
100 YEARS DUTCH MILITARY AVIATION CELEBRATION

FOCUS ON HUNDRED YEARS OF MILITARY AVIATION IN THE NETHERLANDS

One century, hundred years of military aviation and much was reached in this period in several areas, technical, digital, and also in warfare in general. The 'Luchtmachtdagen' on Volkel Air Base were celebrated with a special theme. Since 1913 when the first military aircraft in the Netherlands called 'the Brik' has flown a hundred years have passed with Dutch military aviation, a rich and variable history and a period to remember with moments to be proud of.

EARLY PERIOD AND AN OWN AIRCRAFT INDUSTRY

At Volkel Air Base everything was organized to show elements of this period in the air show for as much as possible. In the pre- World War II period the Royal Netherlands Air Force was split in three sub-elements called the 'Luchtvaartafdeling' (LVA) or air force, the 'Marine Luchtvaart Dienst' (MLD) or the naval aviation and the Militaire Luchtvaart van het Koninklijk Nederlands-Indisch Leger (ML-KNIL), the air force of the Dutch colony of Indonesia. In the first period the LVA bought some Farman aircraft in France to start with and from then the importance of military aviation grew rapidly. The aircraft types changed through the years, but the inventory was mainly dominated by Fokker, one of the major players in the world at that time in designing and production of aircraft.

Just before World War II there were a few interesting Fokker aircraft in service like the Fokker T5 bomber and Fokker G1 and D21 fighters. Sadly all of them were lost by war activities involving sometimes heroic actions of the pilots. In the Far East aircraft of other types mainly from US origin such as the B-25 Mitchell, C-47 Dakota, Curtis P40N Kittyhawk, Glenn Martin 166 and Lockheed Lodestar flew in ML-KNIL service. Those aircraft were lost in the war with Japan or handed over to the Indonesian Air Force. Nowadays that part of aviation is remembered by the splendid B-25 Mitchell named Sarinah, a classic Indonesian name. Sarinah is flying all the way in Dutch air shows or surrounding countries.

POST-WAR ENTERING OF JET FLYING

After the second world war the Royal Netherlands Air Force could expand again, mainly with UK and US military types. A lot of different aircraft were seen in the Dutch Skies such as the Spitfire, Harvard and Piper Cub and later the jet aircraft beginning with the Meteor followed by the Hunter, T-33, Sabre, Thunderjet, Thunderstreak and Thunderflash during the fifties. From this period two private owned Hunters in Royal Netherlands Air Force colours N-294 and N-321 performing both static and display appearance on Volkel 100 years of military aviation. The Royal Netherlands Air Force or Koninklijke Luchtmacht (Klu) entered a new era when receiving the first mach 2

aircraft with the F-104G Starfighter and the mach 1+ Northrop/Canadair NF-5 attack aircraft assembled by Fokker. Just for this occasion a *F-104G from a collection was on the static of the air event in Klu colours*. Also the MLD saw a diversity of aircraft types with the Hawker Siddeley Seahawk, Grumman Tracker, Breguet Atlantic, Lockheed Harpoon, Neptune and Orion and several helicopters such as S-58 Seabat, Westland Wasp, Lynx and AB-204. The latter was present on the static as a modest delegation of the once quite extensive MLD. This force is today integrated in the air force with its NH-90's. During the cold war period the Netherlands gave shelter to the 32 TFS of the USAF with *Super Sabres, Delta Dagger, Phantom and later the F-15A*. Sadly the Americans do not support air shows in Europe today.

SEVERAL PARTICIPATIONS IN MULTINATIONAL MISSIONS

The modern history of the Klu has been a rather glorious one with many expeditionary missions in and outside Europe. Most of these actions were under UN or NATO flag leadership together with allies. Missions were in former Yugoslavia where a Dutch F-16 performed the first combat air patrol above hostile air space. Another Dutch F-16 shot down a Serb Mig-29 with an AMRAAM beyond visual range rocket in final stage of this war period Two Dutch F-16's were the only NATO elements to bomb Serb tanks when the enclave Srebrenica was conquered by the Serb forces of General Mladic, one of the pilots was a woman. Other missions for the Klu units were in Cambodia, Iraq, Afghanistan and above Libya. Especially the period in Afghanistan was very valuable on the skills of the Air Force, Marines and Army altogether listening to the name 'Krijgsmacht' were working together closely. There has never been so much experience within the 'Krijgsmacht' like today and so the force is prepared to take every mission which is feasible in concept and complies with the possibilities of its equipment.

ENTERTAINING THE PUBLIC WITH COMBINED SKILLS

This was demonstrated in a multi-element part of the air-show performed by the Klu. A special person had to be taken from the ground in hostile environment. This involved the use of Apache helicopters watching the surrounding and ready to fire any moment, with close air support from F-16's which were flying in the theatre from every direction and causing confusion on the ground for opposing forces. Some bombs were dropped in a simulation by detonating explosives on the ground. Chinooks were flying over the terrain under protection of the Apaches. In the meanwhile a Hercules approached the area protected by a two-ship of F-16's and landed on the strip and took in the important person. F-16's were cross flying through the air in an attack thread from a high angle. When the Hercules was mounting the air again the show was finished by a parade of Apaches which helicopter performed so well in Afghanistan and a few Chinook workhorses. After this the Hercules and a KDC-10 tanker flew in front of the public followed by a mass flypast of the involving F-16's underlining the diversity of aerial power.

NICE COMBINATIONS

Of course there was more in the air with a high percentage of entertainment such as

Additional Part - 2

WHY AN AIR FORCE ?

Defense Minister Mrs. Jeanine Hennes Plaschaert spoke a few words as the opening of the 'Open Days' in which is dominated by 100 years of military air force in the Netherlands, simple words of importance. In fact any air force in any European country. In her short speech, the Minister spoke the following: (quote) "Why is in The Netherlands an air force necessary and why as a country do we have this air force? For me this is very clear. The sound of the F-16, the Chinook or Apache I consider to be the sound of freedom, the sound of our freedom ! Together we have Army, Marechaussee and Airforce for protection. Our Royal Netherlands Air Force is there to secure the safety. That is important for all of us. Liberty and security have never been granted. That was this way yesterday, it is today, and it will be the same tomorrow. We see armed conflicts every day, close, far away and just outside the borders of Europe and I am proud of our Air Force. They watch over your and my freedom from out of the air, guide about your and my safety along with our allies who are present here today massively, this makes me happy because we need to do it all together. It is a jubilee year, 100 years Dutch military aviation is something to think about, because with no power in the air we did not make it. A lesson from the past, an important lesson from the past. And so in the future we need a strong air force. Thanks to all the men and women of our Royal Dutch Air Force. They make the difference. "

[Defense Minister Mrs. Jeanine Hennes Plaschaert](#)

Our thanks to all involved in showing and informing us.

