

F/TF-104G operated by ErpSt 61 (Erprobungsstelle 61, Manching AB)

- YA+101** **7003** construction number 683D-7003, model 683-10-19
manufactured by ARGE-Süd (South Group); assembly by Messerschmitt-Manching starting October 31, 1961 with parts from Lockheed; assembly in Fighterbomber version according contract lot 0; first flight May 16, 1962 coded KE+303 in Silver-finish colors; planned for project "42" but changed to a test aircraft; acceptance date June 25, 1962 by BABwMTT with 4:45 flight hours; project "Balance" was not implemented; **YA+101** ErpSt 61 delivery date July 6, 1962 at detachment Istres, France; to Messerschmitt on December 21, 1965 for modification to AWX (All Weather Fighter) version; camouflage scheme "Norm 62" according tech order "TA-196" in 1966; JD+253 JG 74 on August 31, 1966; 21+35 IRAN at SABCA December 10, 1968 with 521 flight hours, back to JG 74 on June 2, 1969; JaboG 32 on June 28, 1974; withdrawn from use and stored in airworthy condition as attrition reserve aircraft at LwSchleuse 11 on November 18, 1983; struck off charge order (AVA) September 24, 1985; MAP (Military Assistance Program) to Turkish Air Force (TuAF serial number 62-7003) on November 11, 1985 with 2.757 flight hours; coded "4-003" noted with 4.AJU at Murted AB in 1985; coded "9-003 to 192 Filo of 9.AJU at Balikesir AB in 1988; withdrawn from use and stored February 27, 1990; CFE cut-up August 14, 1995; scrapped.
- YA+102** **7002** construction number 683D-7002, model 683-10-19
manufactured by ARGE-Süd (South Group) with parts from Lockheed; assembly by Messerschmitt-Manching starting October 9, 1961; assembly in Fighterbomber version according contract lot 0; first flight June 5, 1962 coded KE+302; planned for project "42" but changed to a test aircraft; acceptance date August 8, 1962 by BABwMTT with 6:10 flight hours; project "Balance" was not implemented; **YA+102** ErpSt 61 delivery date on August 13, 1962 in Silver-finish colors; Messerschmitt June 28, 1963 for "AS.30" test modification; to ErpSt 61 Det. Cazaux, France on December 15, 1964 for "AS.30" tests; to Messerschmitt April 5, 1966 for AS.34 "Kormoran" modifications installation; ErpSt 61 Det. Cazaux, France on May 24, 1966 for AS.34 "Kormoran" phase 1 tests; camouflage scheme "Norm 62" according tech order "TA-196" in September 1966; 21+34 JaboG 34 at Memmingen AB on September 18, 1969 after deinstallation of Kormoran test modification; in 1972 on loan to ErpSt 61 Det. Cazaux, France for AS.34 "Kormoran" phase 2 tests; in 1974 on loan to ErpSt 61 Det. Cazaux, France for AS.34 "Kormoran" phase 3 tests; JaboG 32 on December 12, 1980; TechnGrp 11 on April 26, 1984; withdrawn from use and stored in airworthy condition as attrition reserve aircraft at LwSchleuse 11 on September 24, 1984 with 2.741 flight hours; struck off charge order (AVA) December 18, 1984; MAP (Military Assistance Program) to Turkish Air Force (TuAF serial number 62-7002) on April 23, 1985 coded "6-002"; with 162 Filo of 6.AJU at Bandirma AB; 1987 operational with Luftwaffe camouflage scheme; withdrawn from use and stored December 18, 1989 at Eskisehir AB; CFE cut-up August 1, 1995; scrapped.
- YA+103** **8055** construction number 683D-8055, model 683-10-19
manufactured by North Group (ARGE-Nord); Fokker factory construction number 10505, first flight April 9, 1963 at Fokker-Schiphol, delivery date July 5, 1963 coded KG+155 in AWX (All Weather Fighter) version with "Wing Pylon Bomb Provision" modification; LVR 3 (Luftwaffenversorgungsregiment 3) on July 16, 1963 for modifications; ErpSt 61 at Manching AB delivery date on August 23, 1963 in Silver-finish colors, coded **YA+103** on November 25, 1963, special test aircraft Day-Glo markings in 1964; camouflage scheme "Norm 62" according tech order "TA-196" in 1966, 23+65 to MBB for Fighterbomber version modification January 12, 1976; JaboG 33 on August 31, 1976; EL-70/EL-73 Electronic Counter Measure (ECM) system was installed in the weapon system in the late 70s with tech order "TA-FL1191"; midair collision with a RAF Jaguar on July 28, 1982 at Warendorf near Gutersloh AB; emergency landing at Gutersloh AB; TechnGrp 11 "F-104 Kommando" June 15, 1983; repaired and back to JaboG 33 on November 4, 1983; withdrawn from use and stored at LwSchleuse 11 on April 29, 1985; struck off charge order (AVA) June 4, 1986; MAP (Military Assistance Program) with 1.788 flight hours as "Verteidigungshilfe" (Defense Aid) to Turkish Air Force (TuAF serial number 63-8055) on August 5, 1986; flown coded "4-055" with 4.AJU at Murted AB in 1987, crashed coded "8-055" with 181 Filo of 8.AJU at Diyarbakir AB on August 13, 1991, written off

YA+104

7006 construction number 683D-7006, model 683-10-19 manufactured by ARGE-Süd (South Group); assembly by Messerschmitt at Manching starting November 28, 1961 with parts from Lockheed; assembly in Fighterbomber version according contract lot 0; first flight April 19, 1962 coded KE+306; project "Balance" (upgrading) was not implemented; project "42" as Fighterbomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; acceptance date June 8, 1962 by BABwMTT; DA+117 JaboG 31 at Norvenich AB delivery date on June 8, 1962; **YA+104** ErpSt 61 on July 24, 1962 for "AS.30" anti-ship missile modification; camouflage scheme "Norm 62" according tech order "TA-196" in 1964; 21+38 JaboG 36 on November 26, 1971; JaboG 34 on September 27, 1973; operated with flightdate and crash recorder LEADS 200 according tech order "TA-1411"; struck off charge order (AVA) April 11, 1984; instructional airframe (GIA) with apprentice shop at Lechfeld AB on April 19, 1984 with training aid code "C005"; preserved in HAS (aircraft shelter) area at Lechfeld AB on October 7, 2004 noted; August 2023 last noted. 48°11'49.24"N 10°51'25.13"E

YA+105

2008 construction number 683-2008, model 683-10-19 manufactured by Group USA (ARGE-USA); assembly in Fighterbomber version according contract lot 1; first flight May 31, 1961 at Lockheed-Palmdale; flight tests flown with register number "108"; DA+105 with "Joint Test Force" at Palmdale AP for "Category I" tests, for climatic tests at Eglin AFB, FL on June 11, 1961 and for cold weather tests at CFB Cold Lake, Canada on December 6, 1961; returned to Palmdale on April 5, 1962; accepted on May 31, 1962 by BABwLockheed; airlifted to Manching September 18, 1962 with 74 flight hours; project "Balance" (upgrading) was not implemented; **YA+105** Messerschmitt test flight November 8, 1962; on March 18, 1963 delivered to ErpSt 61 at Manching AB; stored for more than a year at Det. Istres of ErpSt 61 and used for spare parts; camouflage scheme "Norm 62" according tech order "TA-196" in 1965; autopilot tests at Istres in 1965; 20+08 radar altimeter tests in 1968; May 1969 at Cazaux, France for Matra bombs tests; heavily damaged on December 8, 1971 after a bird strike during low level bomb run (BL-755 bomb) at West-Freugh range, UK; airlifted with C-160 Transall on January 12, 1972 to MBB (Messerschmitt-Bölkow-Blohm); back to ErpSt 61 on February 22, 1972; IAT 87 Fairford seen on the Static Line; last flight by WTD 61 on April 7, 1989 with 1.833 flight hours; struck off charge order (AVA) November 8, 1989; to WTD 61 on May 19, 1992; preserved at WTD 61 without serial (painted "Nr 1" only) 1994; DASA restoration November 21, 1994; gate guard on pole at Manching AB and coded 20+08 again with WTD 61 marks on April 6, 1995; noted September 2002; June 2020 last noted. 48°42'54.32"N 11°31'44.19"E

YA+106

2009 construction number 683-2009, model 683-10-19 manufactured by Group USA (ARGE-USA); assembly in Fighterbomber version according contract lot 2; first flight 1961 at Lockheed-Palmdale; flight tests flown with register number "109" in Silver-finish colors; coded DA+106 for delivery; accepted by BABwLockheed; shipped in boxes to Bremerhaven, Germany July 1, 1961 with 28 flight hours; by railroad to Manching AB for reassembly; planned for project "42" as Fighterbomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts was not performed; DA+106 was the first reassembled F-104G by Messerschmitt, test flight on August 9, 1961; handed over to the Luftwaffe on August 10, 1961 to General Josef Kammhuber, InspGenLw; used for camouflage tests in March 1962; accepted on March 29, 1962 by BABwMTT; **YA+106** ErpSt 61 at Manching AB delivery date April 4, 1962; "Erprobungsstelle 61 für Luftfahrtgerät der Bundeswehr" at Oberpfaffenhofen near Munich on May 4, 1962; projects "42" and "Balance" (upgrading) were not implemented; upgrading to the latest modification level at Messerschmitt on September 26, 1963; ErpSt 61 on June 2, 1964; modified to AWX (All Weather Fighter) version F-104G in August 1965; camouflage scheme "Norm 62" according tech order "TA-196" in 1966; JD+252 JG 74 at Neuburg AB on April 28, 1966; JA+233 JG 71 at Wittmund AB on August 5, 1966; 20+09 crashed June 20, 1968 due to a uncontrollable flying attitude (CFIT) after a barrel roll in the Wittmund landing pattern; pilot Olt Uwe Betke ejected safely; written off; struck off charge order (AVA) December 20, 1989; scrapped at Elz in 1980.

YA+107

2010 construction number 683-2010, model 683-10-19, US serial number 63-13259 manufactured by Group USA (ARGE-USA); assembly in Fighterbomber version according contract lot 2; first flight 1961 at Lockheed-Palmdale; test flights flown with register number "110" only; accepted by BABwLockheed; DA+107 operated by "Joint Test Force" at Palmdale AP during "Category I" phase for basic systems tests with 123 flight hours flown; on January 2, 1962 shipped in boxes to Bremerhaven port and by railroad to Messerschmitt-Manching factory; acceptance date March 25, 1963 by BABwMTT; project "42" as Fighterbomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; project "42" (upgrading) was not implemented; project "Balance" (upgrading) was not implemented; **YA+107** ErpSt 61 at Manching AB delivery date on August 27, 1962 in Silver-finish colors; used as test aircraft for "AS-30" anti-ship missile tests; planned for project "Columbus" on July 3, 1963; according project "Columbus" airlifted with code BG+148 on August 12, 1963 to Lockheed-Palmdale, USA; initially planned for serial number 63-13229, but not used; to Luke AFB and operated by the 4510th CCTW in USAF Silver-finish color scheme coded as 13259; crashed May 27, 1966 after a strafing pass at Range 2 of Gila Bend Gunnery Range after engine failure due to an open nozzle, caused by loss of oil pressure; pilot 1st Lt Günter Wuttke ejected safely at about 3.000 feet AGL; aircraft operated that day by the 4443rd CCTS; 418 flight hours; written off; struck off charge order (AVA) May 27, 1966.

YA+107

2004 construction number 683-2004, model 683-10-19 manufactured by Group USA (ARGE-USA); assembly in Fighterbomber version according contract lot 1; first flight December 20, 1960 and flight tests flown with register number "104" only; stored until May 1961; with "Joint Test Force" at Palmdale AP for "Category I" Photo Reconnaissance Pod tests by Lockheed from July 1961 until October 1962; acceptance date December 4, 1963 by BABwLockheed in Silver-finish colors; airlifted to Manching on December 17, 1963 coded DA+004 for test flights; project "Balance" (upgrading) was not implemented; **YA+107** for test flights with Messerschmitt August 5, 1964; camouflage scheme "Norm 62" according tech order "TA-196" in October 1964; ErpSt 61 at Manching AB delivery date on October 29, 1964; used for testing the BLC (Boundary Layer Control) system and ENCS (Emergency Nozzle Closure System); 20+04 to MBB (Messerschmitt-Bölkow-Blohm) for IRAN February 3, 1972; JaboG 34 at Memmingen AB on August 25, 1972; EL-70/EL-73 Electronic Counter Measure (ECM) system was installed in the weapon system in the late 70s with tech order "TA-FL1191"; operated with flightdate and crash recorder LEADS 200 according tech order "TA-1411"; withdrawn from use at LwSchleuse 11 on September 13, 1985 with 2.616 flight hours; struck off charge order (AVA) November 28, 1985; 1986 on display at Bremgarten AB with training aid code "C021"; 1990 coded "24+04" (24+04 was a former AG 51 aircraft); on display at WachBtl Siegburg in the "Brückberg barracks" on October 28, 1992 coded "24+04"; August 13, 1997 last noted at Siegburg in the "Brückberg barracks" but likely there until 2000; 2001 under restoration at Erding AB (planned for the Luftwaffenmuseum at Berlin-Gatow); stored in a hangar of "Julius-Leber Kaserne" at Berlin-Tegel in 2001; stored at Berlin-Tegel 2006 noted; on display at "Julius-Leber-Kaserne" (Standortkommando, Wachbataillon beim Bundesministerium der Verteidigung (WachBtlBMVg)); Berlin-Tegel 2008 coded "24+04" first noted; June 15, 2010 noted; September 2021 last noted.
52°33'20.46"N13°18'30.69"E

YA+108

2017 construction number 683-2017, model 683-10-19 manufactured by Group USA (ARGE-USA); assembly in Fighterbomber version according contract lot 2; first flight 1961 at Lockheed-Palmdale; flight tests flown with register number "117" only; DA+114 used for inertial reference system (Litton LN-3) tests at Palmdale; acceptance date August 24, 1962 by BABwLockheed; with 119 flight hours airlifted to Manching on September 4, 1962; reassembled at Messerschmitt and test flight on October 22, 1962; acceptance date January 18, 1963 by BABwMTT in Silver-finish colors; project "Balance" (upgrading) was not implemented; **YA+108** ErpSt 61 at Manching AB delivery date on January 23, 1963 in Silver-finish colors; mainly used by the ErpSt 61 detachment at Istres AB, France; camouflage scheme "Norm 62" according tech order "TA-196" in 1965; 20+15 1970 to Messerschmitt-Bölkow-Blohm (MBB) for J79-MAN-J1K engine installation tests and flights; JaboG 31 at Norvenich AB on August 22, 1975; Tactical Weapon Meet at Twenthe AB 29 April till 15 May 1976; August 1977 squadron exchange of 312 sqn (2nd Staffel) with Italian Air Force 102°Gruppo, based at Rimini AB flying the F-104S; crashed March 4, 1980 near Genk, Belgium during practice weapons delivery at Helchteren Range, Belgium due to partial disorientation (vertigo) of pilot after loss of horizontal situation indicator (HSI), caused by INS-platform failure; pilot Olt Werner Schreiber ejected safely, written off; struck off charge order (AVA) August 12, 1980.

YA+109

8005 construction number 683D-8005, model 683-10-19 manufactured by North Group (ARGE-Nord); assembled with Lockheed production parts, KG+105 first flight April 13, 1962 at Fokker-Schiphol; acceptance date May 14, 1962 in Fighterbomber version by BABwFokker; DA+102 JaboG 31 at Norvenich AB delivery date on May 14, 1962 in Silver-finish colors; DR+102 with LPR 1 at Erding on March 11, 1963 for project "Balance" system upgrading and for engine tests; camouflage scheme "Norm 62" according tech order "TA-196" in 1963; **YA-109** ErpSt 61 at Manching AB delivery date on August 4, 1965 for fatigue tests; 23+30 JaboG 33 on June 6, 1974; WaSLw 10 on August 12, 1974; EL-70/EL-73 Electronic Counter Measure (ECM) system was installed in the weapon system in the late 70s with tech order "TA-FL1191"; JaboG 32 on April 8, 1982; heavily damaged on March 29, 1984 during highway-strip exercise at Sage (BAB A27), aircraft slipped off the highway-strip during landing roll and sheared-off the Nosewheel; repaired at TechnGrp 11 and new special camouflage scheme "Norm 62/Ü"; JaboG 34 on October 1, 1984; withdrawn from use at LwSchleuse 11 on December 9, 1986 with 2.405 flight hours and stored in airworthy condition as attrition reserve aircraft; struck off charge order (AVA) January 13, 1989; BDRT airframe (GIA) at Rheine/Hopsten on April 6, 1992; noted in 1999; preserved on pole at the entrance of Maschinenbau Haldenwang factory in March 2000 noted; September 15, 2009 noted; June 2021 last noted.

(YA+113)

8070 construction number 683D-8070; not used; operated with code **KG+170**; KG+170 to ErpSt 61 Det. Istres delivery date on July 9, 1963 for arresting hook trials; code YA+113 planned for ErpSt 61 on May 27, 1964, but not used; to Messerschmitt for modifications and camouflage scheme "Norm 62" according tech order "TA-196"; JD+106 JG 74 at Neuburg AB on February 22, 1966.

YA+114

9031 construction number 683D-9031, model 683-10-19 manufactured by West Group (ARGE-West); assembly start at SABCA-Gosselies on March 27, 1963; first flight May 30, 1963 with construction number "9031" in AWX (All Weather Fighter) version; camouflage scheme "Norm 62" according tech order "TA-196"; total of 4 factory test flights and 3 military test flights with 8 flight hours; military test flights at Gosselies: 2.7.1963, 4.7.63 and 8.7.63 (test); acceptance date July 8, 1963 by BABwSABCA coded KH+119; LVR 3 (Luftwaffenversorgungsregiment 3) at Manching AB for upgrading on July 31, 1963, Messerschmitt on April 2, 1964 for modification to Fighterbomber version; **YA+114** ErpSt 61 at Manching AB delivery date on September 25, 1964, DA+108 JaboG 31 on December 21, 1967, 25+73 IRAN at SABCA on July 9, 1970, back to JaboG 31 on September 14, 1970; crashed September 4, 1975 shortly after take-off from Decimomannu AB, Sardinia after engine failure due to compressor stall caused by a screwdriver in the engine intake (FOD); pilot Hptm Hartmut Jung ejected safely; struck off charge order (AVA) January 10, 1977.

YA+115

9007 construction number 683D-9007, model 683-10-19 the first fifteen aircraft (cn 9001 9015) were assembled from components originally supplied directly by Lockheed; manufactured by West Group (ARGE-West); assembly start at SABCA-Gosselies, Belgium May 23, 1962; assembly finished on July, 16, 1962; flown with Belgian civil registration OO-FSA in 1962 (registration certificate 1427 dated July 18, 1962, valid for 3 month); first factory flight August 4, 1962; acceptance date by BABwSABCA administratively September 17, 1962; not delivered and returned to the production for modifications; November 6, 1962 test flight coded with construction number "9007"; total of 8 factory test flights and 10 military test flights with 30 flight hours; KH+107 delivered in AWX (All Weather Fighter) version under project "Green Hill" (for JG 71); LVR 3 (Luftwaffenversorgungsregiment 3) at Manching AB on February 28, 1963 for upgrading; **YA+115** ErpSt 61 at Manching AB delivery date on May 20, 1963; camouflage scheme "Norm 62" according tech order "TA-196" in 1965; May 14, 1965 to Messerschmitt for upgrading; IABG-Ottobrunn on January 25, 1966 for tests; to Messerschmitt on May 19, 1967; 25+61 ErpSt 61 on April 24, 1968; MFG 1 on August 28, 1969; JG 74 on December 17, 1969; ErpSt 61 on September 2, 1970; JaboG 33 on June 18, 1974; JaboG 34 on February 25, 1985; EL-70/EL-73 Electronic Counter Measure (ECM) system was installed in the weapon system in the late 70s with tech order "TA-FL1191"; withdrawn from use at LwSchleuse 11 on February 2, 1987 with 2.529 flight hours; struck off charge order January 17, 1965; BDRT airframe (GIA) at Schleswig/Jagel AB on February 1, 1989; private owned Mr. Rosenbauer, Munich 2000; stored at Baarlo, Netherlands in June 2000 by Piet Smedts; at Kessel in Garagebedrijf Piet Smedts/PS Aero storage area; tail stored separate; March 18, 2006 noted; PS-Aero at Kessel (bad condition) stored June 1, 2009 noted; September 2012 noted; with tail section of FX58 (Belgian Air Force) July 2018 noted; stored at Baarlo, Netherlands in October 2018; August 2020 after restoration last noted+ 51°19'34.02"N 6° 5'10.10"E

YA+116

9013 construction number 683D-9013, model 683-10-19 the first fifteen aircraft (cn 9001 9015) were assembled from components originally supplied directly by Lockheed; manufactured by West Group (ARGE-West); assembly start at SABCA-Gosselies, Belgium August 22, 1962 with parts manufactured by Lockheed and several European factories; first flight December 19, 1962 coded with construction number "9013"; 4 SABCA factory test flights and 2 military test flights with 8 flight hours; military test flights at Gosselies: 7.2.1963 and 14.2.1963 (test); coded KH+113 acceptance date February 14, 1963 by BABwSABCA; delivered in AWX (All Weather Fighter) version under project "Green Hill" (for JG 71); planned code JA+249 for JG 71 not used;); LVR 3 (Luftwaffenversorgungsregiment 3) at Manching AB for modifications; **YA+116** ErpSt 61 at Manching AB delivery date at Manching AB on May 7, 1963; camouflage scheme "Norm 62" according tech order "TA-196" in September 1965; 25+67 JaboG 31 on October 30, 1979; crashed on November 5, 1981 during landing at Norvenich AB after touching ground about 300 meters short of runway in bad weather (shallow fog), pilot Eddy Ohnmacht ejected but died due to major injuries; written off; struck off charge order (AVA) March 10, 1982.

YA+117

7021 construction number 683D-7021, model 683-10-19 manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting April 9, 1962 with parts from Lockheed; assembly in Fighterbomber version according contract lot 1; first flight September 25, 1962 coded KE+321; project "Replace" with modification as Fighterbomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; acceptance date February 12, 1963 by BABwMTT; DA+117 JaboG 31 at Norvenich AB delivery date on February 27, 1963 in Silver-finish colors; aircraft heavily damaged on October 13, 1963 after barrier engagement on take-off on a test flight with maximum load. Program was called "Sneaky-Programs" (program to evaluate tactical profiles); **YA+117** ErpSt 61 at Manching AB on April 8, 1964; camouflage scheme "Norm 62" according tech order "TA-196" in June 1966; 21+52 withdrawn from use at LwSchleuse 11 on January 10, 1986 with 1.374 flight hours; struck off charge order (AVA) March 18, 1986; stored Bayrisches Armeemuseum Ingolstadt on June 26, 1987; stored in December 2007 last noted; May 2, 2011 transport to JG 74 Neuburg for static display (on wheels) first noted; first public display on July 9, 2011 Tag der offenen Tür (Open House) celebrating "50 Jahre Jagdgeschwader 74"; April 2012 noted; display in Air Base Museum (Wehrgeschichtliche Sammlung of TaktLwG 74) at Neuburg AB, May 2022 last noted.

YA+118

9041 construction number 683D-9041, model 683-10-19 manufactured by West Group (ARGE-West); assembly start at SABCA-Gosselies May 13, 1963, first flight August 20, 1963 coded with construction number "9041" in AWW (All Weather Fighter) version; camouflage scheme "Norm 62" according tech order "TA-196"; 3 SABCA factory test flights and 9 military test flights with 15 flight hours; military test flights at Gosselies: 11.9.1963; 23.9.1963; 30.9.1963; 14.10.1963; 31.10.1963; 5.11.1963; 12.11.1963; 20.11.1963 and 2.12.1963 (test); acceptance date by BABwSABCA September 25, 1963; coded KH+123 to LVR 3 (Luftwaffenversorgungsregiment 3) at Manching AB for modifications and upgrading; **YA+118** ErpSt 61 at Manching AB delivery date on April 15, 1964; to Messerschmitt on June 19, 1964 for modification; JA+123 JG 71 at Wittmund AB on June 2, 1966; 25+77 crashed on September 24, 1968 near Wittmundhaven after loss of aircraft control with departure into a spin; pilot Maj Reinhard Prinz ejected safely, struck off charge order (AVA) March 11, 1969; scrapped 1980 at Elz.

YA+119

5712 construction number 583D-5712, model 583-10-20 manufactured by Group USA (ARGE-USA); assembly at Lockheed-Palmdale; Lockheed test flights coded with US serial number "61-3041" at Palmdale, CA; KE+212 MAP (Military Assistance Program) to Germany acceptance date December 29, 1962 by BABwLockheed; airlifted February 8, 1963 to Messerschmitt Manching, DA+041 code for Messerschmitt functional test flights in Silver-finish colors; BB+111 WaSLw 10 at Norvenich AB delivery date on May 16, 1963; February 9, 1964 the "II. Ausbildungsgruppe WaSLw 10" relocated from Norvenich to Jever AB; **YA+119** ErpSt 61 on July 5, 1966; camouflage scheme "Norm 62" according tech order "TA-196"; 27+11 withdrawn from use and stored at LwSchleuse 11 on June 30, 1983; struck off charge order (AVA) July 13, 1983; road transport to Cameri AB, Italy on August 7, 1984 with 1.679 flight hours; AMI serial number MM54553 TF-104G coded 4-44 of 20°Gruppo in 1989; grey camouflage scheme in 1995; delivery date with "M" modification by 4°RMV in July 1999; 1st "M" modified TF-104G; withdrawn from use in November 2000 with 2.869 flight hours; 4-44 TF104G-M for spares Grosseto AB September 2001; 4-44 TF104G-M dump Grosseto AB September 2004 noted; Grazzanise dump May 2007 last noted; likely scrapped.

YA+120

5928 construction number 583F-5928, model 583-10-20 manufactured by Lockheed and Messerschmitt (ARGE-Süd); assembly according contract lot 6; fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) airlifted to USA in September 1965 with a Canadair CL-44D airfreighter of "Flying Tiger Line"; at Lockheed-Burbank assembled and test flights coded KF+228 at Palmdale in 1965; airlifted to Ypenburg, Netherlands on February 7, 1966 with a Canadair CL-44D of "Flying Tiger Line" for reassemble; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date May 10, 1966 by BABwFokker; **YA+120** ErpSt 61 at Manching AB delivery date on May 13, 1966 for experimental tests; 27+98 WaSLw 10 on August 23, 1973; JaboG 32 on February 14, 1983; JaboG 34 on March 20, 1984; withdrawn from use and stored at LwSchleuse 11 on March 18, 1987; struck off charge order (AVA) February 10, 1989; MAP (Military Assistance Program) with 2.534 flight hours to Hellenic Air Force April 5, 1989 coded "TF-5928"; flew from Araxos AB (116 Pterix) until their retirement; flown to Agrinion on April 13, 1993 and withdrawn from use; stored Agrinion AB August 1993 first noted; stored Agrinion AB September 2005 noted; September 2017 last noted.

YA+246

2042 construction number 683-2042, model 683-10-19, US serial number 63-13258 manufactured by Lockheed (ARGE-USA); assembly in Fighterbomber version according contract lot 4; flight test release October 27, 1961; flown with register number "142" for test flights; coded KF+118 accepted by BABwLockheed for delivery; shipped to Bremerhaven, Germany on January 31, 1962; railroad transport to Messerschmitt-Manching for reassembly and test flight on April 25, 1962; project "42" as Fighterbomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; DA+246 JaboG 31 at Norvenich AB delivery date on May 9, 1962 in Silver-finish colors; ErpSt 61 Detachment at Istres, France coded **YA+246** on February 28, 1963; planned for project "Columbus" November 15, 1962; to Messerschmitt on July 4, 1963 for disassembly; according project "Columbus" coded as BG+147 on August 12, 1963 airlifted to Lockheed, Palmdale, USA; operated at Luke AFB by the 4510th CCTW in USAF Silver-finish color scheme coded 13258 (German shadow serial number 2035); crashed on January 30, 1976 during a practice 4 ship formation flight after uncontrolled control stick inputs (APC) resulting in a nose down uncontrollable flight situation; pilot ejected safely at approximately 1.500 feet and at a speed in the region of 500+ knots; operated that day by 418th TFTS, 58 TFTW; struck off charge order January 30, 1976; 2.531 flight hours.

KG+170

8070 coded **KG+170** first flight May 2, 1963, delivery date June 12, 1963, project "Roland" in AWX-version with "Wing Pylon Bomb Provision" modification, LVR 3 (Luftwaffenversorgungsregiment 3) on June 24, 1963 for modifications, ErpSt 61 Det Istres on July 9, 1963 for arresting hook trials, code YA+113 planned for ErpSt 61 on May 27, 1964, but not used. To MTT for modifications and camo scheme camo TA 196 "Norm 62", JD+106 JG 74 on February 22, 1966, 23+71 heavily damaged in 1970, after repair by MTT back to JG 74 on May 12, 1971, withdrawn from use at LVR 1 (Luftwaffenversorgungsregiment 1) on May 9, 1974 with 1.085 hours, for spare parts use, scrapped at Erding AB December 7, 1978

KE+354

7054 construction number 683D-7054, model 683-10-19* manufactured by South Group (ARGE-Süd); assembly start by Messerschmitt Manching September 25, 1962; assembly in Fighter-Bomber version according contract lot 2; first flight May 21, 1963 coded KE+354 in Silver finish colors; acceptance date by BABwMTT June 24, 1963; project "Loreley" as Fighter-Bomber (for JaboG 33) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; ErpSt 61 (Erprobungsstelle 61) on June 24, 1963; deployed to Istres, France from 1963-1966; camouflage scheme TA-196 "Norm 62" in 1966; 21+85 WTD 61 (Wehrtechnische Dienststelle 61) until 1985; withdrawn from use and stored at LwSchleuse 11 on August 6, 1985; struck off charge order November 28, 1985; airlifted to Turkish Air Force (TuAF serial number 63-7054) with 1.351 flight hours on March 20, 1986; for spare parts use only (no code); most likely scrapped*

KE+508

7208 construction number 683D-7208, model 683-10-19* manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching January 13, 1965; assembly in Fighter Bomber version according contract lot 8; first flight April 14, 1965 coded KE+508; acceptance date May 19, 1965 by BABwMTT; modification level "Prince" as Fighter-Bomber (for MFG 2) with AS.30 and "Kormoran" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; delivery day to ErpSt 61 on May 28, 1965 (with unknown YA code); modified for KORMORAN anti-ship missile tests on September 14, 1965; VB+251 May 10, 1966 to MFG 2; 23+24 Navy camouflage scheme TA-196-3 "Norm 76" in 1974; transfer back to ErpSt 61 on June 15, 1975; withdrawn from use at LwSchleuse 11 on December 10, 1984 with 1.045 flight hours; struck off charge order February 6, 1985; instructional airframe with MFlgLehrGrp Sylt on April 24, 1985 until 1990; last noted stored Westerland in 1995; at Eggebek AB hangar as BDRT (instructional airframe) in June 2000; noted restored at Eggebek AB in January 2003; seen Eggebek Airday on August 24, 2003; for sale by VEBEG in March 2004; 2004 last noted; location unknown*

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