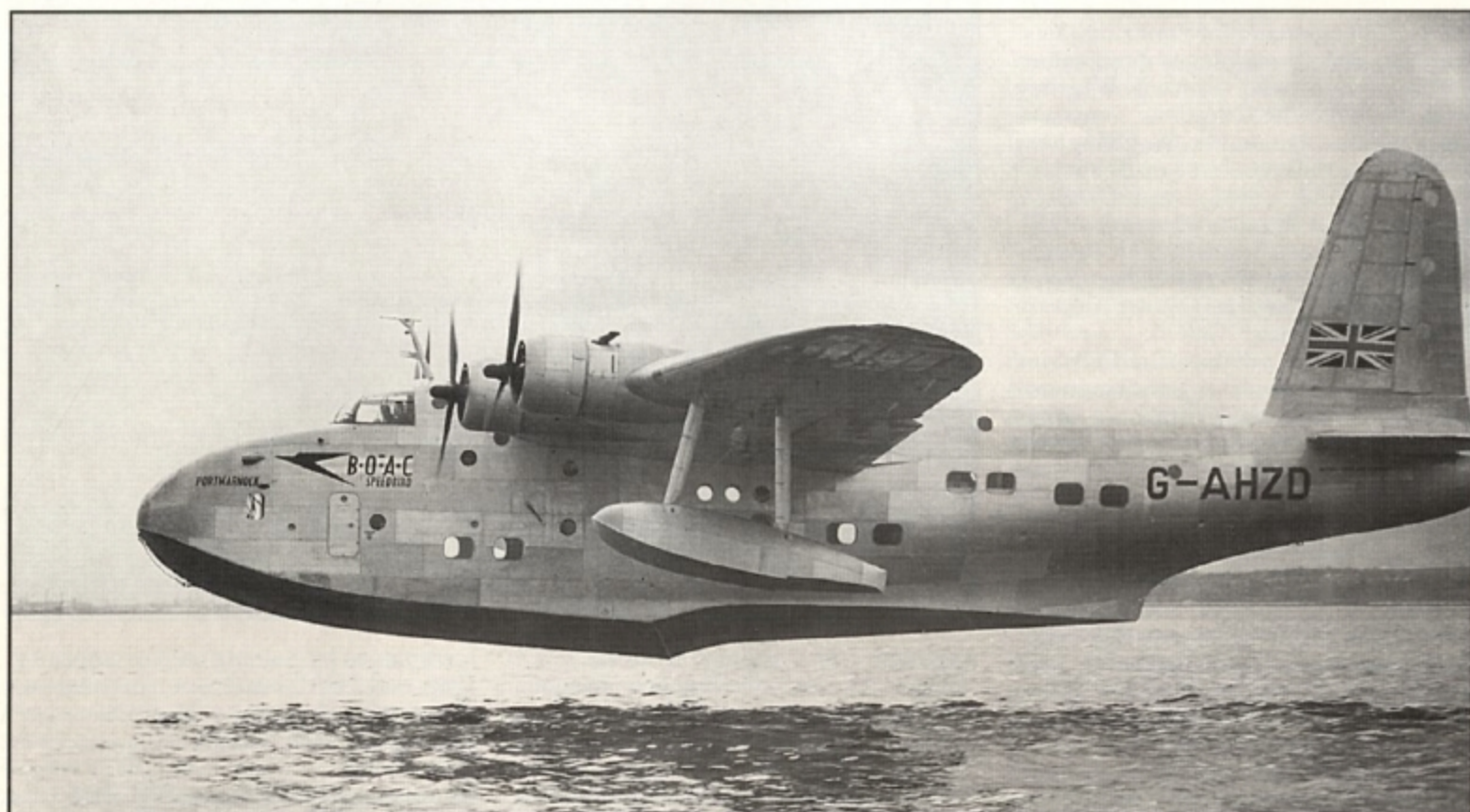




Keith Woodcock



POST-WAR PROPLINERS



I mentioned last month that BOAC's Sunderland III G-AGKX was modified to become the sole Sandringham 1, with Pegasus engines. It was still basically a Sunderland but with modified and improved interior accommodation and faired nose and tailcone. It was launched on to the Medway at Rochester late in November 1945 as ML788 OQZF, received its C of A in January 1946 and was redelivered to BOAC that June as G-AGKX *Himalaya*.

Three undated Shorts brochures in my possession cover three Sandringham versions on offer — 21-seat type with Bristol Pegasus 38s and de Havilland Hydromatic propellers, 56,000lb all-up weight, 4,410lb payload and 1,790 nautical miles range at 152kt; 21-seat ver-

sion with Pratt & Whitney Twin Wasps and Hamilton propellers, 60,000lb all-up weight, 5,916lb payload and 2,110 nautical miles range at 152kt; and 45-seat version with Pegasus 38s, 56,000lb all-up weight, 9,450lb payload and 1,290 nautical miles range at 151kt. The Pegasus-engined models are quoted as having a maximum level speed of 185kt and the Pratt & Whitney powered 'boats as 208kt.

As far as I can discover only the Sandringham 1 had Pegasus engines. The type was built in seven versions as:

Sandringham 1: BOAC's first with accommodation for 24 day or 16 night passengers, with dining saloon and cocktail bar on the rear upper deck.

Sandringham 2: 45-passenger ver-

sion for Dodero with upper-deck bar (three built).

Sandringham 3: 21-passenger type for Dodero with upper-deck dining saloon and galley (two built).

Sandringham 4: 30-passenger version for Tasman Empire Airways with upper-deck pantry (four built).

Sandringham 5: BOAC's Plymouth class for 22 day or 16 night passengers and lower-deck pantry (nine built plus one burned out during conversion).

Sandringham 6: 37-passenger version for DNL-Norwegian Air Lines with lower-deck pantry (five built).

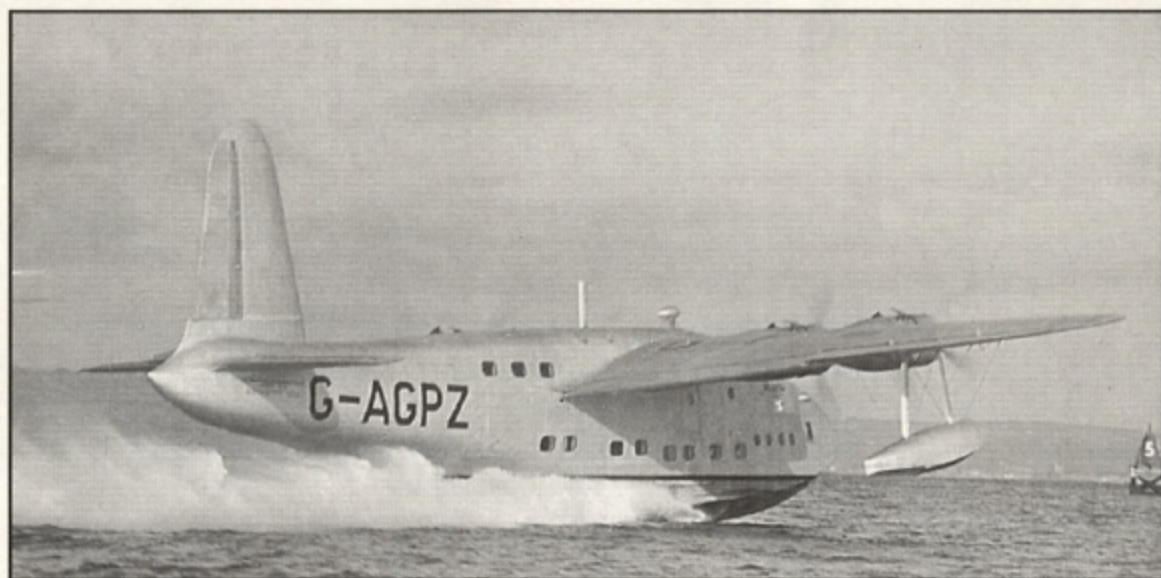
Sandringham 7: 30-passenger Bermuda class for BOAC (three built).

Although the Sunderlands gave BOAC good service, the corporation was

Heading photograph, BOAC's Sandringham 5 G-AHZD Portmarnock poised to alight in October 1949.

Right, Dodero was the first customer for the Sandringham. G-AGPZ, later LV-AAO, was the first Short & Harland conversion. Here it is taking off from Belfast Lough.

KEITH WOODCOCK's painting shows DNL's Short Sandringham 6 LN-IAU Bamse Brakar.



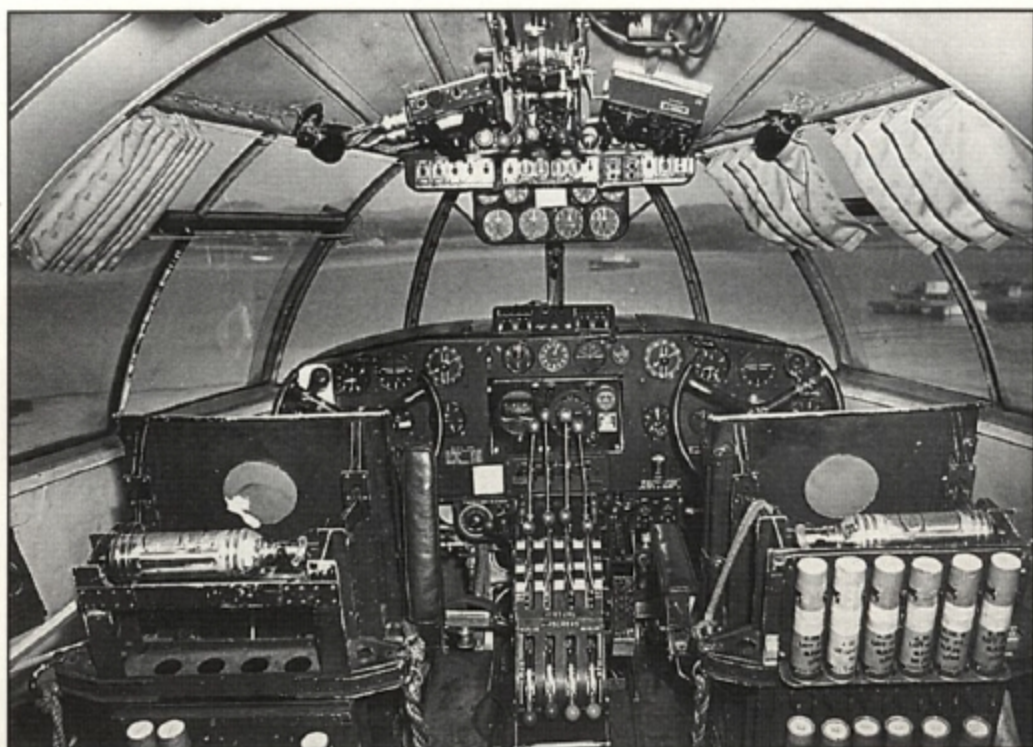
Right, the flight deck of a Short Sandringham.

not the first customer for Sandringhams. The first order was placed for Dodero for four 'boats with Pratt & Whitney Twin Wasp R-1830-92 engines. Two were Sandringham 2s and two Sandringham 3s. The first was launched at Belfast on November 17, 1945, as G-AGPZ *Argentina* and the second was G-AGPT *Uruguay*. The two Sandringham 3s were G-AGPY *Brazil* and G-AGTZ *Inglaterra* — in service they were respectively LV-AAO, 'P, 'R and 'Q.

Here I will only relate the histories of the South American Sandringhams and follow with brief details of other Sandringham operations, the entire Sandringham production being covered in the table on page 57.

The four Dodero 'boats all passed to ALFA, a Dodero subsidiary, and operated local services. A Short Brothers and Short & Harland leaflet stated "Short Sandringhams operating regularly between South America and England. 7,400 miles (statute) Buenos Aires—Montevideo—Rio de Janeiro—Natal—Bathurst—Lisbon—Poole." This was Dodero's intention but I can find no evidence that such a service was ever operated.

A third Sandringham 2, LV-ACT, was ordered by Dodero and operated by ALFA; all but LV-AAP passed to Aerolineas Argentinas, it having crashed in fog at Buenos Aires on July 29, 1948, with 18 fatalities. LV-AAR sank after a forced alighting at Buenos Aires on December 31, 1957, with nine occupants being drowned. Aerolineas Argentinas ceased flying-boat operations in 1962 but the survivors, including LV-AHM *Almirante Zar* acquired from SAS, saw some service as freighters with Co-operativa Argentina de Aeronavegantes, LV-AAO having been



renamed *Rio Aguilera* and LV-AAR *Formosa*, the latter having been beached and repaired after its 1957 accident.

The second customer for Sandringhams was Tasman Empire Airways (TEAL) which ordered four Sandringham 4s. The first, ZK-AMB *Tasman*, was delivered on July 17, 1946, and the other three during 1946 and 1947. They were used on the trans-Tasman services but suffered engine cooling problems and were withdrawn from February 23, 1948, until mid-June. They began to

be replaced by Solents on November 14, 1949, and TEAL's last Sandringham service, from Sydney to Auckland, was operated by ZK-AME on December 19, 1949. Two of them, ZK-AMB and 'D, went to Qantas as VH-EBW and VH-EBX, the latter passing to Ansett Flying Boat Services as VH-BRE; ZK-AME also went to Ansett, as VH-BRD.

BOAC acquired nine Sandringham 5s in 1947 and operated them as the Plymouth class, supplementing them with three Bermuda-class Sandringham

Right, DNL's Sandringham 6 *Bukken Bruse*. The ASV radar may be seen beneath the starboard wingtip. Below, TEAL's Sandringham 4 *Australia*.





Left, part of a Sandringham's passenger accommodation — almost certainly the upper deck of a Dodero 'boat.

7s in 1948. The Plymouths went into operation on May 2, 1947, flying weekly Poole—Bahrain and Bahrain—Karachi services and on June 23 began a weekly Poole—Hong Kong service to supplement the Hythe-class Sunderlands.

On March 19, 1948, G-AJMZ inaugurated the extension from Hong Kong to Iwakuni in Japan and the 10,625-mile journey from Poole was scheduled to take seven days. On April 7 the Plymouths opened a Singapore—Hong Kong service. The Iwakuni route was extended to Tokyo on November 20 and a short-lived Hong Kong—Shanghai operation began on December 30.

Plymouths were replaced by Solents on the Southampton—Karachi services on May 26, 1949, and on August 26–28 Plymouths were withdrawn from the Far East routes.

G-AHZZB was lost in an accident at Bahrain on August 22, 1947, and the others were put up for sale. In April 1950 deposits had been paid on the 11 'boats but only three were sold at that period — to Qantas. Later one of the Bermuda class went to Sir Gordon

Taylor and two went to CAUSA.

The only other customer for new Sandringhams was DNL-Norwegian Air Lines which ordered three Sandringham 6s to operate the Oslo—Trondheim—Bodø—Harstad—Tromsø route into the Arctic. These were extensively equipped for the difficult terrain and weather conditions and retained the Sunderland V's ASV.6c radar but even this did not ensure safety and three were lost in accidents including flying into high ground. Two further 'boats were acquired as replacements. LN-IAV was lost at Tjelesund on August 28, 1947; LN-IAW at Hommelvik near Trondheim on October 2, 1948; and LN-IAU near Harstad on May 15, 1950. The two remaining 'boats passed to SAS. One of them, LN-LAI, was chartered to France-Hydro and sank at Bangui and the other, LN-LMK (the last Sandringham conversion) went to Aerolineas Argentinas as LV-AHM.

In Australia Qantas operated five, two ex-TEAL Sandringham 4s and three ex-BOAC Sandringham 5s. They were introduced on Sydney—Noumea—Fiji

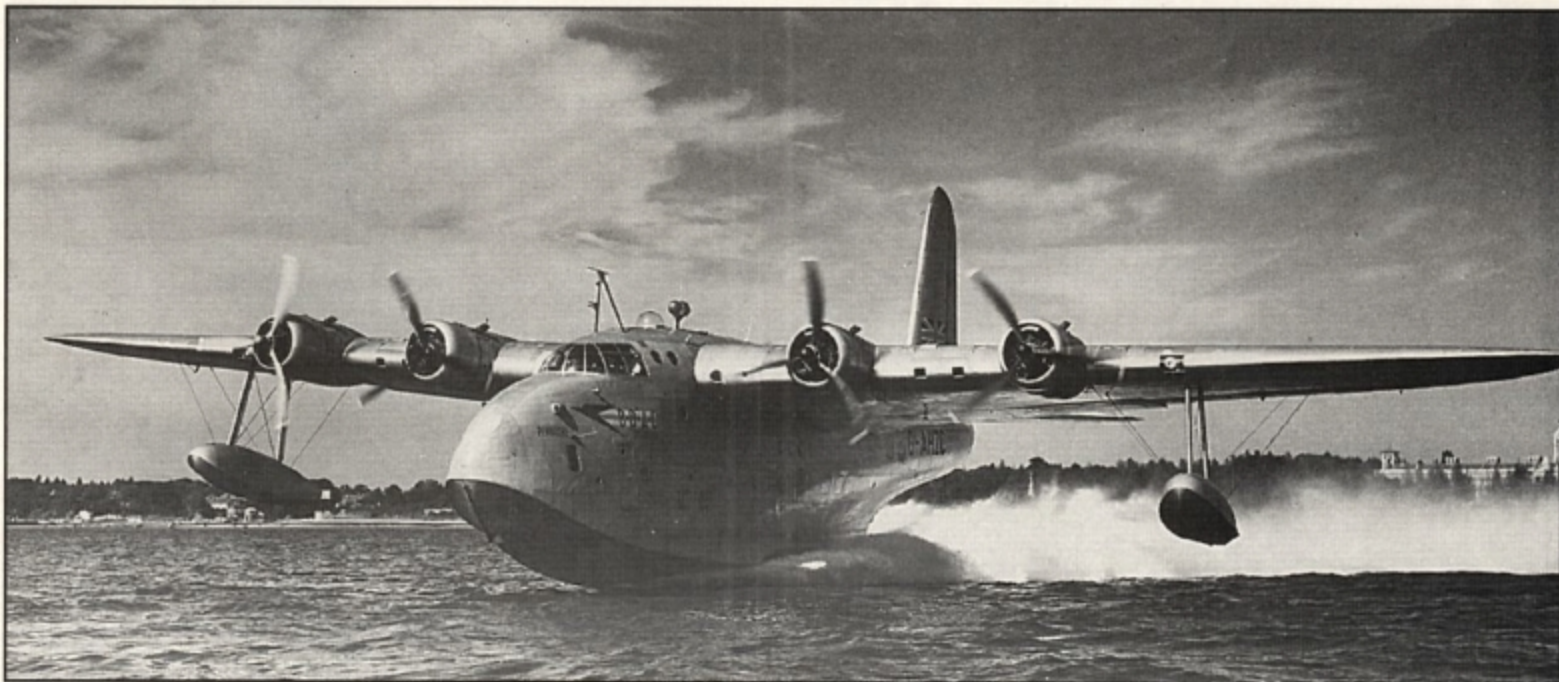
(Suva) services on May 2, 1950, and the last operation took place in June 1955. On June 1 VH-EBV left its Rose Bay base at Sydney for the round trip to Noumea, Vila, Espiritu Santo and Suva, arriving back at Sydney on June 4.

In August 1953 Ansett took over the Sydney—Lord Howe Island route previously worked by Trans Oceanic Airways and Ansett Flying Boat Services used three 43-seat Sandringhams on the route, VH-BRC *Beachcomber* (formerly TEAL's ZK-AMH), VH-BRD (TEAL's ZK-AME) and VH-BRE *Pacific Chieftain* (ex-ZK-AMD and VH-EBX). VH-BRD was written off at Brisbane. At some time VH-BRC and VH-BRD were owned by Barrier Reef Airways which would account for their registrations and VH-BRC was named *Coral Clipper*.

VH-BRE was wrecked by a cyclone while on the lagoon at Lord Howe Island in July 1963. To replace this last loss the previously-mentioned RNZAF Sunderland NZ4108 was flown to Rose Bay and converted to near-Sandringham standard as VH-BRF *Islander* with accommodation for 43 passengers. When Ansett withdrew the flying-boats in 1974 they both went to Antilles Air Boats in the Virgin Islands. VH-BRC became VP-LVE *Excalibur* and VH-BRF was re-registered VP-LVF and named *Excalibur III*. Both flying-boats have survived, VH-BRC in the Hall of Aviation at Southampton while the near-Sandringham, G-BJHS, is the only airworthy Sunderland. It has recently been sold in the USA.

As earlier mentioned Capt Sir Gordon Taylor acquired BOAC's G-AKCO for Pacific tours as VH-APG. It then went to RAI (Réseau Aérien Interinsulaire) in Tahiti as F-OBIP, flying up to 1966, and is now a Musée de l'Air exhibit at

Below, BOAC's Sandringham 5 G-AHZZC Pembroke taking off from Southampton Water in 1947.





Above, TEAL's Sandringham 4 Tasman. Right, the Bermuda-class Sandringham 7 G-AKCO after being prepared for Capt Sir Gordon Taylor's Pacific cruises.

Le Bourget. The two other BOAC Bermuda-class 'boats G-AKCP and G-AKCR, went to Uruguay for CAUSA's River Plate services and became CX-ANI and CX-ANA.

To conclude I give brief details of my personal experience of the big Short flying-boats. I did fly in four RAF Sunderlands on NATO exercises and flew round the Isle of Wight in BOAC's Hythe G-AGIA — all enjoyable experiences, but some of the most enjoyable flights were in Sandringhams.

In May 1949 my wife and I had the good fortune to fly on DNL's LN-IAU from Oslo to Tromsø and back. We left from Fornebu's seaplane station and went via Hommelvik, a delightful spot near Trondheim, crossed the Arctic Circle on the way to Bodø and made a call at Harstad before passing the upturned hull of the *Tirpitz* and alight-

Right, the Qantas Sandringham 4 VH-EBX had been TEAL's ZK-AMB. Below, an evocative view of BOAC's Short Sandringham 5 G-AHZD Portmarnock, taken in October 1949.

Short Sunderland and Sandringham data

	Sunderland III	Sandringham 5
Dimensions		
Span	112ft 9in	112ft 9in
Length	85ft 4in	86ft 3in
Wing area	1,487ft ²	1,487ft ²
Weights		
Empty	33,000lb	39,500lb
Loaded	58,000lb	60,000lb
Performance		
Maximum speed	205 m.p.h.	204 m.p.h.
Cruising speed	165 m.p.h.	176 m.p.h.
Ceiling	16,000ft	17,900ft
Range	2,350 miles	2,450 miles



ing off Tromsø. The flight was over and among spectacular scenery we saw something of the weather and terrain problems posed by the route. The outward journey involved 4hr 39min flying and the southbound 5hr 17min. I well remember the watertight doors between the cabins being shut for each take-off.

Then in November 1959 I had the pleasure of flying from Rose Bay to Lord Howe Island and back in Ansett's VH-BRC. At Lord Howe the water in the lagoon is such bright green that it made the whole Sandringham look green. On the return trip we flew into the sunset — appropriately — and alighted on Sydney Harbour at last light. The outward flight took 3hr 21min at 8,000ft with 3hr 3min airborne, and the return flight took 3hr 1min with 2hr 46min airborne.

Little did I know that that November 10 was to see my last flight in a large flying-boat, after just under 50hr in Sunderlands and Sandringhams plus some in Empire boats and Solents. I am sorry for people who have never experienced the pleasure of take-offs and alightings in them — that was something very special.

Sandringhams converted from Sunderlands at Belfast

SH.1C	Mk 2	DV964	G-AGPZ	Dodero Argentina LV-AAO, ALFA, AA
SH.2C	Mk 2	DD834	G-AGPT	Dodero Uruguay LV-AAP, ALFA
SH.3C	Mk 3	DD841	G-AGPY	Dodero Brazil LV-AAR, ALFA, AA
SH.4C	Mk 3	EJ170	G-AGTZ	Dodero Inglaterra LV-AAQ, ALFA, AA
SH.30C	Mk 4	ML761	ZK-AMB	TEAL Tasman, Qantas VH-EBW
SH.31C	Mk 5	ML838	G-AHYH	BOAC Portsmouth
SH.32C	Mk 4	NJ255	ZK-AMD	TEAL Australia, Qantas VH-EBX, Ansett VH-BRE Pacific Chieftain
SH.33C	Mk 4	NJ179	ZK-AME	TEAL New Zealand, Ansett VH-BRD
SH.34C	Mk 5	ML783	G-AHZA	BOAC Penzance
SH.35C	Mk 5	ML784	G-AHYZ	Burned out under conversion
SH.36C	Mk 5	ML818	G-AHZE	BOAC Portsea
SH.37C	Mk 5	ML828	G-AHZG	BOAC Pevensey, Qantas VH-EBZ Pacific Explorer
SH.38C	Mk 5	NJ171	G-AHZZ	BOAC Portland, crashed Bahrain 22/8/47
SH.39C	Mk 5	NJ253	G-AHZZ	BOAC Pembroke
SH.40C	Mk 5	NJ257	G-AHZD	BOAC Portmarnock, Qantas VH-EBV Pacific Warrior
SH.41C	Mk 5	NJ188	G-AHZZ	BOAC Poole, Qantas VH-EBY Pacific Voyager
SH.43C	Mk 2	ML843	G-AHRE	Dodero Paraguay LV-ACT, ALFA, AA
SH.48C	Mk 6	ML809	LN-IAV	DNL Kvibjørn
SH.51C	Mk 6	ML807	LN-IAU	DNL Bamse Brakar
SH.52C	Mk 6	JM720	LN-IAW	DNL Bukken Bruse
SH.53C	Mk 3	LV-AAQ	SH.4C refit	
SH.54C	Mk 3	LV-AAR	SH.3C refit	
SH.55C	Mk 4	JM715	ZK-AMH	TEAL Auckland, Ansett VH-BRC Beachcomber
SH.56C	Mk 5	JM681	G-AJMZ	BOAC Perth
SH.57C	Mk 7	JM719	G-AKCO	BOAC St George, Sir Gordon Taylor VH-APG, RAI F-OBIP
SH.58C	Mk 7	EJ172	G-AKCP	BOAC St David, CAUSA CX-ANI
SH.59C	Mk 7	ML840	G-AKCR	BOAC St Andrew, CAUSA CX-ANA
SH.62C	Mk 6	W4037	LN-LAI	DNL Jutulen, SAS charter to France-Hydro
SH.71C	Mk 6	JM714	LN-LMK	DNL Polarbjørn, AA LV-AHM Almirante Zar

ALFA = Aviación del Litoral Fluvial Argentina
AA = Aerolíneas Argentinas
DNL = Det Norske Luftfartsselskap

RAI = Réseau Aérien Interinsulaire
TEAL = Tasman Empire Airways

Don't miss
next month's

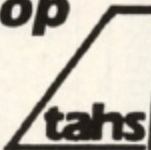
AEROPLANE

MONTHLY

— May issue
on sale April 21:
see page 35 for details

The Aviation Hobby Shop

Dept AP1, 4 Horton Parade, Horton Road
West Drayton, Middlesex UB7 8EA
Tel: West Drayton (0895) 442123
Fax: West Drayton (0895) 421412



WE ACCEPT BARCLAYCARD/ACCESS/DINERS/
AMERICAN EXPRESS

TELEPHONE ORDERS WELCOME

ALL MAIL ORDER WITHIN THE UK SENT POST FREE

Can't get in to the shop? Give us a call on our 24 hour answering service to place your order and to receive a FREE COPY of our catalogue.

JET AIRLINER PRODUCTION LIST

Produced and published by TAHS - The Aviation Hobby Shop, this fully updated and revised second edition of this publication is now available. Full production and service histories of EVERY WESTERN-BUILT JET AIRLINER which has entered service since the new dawn of the Comet 1.

Each aircraft is listed by manufacturer and type in construction number sequence. Each individual entry then lists line number (where known), sub-type and first flight date where known. The entry then goes on to list every known registration carried by the aircraft, owners and delivery or purchase dates, lease dates, crash or withdrawn from service dates and any other relevant information regarding the aircraft.

The FULLY COMPREHENSIVE LIST of aircraft includes: AIRBUS INDUSTRIE A300; AIRBUS INDUSTRIE A310; AIRBUS INDUSTRIE A320; AIRBUS INDUSTRIE A330; A340; BOEING 707/720; BOEING 727; BOEING 737; BOEING 747; BOEING B757; BOEING B767; BRITISH AEROSPACE BAe 146; BRITISH AIRCRAFT CORPORATION BAC 1-11; BRITISH AIRCRAFT CORPORATION AEROSPACIAL Concorde; CONVAIR 440; CONVAIR 580; DASSAULT Mercure; DE HAVILLAND Comet; DOUGLAS DC-8; DOUGLAS DC-9; DOUGLAS DC-10; FOKKER F-27; FOKKER F-28; FOKKER F-29; FOKKER F-50; FOKKER F-55; FOKKER F-56; FOKKER F-57; FOKKER F-58; FOKKER F-59; FOKKER F-60; FOKKER F-61; FOKKER F-62; FOKKER F-63; FOKKER F-64; FOKKER F-65; FOKKER F-66; FOKKER F-67; FOKKER F-68; FOKKER F-69; FOKKER F-70; FOKKER F-71; FOKKER F-72; FOKKER F-73; FOKKER F-74; FOKKER F-75; FOKKER F-76; FOKKER F-77; FOKKER F-78; FOKKER F-79; FOKKER F-80; FOKKER F-81; FOKKER F-82; FOKKER F-83; FOKKER F-84; FOKKER F-85; FOKKER F-86; FOKKER F-87; FOKKER F-88; FOKKER F-89; FOKKER F-90; FOKKER F-91; FOKKER F-92; FOKKER F-93; FOKKER F-94; FOKKER F-95; FOKKER F-96; FOKKER F-97; FOKKER F-98; FOKKER F-99; FOKKER F-100; FOKKER F-101; FOKKER F-102; FOKKER F-103; FOKKER F-104; FOKKER F-105; FOKKER F-106; FOKKER F-107; FOKKER F-108; FOKKER F-109; FOKKER F-110; FOKKER F-111; FOKKER F-112; FOKKER F-113; FOKKER F-114; FOKKER F-115; FOKKER F-116; FOKKER F-117; FOKKER F-118; FOKKER F-119; FOKKER F-120; FOKKER F-121; FOKKER F-122; FOKKER F-123; FOKKER F-124; FOKKER F-125; FOKKER F-126; FOKKER F-127; FOKKER F-128; FOKKER F-129; FOKKER F-130; FOKKER F-131; FOKKER F-132; FOKKER F-133; FOKKER F-134; FOKKER F-135; FOKKER F-136; FOKKER F-137; FOKKER F-138; FOKKER F-139; FOKKER F-140; FOKKER F-141; FOKKER F-142; FOKKER F-143; FOKKER F-144; FOKKER F-145; FOKKER F-146; FOKKER F-147; FOKKER F-148; FOKKER F-149; FOKKER F-150; FOKKER F-151; FOKKER F-152; FOKKER F-153; FOKKER F-154; FOKKER F-155; FOKKER F-156; FOKKER F-157; FOKKER F-158; FOKKER F-159; FOKKER F-160; FOKKER F-161; FOKKER F-162; FOKKER F-163; FOKKER F-164; FOKKER F-165; FOKKER F-166; FOKKER F-167; FOKKER F-168; FOKKER F-169; FOKKER F-170; FOKKER F-171; FOKKER F-172; FOKKER F-173; FOKKER F-174; FOKKER F-175; FOKKER F-176; FOKKER F-177; FOKKER F-178; FOKKER F-179; FOKKER F-180; FOKKER F-181; FOKKER F-182; FOKKER F-183; FOKKER F-184; FOKKER F-185; FOKKER F-186; FOKKER F-187; FOKKER F-188; FOKKER F-189; FOKKER F-190; FOKKER F-191; FOKKER F-192; FOKKER F-193; FOKKER F-194; FOKKER F-195; FOKKER F-196; FOKKER F-197; FOKKER F-198; FOKKER F-199; FOKKER F-200; FOKKER F-201; FOKKER F-202; FOKKER F-203; FOKKER F-204; FOKKER F-205; FOKKER F-206; FOKKER F-207; FOKKER F-208; FOKKER F-209; FOKKER F-210; FOKKER F-211; FOKKER F-212; FOKKER F-213; FOKKER F-214; FOKKER F-215; FOKKER F-216; FOKKER F-217; FOKKER F-218; FOKKER F-219; FOKKER F-220; FOKKER F-221; FOKKER F-222; FOKKER F-223; FOKKER F-224; FOKKER F-225; FOKKER F-226; FOKKER F-227; FOKKER F-228; FOKKER F-229; FOKKER F-230; FOKKER F-231; FOKKER F-232; FOKKER F-233; FOKKER F-234; FOKKER F-235; FOKKER F-236; FOKKER F-237; FOKKER F-238; FOKKER F-239; FOKKER F-240; FOKKER F-241; FOKKER F-242; FOKKER F-243; FOKKER F-244; FOKKER F-245; FOKKER F-246; FOKKER F-247; FOKKER F-248; FOKKER F-249; FOKKER F-250; FOKKER F-251; FOKKER F-252; FOKKER F-253; FOKKER F-254; FOKKER F-255; FOKKER F-256; FOKKER F-257; FOKKER F-258; FOKKER F-259; FOKKER F-260; FOKKER F-261; FOKKER F-262; FOKKER F-263; FOKKER F-264; FOKKER F-265; FOKKER F-266; FOKKER F-267; FOKKER F-268; FOKKER F-269; FOKKER F-270; FOKKER F-271; FOKKER F-272; FOKKER F-273; FOKKER F-274; FOKKER F-275; FOKKER F-276; FOKKER F-277; FOKKER F-278; FOKKER F-279; FOKKER F-280; FOKKER F-281; FOKKER F-282; FOKKER F-283; FOKKER F-284; FOKKER F-285; FOKKER F-286; FOKKER F-287; FOKKER F-288; FOKKER F-289; FOKKER F-290; FOKKER F-291; FOKKER F-292; FOKKER F-293; FOKKER F-294; FOKKER F-295; FOKKER F-296; FOKKER F-297; FOKKER F-298; FOKKER F-299; FOKKER F-300; FOKKER F-301; FOKKER F-302; FOKKER F-303; FOKKER F-304; FOKKER F-305; FOKKER F-306; FOKKER F-307; FOKKER F-308; FOKKER F-309; FOKKER F-310; FOKKER F-311; FOKKER F-312; FOKKER F-313; FOKKER F-314; FOKKER F-315; FOKKER F-316; FOKKER F-317; FOKKER F-318; FOKKER F-319; FOKKER F-320; FOKKER F-321; FOKKER F-322; FOKKER F-323; FOKKER F-324; FOKKER F-325; FOKKER F-326; FOKKER F-327; FOKKER F-328; FOKKER F-329; FOKKER F-330; FOKKER F-331; FOKKER F-332; FOKKER F-333; FOKKER F-334; FOKKER F-335; FOKKER F-336; FOKKER F-337; FOKKER F-338; FOKKER F-339; FOKKER F-340; FOKKER F-341; FOKKER F-342; FOKKER F-343; FOKKER F-344; FOKKER F-345; FOKKER F-346; FOKKER F-347; FOKKER F-348; FOKKER F-349; FOKKER F-350; FOKKER F-351; FOKKER F-352; FOKKER F-353; FOKKER F-354; FOKKER F-355; FOKKER F-356; FOKKER F-357; FOKKER F-358; FOKKER F-359; FOKKER F-360; FOKKER F-361; FOKKER F-362; FOKKER F-363; FOKKER F-364; FOKKER F-365; FOKKER F-366; FOKKER F-367; FOKKER F-368; FOKKER F-369; FOKKER F-370; FOKKER F-371; FOKKER F-372; FOKKER F-373; FOKKER F-374; FOKKER F-375; FOKKER F-376; FOKKER F-377; FOKKER F-378; FOKKER F-379; FOKKER F-380; FOKKER F-381; FOKKER F-382; FOKKER F-383; FOKKER F-384; FOKKER F-385; FOKKER F-386; FOKKER F-387; FOKKER F-388; FOKKER F-389; FOKKER F-390; FOKKER F-391; FOKKER F-392; FOKKER F-393; FOKKER F-394; FOKKER F-395; FOKKER F-396; FOKKER F-397; FOKKER F-398; FOKKER F-399; FOKKER F-400; FOKKER F-401; FOKKER F-402; FOKKER F-403; FOKKER F-404; FOKKER F-405; FOKKER F-406; FOKKER F-407; FOKKER F-408; FOKKER F-409; FOKKER F-410; FOKKER F-411; FOKKER F-412; FOKKER F-413; FOKKER F-414; FOKKER F-415; FOKKER F-416; FOKKER F-417; FOKKER F-418; FOKKER F-419; FOKKER F-420; FOKKER F-421; FOKKER F-422; FOKKER F-423; FOKKER F-424; FOKKER F-425; FOKKER F-426; FOKKER F-427; FOKKER F-428; FOKKER F-429; FOKKER F-430; FOKKER F-431; FOKKER F-432; FOKKER F-433; FOKKER F-434; FOKKER F-435; FOKKER F-436; FOKKER F-437; FOKKER F-438; FOKKER F-439; FOKKER F-440; FOKKER F-441; FOKKER F-442; FOKKER F-443; FOKKER F-444; FOKKER F-445; FOKKER F-446; FOKKER F-447; FOKKER F-448; FOKKER F-449; FOKKER F-450; FOKKER F-451; FOKKER F-452; FOKKER F-453; FOKKER F-454; FOKKER F-455; FOKKER F-456; FOKKER F-457; FOKKER F-458; FOKKER F-459; FOKKER F-460; FOKKER F-461; FOKKER F-462; FOKKER F-463; FOKKER F-464; FOKKER F-465; FOKKER F-466; FOKKER F-467; FOKKER F-468; FOKKER F-469; FOKKER F-470; FOKKER F-471; FOKKER F-472; FOKKER F-473; FOKKER F-474; FOKKER F-475; FOKKER F-476; FOKKER F-477; FOKKER F-478; FOKKER F-479; FOKKER F-480; FOKKER F-481; FOKKER F-482; FOKKER F-483; FOKKER F-484; FOKKER F-485; FOKKER F-486; FOKKER F-487; FOKKER F-488; FOKKER F-489; FOKKER F-490; FOKKER F-491; FOKKER F-492; FOKKER F-493; FOKKER F-494; FOKKER F-495; FOKKER F-496; FOKKER F-497; FOKKER F-498; FOKKER F-499; FOKKER F-500; FOKKER F-501; FOKKER F-502; FOKKER F-503; FOKKER F-504; FOKKER F-505; FOKKER F-506; FOKKER F-507; FOKKER F-508; FOKKER F-509; FOKKER F-510; FOKKER F-511; FOKKER F-512; FOKKER F-513; FOKKER F-514; FOKKER F-515; FOKKER F-516; FOKKER F-517; FOKKER F-518; FOKKER F-519; FOKKER F-520; FOKKER F-521; FOKKER F-522; FOKKER F-523; FOKKER F-524; FOKKER F-525; FOKKER F-526; FOKKER F-527; FOKKER F-528; FOKKER F-529; FOKKER F-530; FOKKER F-531; FOKKER F-532; FOKKER F-533; FOKKER F-534; FOKKER F-535; FOKKER F-536; FOKKER F-537; FOKKER F-538; FOKKER F-539; FOKKER F-540; FOKKER F-541; FOKKER F-542; FOKKER F-543; FOKKER F-544; FOKKER F-545; FOKKER F-546; FOKKER F-547; FOKKER F-548; FOKKER F-549; FOKKER F-550; FOKKER F-551; FOKKER F-552; FOKKER F-553; FOKKER F-554; FOKKER F-555; FOKKER F-556; FOKKER F-557; FOKKER F-558; FOKKER F-559; FOKKER F-560; FOKKER F-561; FOKKER F-562; FOKKER F-563; FOKKER F-564; FOKKER F-565; FOKKER F-566; FOKKER F-567; FOKKER F-568; FOKKER F-569; FOKKER F-570; FOKKER F-571; FOKKER F-572; FOKKER F-573; FOKKER F-574; FOKKER F-575; FOKKER F-576; FOKKER F-577; FOKKER F-578; FOKKER F-579; FOKKER F-580; FOKKER F-581; FOKKER F-582; FOKKER F-583; FOKKER F-584; FOKKER F-585; FOKKER F-586; FOKKER F-587; FOKKER F-588; FOKKER F-589; FOKKER F-590; FOKKER F-591; FOKKER F-592; FOKKER F-593; FOKKER F-594; FOKKER F-595; FOKKER F-596; FOKKER F-597; FOKKER F-598; FOKKER F-599; FOKKER F-600; FOKKER F-601; FOKKER F-602; FOKKER F-603; FOKKER F-604; FOKKER F-605; FOKKER F-606; FOKKER F-607; FOKKER F-608; FOKKER F-609; FOKKER F-610; FOKKER F-611; FOKKER F-612; FOKKER F-613; FOKKER F-614; FOKKER F-615; FOKKER F-616; FOKKER F-617; FOKKER F-618; FOKKER F-619; FOKKER F-620; FOKKER F-621; FOKKER F-622; FOKKER F-623; FOKKER F-624; FOKKER F-625; FOKKER F-626; FOKKER F-627; FOKKER F-628; FOKKER F-629; FOKKER F-630; FOKKER F-631; FOKKER F-632; FOKKER F-633; FOKKER F-634; FOKKER F-635; FOKKER F-636; FOKKER F-637; FOKKER F-638; FOKKER F-639; FOKKER F-640; FOKKER F-641; FOKKER F-642; FOKKER F-643; FOKKER F-644; FOKKER F-645; FOKKER F-646; FOKKER F-647; FOKKER F-648; FOKKER F-649; FOKKER F-650; FOKKER F-651; FOKKER F-652; FOKKER F-653; FOKKER F-654; FOKKER F-655; FOKKER F-656; FOKKER F-657; FOKKER F-658; FOKKER F-659; FOKKER F-660; FOKKER F-661; FOKKER F-662; FOKKER F-663; FOKKER F-664; FOKKER F-665; FOKKER F-666; FOKKER F-667; FOKKER F-668; FOKKER F-669; FOKKER F-670; FOKKER F-671; FOKKER F-672; FOKKER F-673; FOKKER F-674; FOKKER F-675; FOKKER F-676; FOKKER F-677; FOKKER F-678; FOKKER F-679; FOKKER F-680; FOKKER F-681; FOKKER F-682; FOKKER F-683; FOKKER F-684; FOKKER F-685; FOKKER F-686; FOKKER F-687; FOKKER F-688; FOKKER F-689; FOKKER F-690; FOKKER F-691; FOKKER F-692; FOKKER F-693; FOKKER F-694; FOKKER F-695; FOKKER F-696; FOKKER F-697; FOKKER F-698; FOKKER F-699; FOKKER F-700; FOKKER F-701; FOKKER F-702; FOKKER F-703; FOKKER F-704; FOKKER F-705; FOKKER F-706; FOKKER F-707; FOKKER F-708; FOKKER F-709; FOKKER F-710; FOKKER F-711; FOKKER F-712; FOKKER F-713; FOKKER F-714; FOKKER F-715; FOKKER F-716; FOKKER F-717; FOKKER F-718; FOKKER F-719; FOKKER F-720; FOKKER F-721; FOKKER F-722; FOKKER F-723; FOKKER F-724; FOKKER F-725; FOKKER F-726; FOKKER F-727; FOKKER F-728; FOKKER F-729; FOKKER F-730; FOKKER F-731; FOKKER F-732; FOKKER F-733; FOKKER F-734; FOKKER F-735; FOKKER F-736; FOKKER F-737; FOKKER F-738; FOKKER F-739; FOKKER F-740; FOKKER F-741; FOKKER F-742; FOKKER F-743; FOKKER F-744; FOKKER F-745; FOKKER F-746; FOKKER F-747; FOKKER F-748; FOKKER F-749; FOKKER F-750; FOKKER F-751; FOKKER F-752; FOKKER F-753; FOKKER F-754; FOKKER F-755; FOKKER F-756; FOKKER F-757; FOKKER F-758; FOKKER F-759; FOKKER F-760; FOKKER F-761; FOKKER F-762; FOKKER F-763; FOKKER F-764; FOKKER F-765; FOKKER F-766; FOKKER F-767; FOKKER F-768; FOKKER F-769; FOKKER F-770; FOKKER F-771; FOKKER F-772; FOKKER F-773; FOKKER F-774; FOKKER F-775; FOKKER F-776; FOKKER F-777; FOKKER F-778; FOKKER F-779; FOKKER F-780; FOKKER F-781; FOKKER F-782; FOKKER F-783; FOKKER F-784; FOKKER F-785; FOKKER F-786; FOKKER F-787; FOKKER F-788; FOKKER F-789; FOKKER F-790; FOKKER F-791; FOKKER F-792; FOKKER F-793; FOKKER F-794; FOKKER F-795; FOKKER F-796; FOKKER F-797; FOKKER F-798; FOKKER F-799; FOKKER F-800; FOKKER F-801; FOKKER F-802; FOKKER F-803; FOKKER F-804; FOKKER F-805; FOKKER F-806; FOKKER F-807; FOKKER F-808; FOKKER F-809; FOKKER F-810; FOKKER F-811; FOKKER F-812; FOKKER F-813; FOKKER F-814; FOKKER F-815; FOKKER F-816; FOKKER F-817; FOKKER F-818; FOKKER F-819; FOKKER F-820; FOKKER F-821; FOKKER F-822; FOKKER F-823; FOKKER F-824; FOKKER F-825; FOKKER F-826; FOKKER F-827; FOKKER F-828; FOKKER F-829; FOKKER F-830; FOKKER F-831; FOKKER F-832; FOKKER F-833; FOKKER F-834; FOKKER F-835; FOKKER F-836; FOKKER F-837; FOKKER F-838; FOKKER F-839; FOKKER F-840; FOKKER F-841; FOKKER F-842; FOKKER F-843; FOKKER F-844; FOKKER F-845; FOKKER F-846; FOKKER F-847; FOKKER F-848; FOKKER F-849; FOKKER F-850; FOKKER F-851; FOKKER F-852; FOKKER F-853; FOKKER F-854; FOKKER F-855; FOKKER F-856; FOKKER F-857; FOKKER F-858; FOKKER F-859; FOKKER F-860; FOKKER F-861; FOKKER F-862; FOKKER F-863; FOKKER F-864; FOKKER F-865; FOKKER F-866; FOKKER F-867; FOKKER F-868; FOKKER F-869; FOKKER F-870; FOKKER F-871; FOKKER F-872; FOKKER F-873; FOKKER F-874; FOKKER F-875; FOKKER F-876; FOKKER F-877; FOKKER F-878; FOKKER F-879; FOKKER F-880; FOKKER F-881; FOKKER F-882; FOKKER F-883; FOKKER F-884; FOKKER F-885; FOKKER F-886; FOKKER F-887; FOKKER F-888; FOKKER F-889; FOKKER F-890; FOKKER F-891; FOKKER F-892; FOKKER F-893; FOKKER F-894; FOKKER F-895; FOKKER F-896; FOKKER F-897; FOKKER F-898; FOKKER F-899; FOKKER F-900; FOKKER F-901; FOKKER F-902; FOKKER F-903; FOKKER F-904; FOKKER F-905; FOKKER F-906; FOKKER F-907; FOKKER F-908; FOKKER F-909; FOKKER F-910; FOKKER F-911; FOKKER F-912; FOKKER F-913; FOKKER F-914; FOKKER F-915; FOKKER F-916; FOKKER F-917; FOKKER F-918; FOKKER F-919; FOKKER F-920; FOKKER F-921; FOKKER F-922; FOKKER F-923; FOKKER F-924; FOKKER F-925; FOKKER F-926; FOKKER F-927; FOKKER F-928; FOKKER F-929; FOKKER F-930; FOKKER F-931; FOKKER F-932; FOKKER F-933; FOKKER F-934; FOKKER F-935; FOKKER F-936; FOKKER F-937; FOKKER F-938; FOKKER F-939; FOKKER F-940; FOKKER F-941; FOKKER F-942; FOKKER F-943; FOKKER F-944; FOKKER F-945; FOKKER F-946; FOKKER F-947; FOKKER F-948; FOKKER F-949; FOKKER F-950; FOKKER F-951; FOKKER F-952; FOKKER F-953; FOKKER F-954; FOKKER F-955; FOKKER F-956; FOKKER F-957; FOKKER F-958; FOKKER F-959; FOKKER F-960; FOKKER F-961; FOKKER F-962; FOKKER F-963; FOKKER F-964; FOKKER F-965; FOKKER F-966; FOKKER F-967; FOKKER F-968; FOKKER F-969; FOKKER F-970; FOKKER F-971; FOKKER F-972; FOKKER F-973; FOKKER F-974; FOKKER F-975; FOKKER F-976; FOKKER F-977; FOKKER F-978; FOKKER F-979; FOKKER F-980; FOKKER F-981; FOKKER F-982; FOKKER F-983; FOKKER F-984; FOKKER F-985; FOKKER F-986; FOKKER F-987; FOKKER F-988; FOKKER F-989; FOKKER F-990; FOKKER F-991; FOKKER F-992; FOKKER F-993; FOKKER F-994; FOKKER F-995; FOKKER F-996; FOKKER F-997; FOKKER F-998; FOKKER F-999; FOKKER F-1000; FOKKER F-1001; FOKKER F-1002; FOKKER F-1003; FOKKER F-1004; FOKKER F-1005; FOKKER F-1006; FOKKER F-1007; FOKKER F-1008; FOKKER F-1009; FOKKER F-1010; FOKKER F-1011; FOKKER F-1012; FOKKER F-1013; FOKKER F-1014; FOKKER F-1015; FOKKER F-1016; FOKKER F-1017; FOKKER F-1018; FOKKER F-1019; FOKKER F-1020; FOKKER F-1021; FOKKER F-1022; FOKKER F-1023; FOKKER F-1024; FOKKER F-1025; FOKKER F-1026; FOKKER F-1027; FOKKER F-1028; FOKKER F-1029; FOKKER F-1030; FOKKER F-1031; FOKKER F-1032; FOKKER F-1033; FOKKER F-1034; FOKKER F-1035; FOKKER F-1036; FOKKER F-1037; FOKKER F-1038; FOKKER F-1039; FOKKER F-1040; FOKKER F-1041; FOKKER F-1042; FOKKER F-1043; FOKKER F-1044; FOKKER F-1045; FOKKER F-1046; FOKKER F-1047; FOKKER F-1048; FOKKER F-1049; FOKKER F-1050; FOKKER F-1051; FOKKER F-1052; FOKKER F-1053; FOKKER F-1054; FOKKER F-1055; FOKKER F-1056; FOKKER F-1057; FOKKER F-1058; FOKKER F-1059; FOKKER F-1060; FOKKER F-1061; FOKKER F-1062; FOKKER F-1063; FOKKER F-1064; FOKKER F-1065; FOKKER F-1066; F