

ZIPPER

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Dutch Starfighter Foundation

INTERNATIONAL F-104 SOCIETY



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Introduction

Hello all,

It has been quite some time that a ZIPPER magazine has been released. This issue is completely dedicated to the magnificent work by a small team at Volkel Air Base in the Netherlands with big plans to get a Dutch Starfighter back into the air again. Not only one but they are really serious about two flying Starfighters!!!

Read more about these plans inside this special ZIPPER edition and about the aircraft involved. And if you want to support their work, please do!!

We hope you enjoy this ZIPPER!!!!

Kind regards
Harry Prins (chairman)

From HVV to DSF

On November, 26th, 1984, the Royal Netherlands Air Force closed their F-104 Starfighter book when F-104G D-8258 was flown over to Ypenburg storage area together with TF-104G D-5803 and the D-8258 was parked along other F-104s, all withdrawn from use. It felt like a final page of this wonderful book, however at Volkel Air Base some people had a different opinion...

15 years ago, these people raised the idea to reincarnate one of the old Starfighters using their experience and enthusiasm. This could be done as part of the activities within the group "Historische Vliegtuigen Volkel" (HVV).

However to get more dedication to the Starfighter restoration goals (HVV main focus is restoring all types of aircraft, mainly for display purposes, gateguards etc.) it was decided to start a foundation. So in 2018 the Dutch Starfighter Foundation was born!!

The chairman was and still is the famous Hans van der Werf (74 years old). With 11 years F-104 flying experience of which 6 years official F-104 Starfighter demonstration pilot within the Royal Netherlands Air Force, he has a great personality to steer the Dutch Starfighter Foundation (DSF) with full energy and clear vision.

When asking Hans about the F-104 he stated: "The Lockheed F-104 Starfighter is a remarkable airplane. Still today but surely in 1952, when the famous Lockheed designer Clarence L. "Kelly" Johnson introduced the XF-104 prototype.

The aircraft was a revolutionary concept, a real landmark in the development of military aircraft. It was completely different than any other aircraft flying around and from the 60s the complete NATO was using this aircraft as their workhorse."



Hans van der Werf was official F-104 demonstration pilot for 6 years. Here it is seen flying D-8331 "sharky" during the open house at Twenthe Air Base on September 15th, 1979. (Photo: Walter van Bel)

How it all started...

One day, early 1996, some people within 312 squadron at Volkel Air Base would like to get their hands on an old F-104 Starfighter and to restore it and save it for the future. By that time there could be found 1 Starfighter at the airbase, being D-8063, which was used to train people in aircraft towing duties. Because the aircraft was standing outside for many years it was in a bad state.

The commander of 312 squadron heard that the F-104G D-8312 was stored at Woensdrecht Air Base and the identity of this aircraft was very much related to the "312" squadron that he immediately requested this aircraft being transferred to Volkel Air Base. On November 7th, 1996 the aircraft arrived with 312 squadron. It was assembled, cleaned and prepared for the 45th anniversary party.

Because of the huge amount of F-16s on the Air Base there was no room for the F-104G to be stored inside somewhere which was also needed for starting a complete restoration.



F-104G D-8312 is seen here on the 50th anniversary static show at Volkel Air Base, June 30th, 2000. It shows clearly how the weather outside has treated this aircraft for many years. (Photo : Int. F-104 Society)

Historische Vliegtuigen Volkel (HVV).

The story of the group "Historische Vliegtuigen Volkel" starts around 20 years ago. The vice Commander at Volkel by that time, Harry van Duren, believed that the airbase should have some proper gateguards. So he started a working group with a goal of having at least 3, but preferable 7 aircraft prepared to be placed along the main road ("Poortlaan") behind the gate.

By that time the airbase only had 1 gateguard, being the F-104G D-8279. However after many years outside that aircraft was in very sorry state.

So a small group of people started to recover two aircraft from the LETS (Air Force Technical School) at Schaarsbergen in 1999 being F-104G Starfighter D-8256 and a Republic F-84F Thunderstreak. Theo van den Boomen (52) added "Also a plan was born to save a cockpit of an old Starfighter to be displayed inside the small museum at the Air Base Volkel (Traditionroom)". Listening to this plan, former Commander Harry van Duren, surprised everybody by his statement: "Why are you not going to fly it?"....

Hans van der Werf was very positive about the idea but was disappointed to see that the candidate F-104 contained substantial corrosion. "You literally can hear these old aircraft corroding and that is the biggest issue" was his opinion...

In 2001 the 312 squadron received a hangar to restore their F-104G and so a plan was made to merge two teams (312 squadron F-104 team and the Tradition-room team) together making a new team "Starfighter Rescue Team" which had their own new joined hangar (H3).

Soon after a number of F-104s could be found inside the hangar being:

D-8063 : Stripped for spare-parts, planned to be scrapped.

D-8256 : Prepared to be cut to save front fuselage for Tradition room.

D-8279 : Cleaned, repainted and put on pole again later on.

D-8312 : Restored and planned to make operational again.



F-104G Starfighters D-8063, D-8312 and the fuselage of D-8256 are seen here inside the hangar H3 at Volkel. This photo was taken on November 30th, 2005 and shows clearly the amount of available space the team has to restore aircraft. (Photo : Roger Seroo)

Sadly the team discovered that F-104G D-8312 suffered substantial corrosion and other issues due to the fact that it had been parked outside for many years. The other aircraft on the Air Base, F-104G D-8063 and D-8256, were in an even worse state during years of being. The D-8063 was finally transported to Gilze Rijen in August 2010 in order to be scrapped.

Because the team got more work to do then working on F-104's the name was changed into "Historische Vliegtuigen Volkel" or HVV in short.

When everything looked bad for owning a proper Starfighter to be restored to operational status, somebody came up with the idea to have a look at F-104G Starfighter D-8114 which was used as instructional airframe at the Technical University of Delft. It should be in good condition because it was given to the University in 1984, just after it was withdrawn from use and had been replaced by an F-16. So it arrived at Soesterberg storage facility to be scrapped.

Theo van den Boomen commented: "At Soesterberg we were only allowed to take some parts out of their Starfighter if we really needed them. However we were astonished by the magnificent condition of this aircraft. It was so much better than our current owned F-104G D-8312!!". Then it became clear that it would be a real shame to scrap this D-8114. The team immediately requested an exchange plan and so the F-104G D-8312 became the candidate to be scrapped and the D-8114 was handed over to the delighted team at Volkel in 2012.



F-104G D-8114 is seen here at the Technic University of Delft where it has been used as instructional airframe for many years after its retirement (Photo: Delft, December 27th, 2003 by Roger Seroo)

The D-8312 was stripped for spare parts and transported to Oude Molen demolishing storage in August 2012.

After arrival at Volkel in April 2012, the team was not amused when they found out that at Soesterberg (Museum and storage department) the D-8114 had received some demilitarization measures (standard procedure) since that department got the aircraft from Delft in May 2008. Dramatically lots of cables of the electrical wiring in the aircraft had been cut before it was transported to Volkel Air Base.

According Theo van den Boomen the team has finished fixing all these cables but that took 3 years of dedicated work!

Aside fixing the cables the team also overhauled the F-104 from top to bottom in order to get it back to 100% condition level.

Sufficient spare parts are available to cover the coming years, all situated in the old "German" hangar (from WW2), the home base of the HVV team. All parts have been categorized, photographed and stored.

In between the team fulfilled another wish, having a cockpit displayed at the base museum (Tradition room). The heavily corroded D-8256 was chosen to be cannibalized and so the front fuselage + cockpit was cut off and now preserved.



On this photo it is clearly seen that the forward fuselage of D-8256 had been cut for future display purposes. In the back D-8114 which was new for the team. (Volkel July 25, 2012 by Mark Wassenaar)

Next to the Starfighter, the HVV team, including non-military volunteers, is fully occupied by restoring other aircraft for display duties like and F-16 jet.

To increase the priority and focus on the D-8114 activities the team initiated a business plan. This plan included not only preparation of the D-8114 but is heading even a step further:

- Bring D-8114 to 100% operational level including J-79 engine.
- Buy/obtain extra TF-104G for flying operations.
- Buy/obtain extra F-104G for instructional purposes.

It was clear that this business plan is not in line with the HVV overall aviation scope and this was the reason the team established an independent Foundation, also because commercial activities are needed to solve the financial needs. The Dutch Starfighter Foundation was born.

Chairman Hans van de Werf stated: "We are a Foundation without any relation with the Military organization. The budget will not be supplied by the Dutch Ministry of Defense, like for example it is the case in England with the Battle of Britain Memorial Flight. We need to arrange the budget ourselves.

Flyable F-104G

The D-8114, is a suitable aircraft. To assure it is flightworthy the aircraft needs to be disassembled, inspected, assembled and ground tested thoroughly according all valid regulations.

A flightworthy aircraft needs an engine and finding an engine is not easy.

When the team called for an engine via social media they were surprised by a message from the Canadian company S&S Turbine Ltd.

The company stated that they had a few J-79s in storage and a few of them were the F-104G standard J-79-GE11 engines. Also some of them were obtained from.... The Netherlands.... And the team could simply get one.

The engine could be considered for free (excluding transport) but the company had only one demand : The team should promote the company as much as possible as "sponsor".



During the negotiations with S&S the team found out that the engine was not supplied by the Dutch government with the official papers. These papers should still be in Holland. The team found out that probably during the move of the Dutch Air Force Command staff (CLSK) from their offices in The Hague to Breda, these papers must have been destroyed.

To get the engine suitable for the D-8114 project there was an option. The S&S company was willing to inspect and certify the engine for 35.000 Canadian dollars. Then to help the team a private person was willing to finance a big part of this certification (without interest). Now the Dutch team is the final owner of this engine which would be capable of running 400 flying hours before next overhaul.

First goal is to have the engine inside the aircraft early 2020 and to show the D-8114 with a running engine during the "Pilots Call" event at Volkel Air Base on May 28th 2020!!!

Not only a good engine but also a valid registered & approved ejection seat will be quite a challenge.

C-2 seats are not serviced anymore in the world and so the Norwegian CF-104D team as well as the Starfighters Inc. team have decided to replace C2 seats by Martin Baker seats which need proper modifications inside the aircraft.

Flyable TF-104G

During the Air Force open house in the summer of 2019, the Air Force Museum transported their stored and overhauled TF-104G D-5803 to Volkel Air Base as part of the static show. The team believed that this was a great opportunity to kidnap the aircraft and select this TF as their candidate future flightworthy two-seater. Sadly the team discovered that the aircraft had suffered a lot of corrosion damage during its storage time and also all cables and wiring had been cut (de-militarization process). So this was quite disappointing.



TF-104G D-5803 at the static show at the open house at Volkel in June 2019. (Photo : Ronald van der Valk)

The only suitable ex Royal Netherlands Air Force TF-104G at this point is found in the USA. At Bangor Maine, Stephen "Steve" Alex owns the TF-104G D-5810 which he has overhauled. The aircraft is now offered for sale because Steve has so many aircraft projects on his list forcing him to make decisions.

This TF-104G is now for sale for \$325.000 US dollars and it comes with a good (0 hours) J-79 engine and 1 set of extra wings.

The Foundation is now trying to get all the needed budget to obtain this aircraft and get it transported back to the Netherlands.

It is clear that a flightworthy TF-104G is very important as Foundation. Being a two-seater it gives the possibility to fly guests and sponsors and can be used for training duties.



TF-104G D-5810 is currently found in Bangor, Maine, USA. Here it is seen while arriving at Bangor by road transport on July 21st, 2013. (Photo : Steve Alex).

Getting a big sponsor might be possible but the team is not interested in sponsors demanding the aircraft being sprayed in the colors of their company and fully occupied with big commercial stickers. The main goal is to keep the aircraft authentic all the way.

Instructional F-104G

A possible candidate instructional F-104G is aircraft D-8259, currently found at the Aviation College at Hoofddorp, not far from Amsterdam, where it arrived in May 1995. At this moment there is not yet any news on the status of this possible transfer.

Future

Looking at the operational perspective Hans van der Werf reveals: “It is up to the Royal Netherlands Air Force what they want to do with the flightworthy F-104. Flying it would not be the biggest problem since in principle every official registered Air Force testpilot is allowed to fly it. Flying this aircraft is anyhow cheaper than flying an F-16 or F-35 and surely more tempting!! “.

“Technically speaking the aircraft is planned to be 100% operational. Everything is dependent on certifications and qualifications. Paperwork is becoming more and more crucial these days”.



F-104G D-8259 has been used for many years as instructional airframe and is still in a very good condition. Hopefully this aircraft will be owned by the team at Volkel in the near future. (Hoofddorp, September 2017 by Harry Koning)

A video showing the activities of the team can be found on the team website : [https://dutchstarfighterfoundation.nl/download/DSF HVV OB V3.mp4](https://dutchstarfighterfoundation.nl/download/DSF_HVV_OB_V3.mp4)

Help needed !!!!!

As already mentioned, the team has found an engine for the F-104 Starfighter. Thanks to Mr Robin Sipe, president of S&S Turbine Services Ltd. Of course the team is delighted with this new acquisition, at the same time this brings them to the next challenge: to use this engine, they need official papers/ certificates with it. To that end, the engine needs to be overhauled, after which the required certificate is issued.

For this the team is really looking for help : to get this J-79 engine overhauled, certified with papers and transported to the team in the Netherlands they need a budget of between C \$ 45.000 and C \$ 50.000. (In Euros: between € 30,000 and € 33,000).

That is why the Dutch Starfighter Foundation appeals to all their followers, fans, supporters and aviation enthusiasts to become a donor NOW or to make a nice donation to the foundation. If they collect the required budget in time, the engine will be ready to be installed early next year! The mission of the Dutch Starfighter Foundation is to support the group HVV at the restoration of an F-104G Starfighter to get it flightworthy and to acquire a TF-104G with the same purpose.



Three important people within the F-104 restoration team are Hans Ruijgrok (ex F-104 pilot with 311 squadron 1974-1979, Theo Rombout and Hans van der Werf (ex F-104 pilot with 312 squadron and demonstration pilot 1969-1980. (photo DSF)

To achieve this goal, they are looking for individuals, companies and organizations who want to help them financially as a donor. If you are particularly interested in aviation and military historical aviation, you can register as a donor.

You can already become a donor for an amount of € 3, - per month!

There are two attractive options for this:

Donor

You contribute at least € 36,- annually for a period of 3 to 5 years, or

Stardonor

You contribute at least € 104,- annually for a period of 3 to 5 years.

More information can be found on their website

<https://dutchstarfighterfoundation.nl/>

Organization

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Board Composition

- Chairman: Mr. Hans van der Werf
- Secretary: Mr. Ruud van der Horst
 - Treasurer: Mr. Theo Rombout
- Communications: Mr. Michael de Boer
- Member: Mr. Ferry Lotterman

Remuneration policy

The Foundation has no paid employees. All work is performed by volunteers, who receive no remuneration, salary or financial compensation for their work. They do, however, receive an expense allowance.

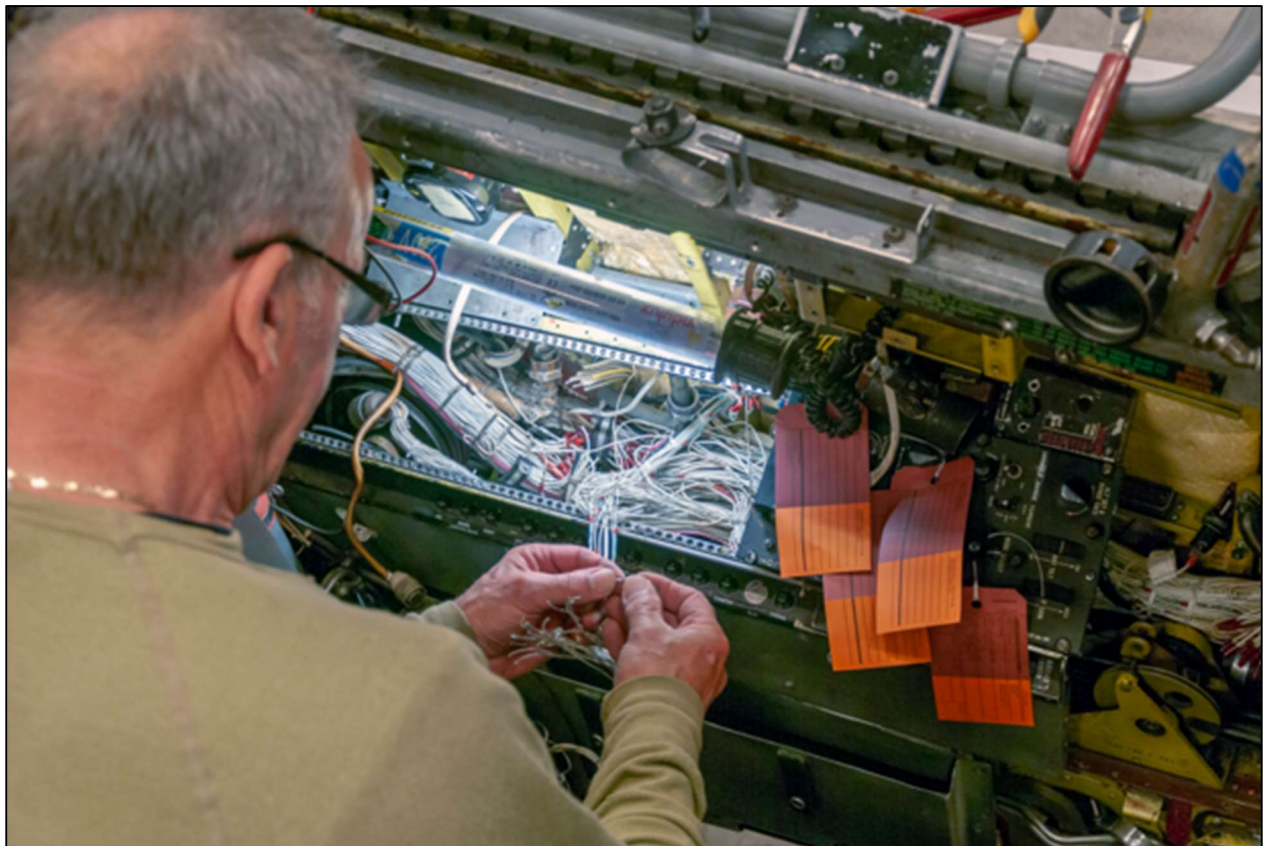
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The team is working hard to achieve all goals. Here a view examples where the landing gear is tested and also dedicated work on fixing the wiring within the cockpit area (Photo DSF).

The history of D-8114

The F-104G D-8114 has been manufactured by Fokker industries where it made its first flight coded "KG+214" on July 17th, 1963. After some test flights the aircraft received a light grey overall color scheme and serial D-8114. It was accepted by the Royal Netherlands Air Force on September 30th and finally delivered to Twenthe Air Base a few days later on October 2nd.

It was used at this Air Base by training unit TDM (The Dutch Masters) until March 1964 when the aircraft was selected as one of the Starfighters being delivered to the new established 323 squadron at Leeuwarden Air Base. Squadron badges were applied that month on both sides of the aircraft tail and around 2 o'clock in the afternoon of March 17th the aircraft was flown over, with a number of other Starfighters, to its new homebase.



It flew with this air-defense squadron until late 1967 and was involved in a few minor incidents of which no details are known sadly except the names of the pilots (April 9th, 1964 flown by Willem van Gastel, May 12th, 1964 flown by Jan Reffelrath, June 4th, 1964 flown again by Willem van Gastel, and finally May 2nd, 1967 flown by Henk de Vos). Then the aircraft moved to Volkel on loan to strengthen the conversion process of 311 squadron. During this loan period the aircraft suffered a minor accident with Jan Kusmic on February 6th, 1968. During the repair the aircraft also was modified from Air Defense (AWX) mode to Fighter Bomber (FB) mode and officially transferred to 311 squadron on February 12th.

It would be part of the 311 squadron for the next 14 years. In 1982, when 311 squadron became an operational F-16 squadron, the D-8114 was moved to sister squadron 312. That squadron flew this F-104 from September 7th, 1982 till its retirement on June 18th, 1984, the day it also was officially transferred to the Technical University at Delft becoming an instructional airframe.



D-8114 without marking while landing at Leeuwarden Air Base somewhere in the 70s. (Photo : Int. F-104 Society archive), taxiing without markings at Volkel Air Base around 1979 (by Mark Berbers) and finally with 311 squadron markings taxiing at Volkel on a rainy August 10th, 1982 (by Harry Prins).



D-8114 wearing 312 squadron markings, ready for take off at the parallel runway at Volkel Air Base. This was the final squadron this aircraft would serve before it was retired. (Volkel, 13 July 1983 by Harry Prins)

Finally some remarkable topics during the Volkel Air Base operational time:

- **6 April 1973** : It visited Gutersloh Air Base during a standard mission.
- **2 October 1973** : It encountered a small incident. Pilot Sijnja. No details.
- **24 July 1974** : Encountered, just as his colleague D-6670, problems with bomb dropping at the Vliehorse range. Both jettisoned tip tanks and made a successful emergency landing at Leeuwarden Air Base. Pilots Kuilder and Kaufmann.
- **October 1974** : Participation squadron exchange with ECTT2/30 at Reims, France
- **June 1978** : Participation squadron exchange with EC2/12 at Cambrai, France
- **19 December 1978** : Birdhit, emergency landing successful at Leeuwarden, aircraft repaired and left Leeuwarden 21 December.
- **May 1979** : Structural maintenance at Ypenburg (Fokker).
- **11 December 1980** : It visited Norvenich Air Base during a standard mission.
- **13 July 1982** : Participated in Priory Air Defense Exercise, Binbrook, UK.
- **May/June 1983** : Participation squadron exchange with EC2/5 at Orange, France
- **18 January 1984** : Flew final Target Towing mission at Leeuwarden Air Base.

Its final fate has been already revealed inside the chapter about the HVV team.

The Air Force transported the aircraft from the University Delft to Soesterberg Storage Department on May 27th, 2008. It was put in storage inside Hangar 7 until it was transported to Volkel on April 5th, 2012.



F-104G D-8114 wearing markings of 311 squadron flying over Holland together with its replacing F-16A of the same squadron, around 1982. Photo thanks to the Royal Netherlands Air Force.



This wonderful photo of F-104G D-8114 wearing again markings of 311 squadron, was taken by Theo van den Boomen, in front of their hangar at Volkel Air Base. Hopefully this Starfighter will get back a fine running J-79 engine early next year with the help of all the enthusiastic aviation minding people in Holland and other countries.

The history of D-5810

This two-seat Starfighter is the main candidate as planned future buy by the Dutch Starfighter Foundation. For that reason a short story about the life of this TF-104G.

The D-5810 was built by Lockheed, Burbank, USA and transported to Ypenburg for assembly on September 19th, 1963. This was also the official delivery date to the Royal Netherlands Air Force. After assembly it was flown to Twenthe Air Base on November 16th, 1963 and handed over to the training squadron TDM (The Dutch Masters) in a light grey color scheme. It served this squadron for many years until it was transferred to the Volkel Air Base initiated training squadron CAV (Conversie Afdeling Volkel) where it arrived on January 8th 1968. It stayed with this squadron until around mid-1984 when it was handed over to an intermediate squadron at Volkel Air Base named "UFO" (Uit Fasering Onderdeel). Here the older F-104 pilots, not transferring to the new F-16, were able to keep their currency on the F-104 and flying in general.

On November 26, 1984 the aircraft was flown to Ypenburg Air Base en withdrawn from use. After a short storage period it was selected by the Anthony Fokker Technical School in The Hague to serve as instructional airframe, where it arrived on June 11th, 1988. In May 1995 the school, including all their instructional aircraft moved to a new location in Hoofddorp, named lateron Nationaal Luchtvaart College. When in 1997 an F-16 was offered to the school, it was decided to have the D-5810 exchanged, so it was dismantled, starting in September 11th, 1997 and on November 28th the aircraft was transported to likely Woensdrecht Air Base (storage). In February 6th 1998 it was transported to Soesterberg Storage facility where the aircraft was stored inside the big storage hangar. (Depot 33 - H7).

Early 2010 the aircraft, among others, was offered for sale (internationally) or exchange. Mid 2010 it was bought, together with D-8244, by Michael Dorn, known as actor in the famous Star Wars movies.

On September 21st, 2010 both aircraft arrived at Everett Apt, USA and unloaded. A year later Michael decided to sell both aircraft, still in storage, and mid 2011 Barry Johnson became the new owner of both this D-5810 as well as D-8244. In June 2011 the aircraft were shipped to Denison in Texas where they were handed over to Wolf Aircraft LCC. This company was requested to start the activities on both aircraft to make the flightworthy. However in 2013 both aircraft were offered for sale and Stephen "Steve" Alex at Bangor in Maine bought the TF-104G together with a new engine and a set of spare wings. The aircraft arrived with Steve on July 21st, 2013 and he started immediately with the preparation of the aircraft.

On June 4th, 2014 the electrical systems ran and passed the tests. On November 15th, 2014 the fuel system was running fine and passed the tests. Then in April 2016 the J-79 engine run on a stand and showed to be healthy. January 16th, 2017 the speedbrakes passed the test, working flawlessly. In between Steve also repaired a small part of corrosion to make the aircraft corrosion free.

Then Steve was in a position having a lot of extra projects, including restorations of jets ordered by museums. These projects would need much effort and so he

needed to make choices. So with pain in his heart he decided to put the D-5810 for sale in the current state it is in with the extra wings and engine. This is the situation of today and let's all hope that one day this great TF-104G will be arriving at Volkel Air Base.

Finally a small overview of remarkable events regarding the operational life of this two-seater:

- **17 November 1964** : Emergency landing at Twenthe. No more details known.
- **28 January 1969** : Emergency landing at Leeuwarden due to broken windscreen.
- **11 July 1969** : During the landing the aircraft suffered a damaged hydraulic panel door. Damage was repaired and aircraft was available again on August 4th.
- **17 November 1971** : It visited Rimini Air Base during navigation mission.
- **May 1972** : Participated in the squadron exchange with ESC2/11 at Toul, France.
- **3 January 1974** : Received main overhaul at Ypenburg (Fokker), ready June 26th,
- **August/September 1975** : Participated in the squadron exchange at Binbrook, UK.
- **11 March 1976** : Emergency landing Leeuwarden due to electrical failure.
- **8 June 1977** : Received main overhaul + modifications at Ypenburg (Fokker), ready July 19th,
- **9 May 1978** : Received new paint at Ypenburg (Fokker), ready June 5th,
- **8 April 1981** : In flight this aircraft suddenly lost a panel mounted just behind the cockpit. It landed somewhere in a garden near a house in Neidermohr, Germany. The aircraft was repaired soon. Inside pilot Kapt W Glaser (311sq) and passenger Maj B Moran. The aircraft took off from Ramstein earlier that day and during a turn, avoiding rain showers, the pilot had experienced a small bump but did not take any notice of that. At Volkel (after arrival) the groundcrew detected that 60% of the electric compartment door was missing and also some damage was seen inside the E- compartment. Investigation showed that the door had been closed but not secured.
- **21 November 1984** : Participation in the Royal Netherlands Air Force last F-104 formation flight, flown by Peer Dekkers and Johan van de Heuvel.



Hopefully we will see this again in the near future, TF-104G D-5810 flying around over Holland. Here it is seen landing at Volkel, 37 years ago, on August 10th, 1982 (Harry Prins)