The first Norwegian Air Force F-16 to come from a European assembly line made its first flight from Amsterdam Schiphol on December 12, staying airborne for l±hr and reaching Mach 1-6. The drag chute specified for Norwegian F-I6s was successfully deployed on landing. Fokker will assemble 72 F-I6s for Norway

US and UK share Rhodesia air lift
THE Royal Air Force and US Air
Force have airlifted British and
Commonwealth troops and equip-
ment to Rhodesia. Three RAF Pumas
were carried in a C-5A Galaxy, which
entailed less dismantling and brought the helicopters into action more quickly than if they had been carried in a C-130. Other aircraft involved were RAF VC-lOs for trooping and C-130K Hercules and USAF C-141 Starlifters.
One of tihe RAF Pumas crashed on December 27, killing the erew of three, during a positioning flight to

Kotwa to pick up water supply equipment. It struck a pylon near Mtoko township, 95 miles north-east of Salisbury. The Ministry of Defence says the Puma was not shot down. Also on December 27 a low-flying RAF Hercules was hit by a "small-arms round." The aircraft was ferry-ing 17 soldiers and two Land-Rovers from Salisbury -to an assembly point at Grand Reef near Umtali, south-east of Salisbury. The bullet entered the fuselage and was found near the liquid oxygen package. No-one was hurt.

Pan Am 747 in Heathrow incident
THE right outer engine of a Pan Am
Boeing 747 freighter caught fire
during landing at London's Heafchrow
Airport on the evening of December
27. The aircraft, with a crew of three,
was completing a flight from New York and touched down on Heathrow's runway 23. The runway normally used for landing, 28L, was closed because of strong winds from the South-West (gusting between 23 and 30kt at the time). It is not clear whether the fire occurred immediately before or after touchdown. Some eyewitness reports speak of the 747 being caught by a gust of wind which tilted the air-craft causing the engine to hit the runway. Neither Pan Am nor the British Department of Trade's Acci-dents Investgiation Branch will com-ment on these reports.
After landing, the aircraft taxied down runway 23 and turned off near the end of the Terminal 2 piers, where the fire was put out by emergency services which are located by the Terminal. There were no casualties. The incident closed runway 23 for the rest of the evening and about 17 flights were diverted to other UK air-ports. Runway 28R remained in use for take-offs.

Photographs of the aircraft, taken immediately after the fire, show the right outer JT9D hanging from the pylon on its rear mounting only, and extensive scorching of the outer wing

almost as far as the inner engine. A Pan Am investigating team arrived in London last week to examine the aircraft and three AIB inspectors are investigating the incident. The aircraft will remain at Heathrow until investigations and repairs are com-pleted.
• A Turkish Airlines Fokker F.28 crashed on a hill near Ankara on December 23. Initial reports give the death toll at 39 with four survivors— three passengers and a stewardess. The aircraft, with 59 passengers and four crew, was preparing to land at Ankara, at the end of a flight from Samsun, when radio contact was lost.

Epsilon makes
first flight
THE first of two prototype Aero-spatiale TB30 Epsilon trainers made its first flight from the Socata airfield at Tarbes in the Pyrenees on December 22, flown by Socata chief test pilot Marc Yoh accompanied by flight-test manager Claude Durand. Epsilon is a tandem two-seater powered by an aerobatic 300 h.p. Lycoming AEIO-540 engine and will probably be used by the French Air Force for the first 60 to 80hr of pilot training. If the design is successful Aerospatiale, which is in charge of the programme, will look for exports.

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Enstrom has found

buyer?
THE parent company of Enstro Helicopters, Aircraft Manageme Associates, seems to have found determined buyer to take ov majority ownership of Enstrom an to finance new production an

development. The name of the nebuyer has not been revealed, b
Enstrom has already received mon to pay salaries owing since it clos down late in October last year.
The eight helicopters partiall completed on the production line w be financed first and materials a parts must then be acquired

relaunch production. Staff will probably be recalled in about a mon

from now. Enstrom will also continue with development of the fouseater Hawk. F. Lee Bailey, who h

been majority owner of Enstrom since 1970, will now sell his stake the company progressively an relinquish his management interest

Flight Directory 1981
THE Flight International Directory of British Aviation 1981 is now being prepared and it is planned to ha

it on sale during the SBAC Farnborough Show in September.
is now the principal guide .to aviatio in Britain, including listings of and references to government aviatio departments, the armed force private and commercial aviation an the airframe, engine and equipme industry, i
Questionnaires will be sent ou shortly—we will let you know when they have been posted—and w would ask those who wish to b included to ensure that their entrie are typed and returned by the da stated. Entries received after th final date cannot be considered.

Flight visits to Hanover
THREE trips from London to this year's Hanover Air Show (April 24 May 1) have been arranged by Fligh in conjunction with Planet Travel (10 Kilburn Square, London NW6 8PS telephone 01-328 2281).
Trip A—four days: departing Heath-row 10.20hr Friday April 25, returning ETA 13.20hr Monday, April 28. Price £198-80.

Trip B—three days: departing Heathrow 10.20hr Friday, April 25, returning ETA 13.50hr Sunday, April 27

Price £173-30.

Trip C—one day: departing Heathrow ll.OOhr Saturday, April 26, returning ETA 19.05hr same day. Price £84-80. Accommodation is at the Kasten Hotel mit Luisenhof, near Hanove city-centre air terminal, from which airport coaches leave every 20mi Flights are by Lufthansa and Britis Airways and flying time is 80min. See Planet Travel advertisement o page 104 of next week's issue.