het doel van de demo is

- de "Miragisten" op de hoogte te brengen van wat hun bestuur de laatste jaren uitgevoerd heeft ;
- mogelijk geïnteresseerden te laten kennismaken met de mogelijkheden de software die mits 'vergoeding' ter beschikking kan gesteld worden.

### Prijs

- MPA leden
  - Bronze (+ partner) € 50pp
  - Silver (+ partner) € 37,50pp
  - Gold (+ partner) € 25pp
- Niet leden € 55pp

Inschrijvingen mits overschrijving van het verschuldigde bedrag op de MPA rekening, ten laatste op 20 mei 2011 :

**IBAN : BE28 9796 3610 8120**

**BIC : ARSPBE22**

Met vermelding van het aantal personen + Gold/Silver/Bronze/Nietlid + Delta Meet

We hopen velen van u weer te zien op deze Big Event.

Tot dan

**Pros Paessens, MPA Voorzitter**

Le Big Event, annoncé dans la dernière newsletter, aura lieu le samedi 4 juin 2011 à FLORENNES à partir de 15h00.

Arrivée à l'ancien Mess Offr dès 15h00

Possibilité de visiter le musée Spitfire entre 14h30 et 18h00

### Programme

- 15h00 : accueil
- 16h00 : présentation officielle du site et verre de l'amitié
- 18h30 : repas – « buffet Regalou » (boissons comprises jusque 20h30)
- 22h30 : fin des festivités

### Les buts de la démonstration sont

- d'informer les Miragistes sur ce que leur Direction a réalisé ces dernières années ;
- de susciter d'éventuels intérêts quant aux possibilités du software qui a été développé et qui pourrait être mis à disposition contre paiement.

### Prix

- Membres MPA
  - Bronze (+ partenaire) € 50pp
  - Silver (+ partenaire) € 37,50pp
  - Gold (+partenaire) € 25pp
- Non membres € 55pp

Inscriptions via versement du montant sur le compte MPA, au plus tard le 20 mai 2011 :

**IBAN : BE28 9796 3610 8120**

**BIC : ARSPBE22**

Avec mention du "nombre de personnes + Gold/Silver/Bronze/Non membre + Delta Meet"

Nous espérons revoir beaucoup de monde à cette occasion.

A bientôt

**Pros Paessens, Président MPA**

## Activités futures / Toekomstige Activiteiten

### **Assemblée Générale**

Vendredi 16 sep 2011 AM  
La Chise, Beauvechain  
Repas prévu après l'AG

### **BBQ MPA**

Samedi 24 sep 2011 vers 12h00  
La Chise, Beauvechain

**Plus d'information dans les prochaines newsletters**

### **Algemene Vergadering**

Vrijdag 16 sep 2011 AM  
La Chise, Bevekom  
Maaltijd voorzien na de AV

### **MPA BBQ**

Zaterdag 24 sep 2011 rond 12u00  
La Chise, Bevekom

**Meer info in de volgende newsletters**

## Lidgeld / Cotisation

Vergeet niet dat het lidgeld betaald moet zijn om van de aangeboden voordelen te kunnen genieten en om het paswoord te verkrijgen voor het private gedeelte van de website.

De MPA stelt u vanaf 2011 een keuze voor tussen 3 jaarlijkse ledenbijdragen :

- de "Golden Card" aan € 100 met 50% vermindering voor 2 personen bij MPA special social events en 50 % vermindering bij aankoop van MPA producten (boeken, Dvd's, ...)
- de "Silver Card" aan € 60 met 25% vermindering voor 2 personen bij MPA special social events en 25 % vermindering bij aankoop van MPA producten
- de "Bronze Card" aan € 20 : standaard lidgeld

Een volledig overzicht van het gebruik van de financiële middelen van de MPA zal vanzelfsprekend gegeven worden op de Algemene Vergadering van de MPA in 2011.

Het door u gekozen bedrag, Gold, Silver of Bronze, dient overgeschreven te worden op de rekening van de Mirage 5 Pilots Association :

**IBAN : BE28 9796 3610 8120**

**BIC : ARSPBE22**

met vermelding "Lidgeld 2011 - NAAM VOORNAAM".

**Cis AERTS, MPA Schatbewaarder**

N'oubliez-pas que la cotisation doit être payée afin de pouvoir profiter des avantages offerts et d'obtenir le mot de passe pour accéder à la partie privée du site.

La MPA vous propose, à partir de 2011, le choix entre 3 cotisations annuelles :

- la "Golden Card" à 100€ incluant 50% de réduction aux MPA special social events pour 2 personnes et 50% de réduction lors d'achats de produits MPA (DVD, livres,...)
- la "Silver Card" à 60€ incluant 25% de réduction aux MPA special social events pour 2 personnes et 25% de réduction lors d'achats de produits MPA
- la "Bronze Card" à 20€ : cotisation standard

Une explication complète de l'utilisation des ressources financières MPA sera bien entendu fournie lors de l'Assemblée Générale MPA en 2011.

Le montant que vous aurez choisi, Gold, Silver ou Bronze, est à verser sur le compte de la Mirage 5 Pilots Association :

**IBAN : BE28 9796 3610 8120**

**BIC : ARSPBE22**

avec la mention "Cotisation 2011 - NOM PRENOM".

**Cis AERTS, Trésorier MPA**

## MEMBERSHIP OK for 2011 at 27/04/2011

GOLD	BRONZE	BRONZE	BRONZE	BRONZE
AERTS Franciscus	AUDRIT Michel	DUCAT Robert	LOICQ Daniel	VAN BUGGENHOUT Michel
BAILLY Patrick	BERTRAM Antoine	DUPONT Jean-Marie	LOUIS Christian	VAN DER AUWERA Marcel
BOULARD Marie-Jeanne	BOSMAN Philippe	EMBRECHTS Franciscus	MANDL Michel	VAN TWEMBEKE Jean-Marie
CABOLET Yves	BOUFFIQUX Gérard	EVERAERT Théo	MARTIN Serge	VAN WIJMEERSCH Frans
CORNUT Pierre	BURNIAT Freddy	FONTAINE Thierry	MARTIN Jean-Luc	VANSCHOENWINKEL Jos
DE MUNTER Christiaan	CASTERMANS Georges	FURST Paul	MINNE Michel	VENTAT Jean-Louis
DE PETTER Marcel	CHRISTIAENS Paul	GEERTS Eddy	MULLENDER Roland	VERHAEREN Jacques
DEMORTIER René-Patrick	CLAES Ludo	GHIJSDAEL Serge	MULLENDERS Gilbert	VERHERBRUGGEN Yvan
LEQUEUX Didier	COLLETTE Marc	GLINEUR Philippe	NEMRY Serge	VERMEULEN Claude
LIGOT Jean-Marie	CORNELISSENS Lodewijk	GOOSSENS Camille	NEYRINCK Guy	VERMOESEN Pierre
LUYCKX Roger	CRAENENBROUCK Christian	GUILLERY Edouard	OP DE BEECK Léon	WISBECQ Jean
MERCIER Luc	DANS Daniel	GUILLOT PINGUE Jean	PAYEUR Daniel	WOLFS Michel
PAESSENS Prosper	DE FABRIBECKERS Charles	HERMAND Jean-Pierre	PERRAD André	
PIL Jacques	DE KONINCK Dorson	HUBERT Charles	RABAEY Jacques	
RORIVE Paul	DE KROES Jacques	JACQUEMART Jean-Marie	RASSE Guy	
RYCKEBOER Rudy	DE SCHREVEL Thierry	JANSE John	RAYMAKERS Michel	
SPARENBERG Jean-Pol	DE VOS Herman	JANSENS André	RIHON Charles	
VAN DEN BERGHE Jean-Pierre	DE WAEL Jean-Jacques	JANSSENS Xavier	RONDIA René	
VINGERHOETS Jan	DEBREUX Georges	JANSSENS Auguste	SCRUEL Jean-Pierre	
<b>SILVER</b>	DECLERCK Francis	JARDON André	SIBILLE Didier	
BODY Michel	DECOCK Jean-Pierre	JOUREZ Paul	SMEETS Paul	
DELHAYE Christian	DEFURNY Etienne	KAISIN Jean-Claude	SMETS Guido	
EMONTS-GAST Marc	DEKAEZEMAKER Nelly	KELLENS Eddy	SOUFONGUEL René	
JANSSENS Theodorus	DEKEUKELAERE Hervé	KORTLEVEN Ferdinand	STEENACKERS Michel	
MULLENDERS Jean-Marc	DELFERRIERE Philippe	KOTHER Willy	STEVENS Polydore	
ROTHHEUTH Guy	DENIS Guy	LEBEAU Georges	SULS André	
TERSAGO Wilfried	DESMET Patrick	LELEUX Alain	TROUPIN Henri	
VRANCKX Leo	DETHIOUX Georges	LEMERCINIER Emile	TROUSSART Maximilien	
WAUTERS Philippe	DOCKIERE Robert	LEONARD Pierre	VAN BRUSSEL Karel	

## USN F-14 shoots down USAF RF-4C



On an early fall afternoon in September, 1987, Vodka 51, an RF-4C, departed Aviano Air Base in Italy bound, for the Mediterranean. Their job that day was to find the US aircraft carrier USS Saratoga. Of course, part of Exercise Display Determination, a joint USAF, USN and NATO exercise, taking place in the Med, was for Navy assets to defend the carrier and stop detection of its location. The search for the carrier and the defense of it, as always, were to occur within the exercise ROE.

Vodka 51 was flying a special RF-4 TERC that day. TERC, Tactical Electronic Reconnaissance, was the AN/ALQ-125, which enabled detection of electronic beeps and squeaks that could emanate from various sources, one being an aircraft carrier group. That's how Vodka 51 planned to find the Saratoga.

After the flight across Northern Italy and into the Mediterranean, the first order of business for Vodka 51 was to hit a tanker for airborne refueling. Join up and hook up with the tanker was routine and uneventful. While taking gas the RF-4 crew noticed a Navy F-14 had joined on the tanker's wing. Thinking nothing of it Vodka 51 concentrated on the task and hand and, once topped off, disconnected and left the tanker track to start their search. As they turned away, Vodka noticed the Tomcat did not stay with the tanker but appeared to follow them.

Vodka 51 got their TERC equipment up and running then started their flight search pattern to hunt for the Saratoga. As it seems to happen on occasion, the cosmic stuff decides not to work and, on this day, the TERC gear failed to operate. However, the RF-4 guys did notice the TACAN channel that was in use on the Saratoga three days prior was up and transmitting. That would allow them to make the briefed intercept of the Saratoga.

As the Vodka 51 started down to the intercept altitude they lost sight of the Tomcat. Fifteen minutes after departing the tanker, a massive explosion engulfed the RF-4. Both the pilot and the WSO were able to eject. Although ejection parameters were not ideal, 550Kts, 5500 feet and negative 2.5 G's, it was better than not getting out at all. All the egress equipment worked as briefed and, once they regained consciousness, they both found themselves under parachute canopies that settled

them down to the warm waters of the Mediterranean. Their time in the water was relatively short, 45 minutes. A Navy rescue helicopter picked them up and brought them to the carrier. Vodka 51 had finally found the Saratoga.

Once they had been medically checked over and given dry clothes Vodka 51 met with the carrier CO. He asked them if they knew what had happened. When they said they thought they might have had a mid-air with the F-14 that had been following them, the CO said, "No, that F-14 was one of ours and he shot you down." The WSO's response was, "I thought we were on the same side sir!" To which the Admiral answered, "Normally we are."

After departing the tanker, the F-14 had indeed followed Vodka 51. The Tomcat was being flown by a young, Navy LTJG, tactical call sign "Smoke," a player in the exercise, whose task it was to defend the carrier. Apparently, this was going to be quite an attabo, quickly eliminating an adversary so early in the exercise it was his luck that day to see the RF-4 come on station and to be able to follow him into the exercise area after refueling. It was also his luck, or misfortune, that day to be flying with live ordinance for Fleet defense when he was re-tasked from that role to participate in the exercise.

The F-14 HUD video recorded his call to the carrier asking, within exercise rules, to

engage the RF-4. He was given clearance, within exercise rules, to shoot and destroy Vodka 51. On the video you can plainly hear the Navy fighter pilot call up his left missile. You can hear him say everything is good, announce he's firing the missile and a release cue is displayed. However, the left missile had a motor malfunction and didn't fire. You can hear the pilot is somewhat confused when no missile departed the rail. Next you hear on the HUD video as the Tomcat pilot called up his right missile and announce everything is good.

This time when the release cue is displayed you also see the F-14 is inside the Break X signal, that he's 2500 feet behind the RF-4 and the Air Force jet's Zweibrucken AB, Germany tail flash, ZR, can plainly be seen. Then a live AIM-9 flashes into the HUD field of view and makes its way to the RF-4 where it impacts in front of the tail section resulting in a huge explosion. While all this is going on, you can hear the RIO's profanity filled screams asking his pilot what has he done. Then starting a rescue effort the RIO transmits, "MAYDAY, MAYDAY MAYDAY, WE'VE JUST SHOT DOWN THE F-4 AT 060/05 FROM MOTHER, NO CHUTES, NO CHUTES, NO CHUTES."

A few interesting side notes.

- One of the ROE's of the exercise was that no participating aircraft were allowed to carry live missiles.
- The Navy LTJG, when asked later by the accident investigation board, said, yes, indeed, he intended to shoot a live missile. He was not court-martialed but put on non-flying duties and never flew again.
- This very same LTJG's father was an active Navy Vice Admiral who, when flying combat missions in Vietnam, accidentally shot down his wingman.
- The pilot of Vodka 51 has ever since been known as Squidbait. He's had numerous back surgeries as a result of the Martin-Baker ejection; the most recent, earlier this year, 2008.
- The accident board determined that Vodka 51 was very lucky to have almost full fuel tanks. Had those fuel tanks been mostly empty, filled with fuel vapors, the explosion would have been much more massive, ripping the RF-4 apart and almost certainly killing the crew.



## Approach in Tokyo during earthquake (Minimum fuel / Low fuel)

*Written by a Delta pilot on approach to Tokyo during earthquake*

I'm currently still in one piece, writing from my room in the Narita crew hotel. It's 8am. This is my inaugural trans-pacific trip as a brand new, recently checked out, international 767 Captain and it has been interesting, to say the least, so far. I've crossed the Atlantic three times so far so the ocean crossing procedures were familiar.

By the way, stunning scenery flying over the Aleutian Islands. Everything was going fine until 100 miles out from Tokyo and in the descent for arrival. The first indication of any trouble was that Japan air traffic control started putting everyone into holding patterns. At first we thought it was usual congestion on arrival. Then we got a company data link message advising about the earthquake, followed by another stating Narita airport was temporarily closed for inspection and expected to open shortly (the company is always so positive).

From our perspective things were obviously looking a little different. The Japanese controller's anxiety level seemed quite high and he said expect "indefinite" holding time. No one would commit to a time frame on that so I got my copilot and relief pilot busy looking at divert stations and our fuel situation, which, after an ocean crossing is typically low.

It wasn't long, maybe ten minutes, before the first pilots started requesting diversions to other airports. Air Canada, American, United, etc. all reporting minimal fuel situations. I still had enough fuel for 1.5 to 2.0 hours of holding. Needless to say, the diversions started complicating the situation.

Japan air traffic control then announced Narita was closed indefinitely due to damage. Planes immediately started requesting arrivals into Haneada, near Tokyo, a half dozen JAL and western planes got clearance in that direction but then ATC announced Haneada had just closed. Uh oh! Now instead of just holding, we all had to start looking at more distant alternatives like Osaka, or Nagoya.

One bad thing about a large airliner is that you can't just be-pop into any little airport. We generally need lots of runway. With more planes piling in from both east and west, all needing a place to land and several now fuel critical ATC was getting over-whelmed. In the

scramble, and without waiting for my fuel to get critical, I got my flight a clearance to head for Nagoya, fuel situation still okay. So far so good. A few minutes into heading that way, I was "ordered" by ATC to reverse course. Nagoya was saturated with traffic and unable to handle more planes (read- airport full). Ditto for Osaka.

With that statement, my situation went instantly from fuel okay, to fuel minimal considering we might have to divert a much farther distance. Multiply my situation by a dozen other aircraft all in the same boat, all making demands requests and threats to ATC for clearances somewhere. Air Canada and then someone else went to "emergency" fuel situation. Planes started to heading for air force bases. The nearest to Tokyo was Yokoda AFB. I threw my hat in the ring for that initially. The answer - Yokoda closed! no more space.

By now it was a three ring circus in the cockpit, my copilot on the radios, me flying and making decisions and the relief copilot buried in the air charts trying to figure out where to go that was within range while data link messages were flying back and forth between us and company dispatch in Atlanta. I picked Misawa AFB at the north end of Honshu island. We could get there with minimal fuel remaining. ATC was happy to get rid of us so we cleared out of the maelstrom of the Tokyo region. We heard ATC try to send planes toward Sendai, a small regional airport on the coast which was later the one I think that got flooded by a tsunami.

Atlanta dispatch then sent us a message asking if we could continue to Chitose airport on the Island of Hokkaido, north of Honshu. Other Delta planes were heading that way. More scrambling in the cockpit - check weather, check charts, check fuel, okay. We could still make it and not be going into a fuel critical situation ... if we had no other fuel delays. As we approached Misawa we got clearance to continue to Chitose. Critical decision thought process. Let's see - trying to help company - plane overflies perfectly good divert airport for one farther away...wonder how that will look in the safety report, if anything goes wrong.

Suddenly ATC comes up and gives us a vector to a fix well short of Chitose and tells us to standby for holding instructions. Nightmare

realized. Situation rapidly deteriorating. After initially holding near Tokyo, starting a divert to Nagoya, reversing course back to Tokyo then to re-diverting north toward Misawa, all that happy fuel reserve that I had was vaporizing fast. My subsequent conversation, paraphrased of course...., went something like this:

"Sapparo Control - Delta XX requesting immediate clearance direct to Chitose, minimum fuel, unable hold."

"Negative Ghost-Rider, the Pattern is full" <<< top gun quote <<<

"Sapparo Control - make that - Delta XX declaring emergency, low fuel, proceeding direct Chitose"

"Roger Delta XX, understood, you are cleared direct to Chitose, contact Chitose approach....etc...."

Enough was enough, I had decided to preempt actually running critically low on fuel while in another indefinite holding pattern, especially after bypassing Misawa, and played my last ace...declaring an emergency. The problem with that is now I have a bit of company paperwork to do but what the heck.

As it was - landed Chitose, safe, with at least 30 minutes of fuel remaining before reaching a "true" fuel emergency situation. That's always a good feeling, being safe. They taxied us off to some remote parking area where we shut down and watched a half dozen or more other airplanes come streaming in. In the end, Delta had two 747s, my 767 and another 767 and a 777 all on the ramp at Chitose. We saw two American airlines planes, a United and two Air Canada as well. Not to mention several extra Al Nippon and Japan Air Lines planes.

Post-script - 9 hours later, Japan air lines finally got around to getting a boarding ladder to the plane where we were able to get off and clear customs. -

that however, is another interesting story.

By the way - while writing this - I have felt four additional tremors that shook the hotel slightly - all in 45 minutes.

Cheers

## Quizz

**Nous n'avons pas reçu de réponse à ce quizz. N'y-a-t-il vraiment personne qui soit au courant ? Appel insistant aux anciens de la 42<sup>ème</sup> Esc.**

Cette photo de la 42<sup>ème</sup> Esc imprimée à la date du 10/12/1971 montre le ventre d'un BR présentant un curieux schéma de camouflage (?).

Qui peut expliquer la raison des coloris différents, le cadre dans lequel cette photo a été prise ainsi que l'auteur de la photo ?

**We hebben geen antwoord gekregen op deze quizvraag. Is er werkelijk niemand op de hoogte ? Nadrukkelijke oproep aan anciens van het 42<sup>ste</sup> Smd.**

Deze foto van het 42<sup>ste</sup> Smd werd afgedrukt op 10/12/1971 en toont de onderzijde van een BR met eigenaardige camouflagekleuren (?).

Wie kent de reden voor de verschillende kleuren, wie weet voor welke gelegenheid deze foto genomen werd en door wie ?

Luc MERCIER

[srt@mirage5.be](mailto:srt@mirage5.be)



## Pilots in the cockpit for a stamina-sapping 25-hour mission



<http://www.dailymail.co.uk/news/article-1368337/Libya-crisis-B2-stealth-bombers-25-hour-flight-Missouri-Tripoli.html#ixzz1HJINGmSh>

Six hero pilots return home safe and sound from a bombing mission to Libya which saw them in the cockpit for an incredible 25 hours. Three B-2 Spirit bombers, piloted by two men each, made it back after the 11,418-mile round trip from the Whiteman Air Force Base in Missouri - where they are kept in special hangars - to Libya, where they hit targets on forces loyal to Colonel Gaddafi and back again.

At \$2.1bn, they are the most expensive warplanes in the world and rarely leave their climate-controlled hangars. But when it does, the B-2 bomber makes a spectacularly effective start to a war - including during this weekend's aerial attack on Libya's air defences.

Read more :

<http://www.dailymail.co.uk/news/article-1368337/Libya-crisis-B2-stealth-bombers-25-hour-flight-Missouri-Tripoli.html#ixzz1HJINGmSh>



## Links

Breitling wingwalkers + Jet-man : <http://www.flixy.com/jet-man-formation-flight-breitling-wingwalkers.htm>

Soyuz landing : <http://cryptome.org/info/soyuz-tma18/soyuz-tma18.htm>

SABENA bruxelles-congo : <http://www.youtube.com/watch?v=NDaSYu4hyAU>

Le Musée National de L'AIR FORCE, un MUST ! Cliquer sur les points bleus de la carte... :

<http://www.nmusafvirtualtour.com/full/tour-pkg.html>

Voici la vidéo qui a été faite à la librairie à St Dizier :-): <http://www.territorialtv.fr/video.php?key=mbhpYhLUTp>

Lockheed Martin F-35: Lockheed Martin released a new video on YouTube (HD) with new footage of the tests performed by the 10 F-35, the three models (A, B, and C). In the video there are the tests performed at Naval Station Patuxent River, Maryland, Joint Reserve Base in Fort Worth, Texas, and Edwards Air Force Base, California. Of the 10 fighters test, seven are in flight and three are undergoing checks on the new system of generators. Great soundtrack and beautiful as ever :

[http://www.youtube.com/watch?v=XQyf2jeElyg&feature=player\\_embedded#at=174](http://www.youtube.com/watch?v=XQyf2jeElyg&feature=player_embedded#at=174)

Swiss FA - 18 super hornet vs MIG-29 dogfight : [http://www.youtube.com/watch?v=bKDjwcH3aHg&feature=player\\_embedded](http://www.youtube.com/watch?v=bKDjwcH3aHg&feature=player_embedded)

USN F/A-18s go to Germany to measure up one of America's best Fourth Generation warplane against the deadly Soviet front line MiG-29 flown by the Luftwaffe : <http://www.youtube.com/watch?v=i-nQIQ025M&feature=related>

Article SBAP sur le MIRSIP : <http://www.sbap.be/archivalia/mirsip/mirsip.htm>

Flying Zone - April 2011 is on line : [www.flyingzone.be](http://www.flyingzone.be)

Thanks to Guy CREKILLIE, Bernard CHÂTEAU, Eddy KELLENS, Luc MERCIER, Pros PAESSENS, Charles RIHON, Jan VINGERHOETS

Newsletter by Pierre CORNUT, Luc MERCIER and Jan VINGERHOETS

Communications, questions, comments, job description, internet links ? E-mail us to [srt@mirage5.be](mailto:srt@mirage5.be) or call 00-32-(0)4-370.19.87

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