

Hellenic Air force (HAF) R/TF/F-104G Starfighter

List is under continuous update!

sequence according construction number !

!!! current as of October 2022 !!!

F/RF-104G (by Lockheed/Canadair)

4001 construction number 683C-4001, model 683-10-19, US serial number 61-2601
first flight August 10, 1962; the first build MAP F-104G by Lockheed; delivery date February 3, 1969 as "61-2601"; operated by USAF for foreign pilot training; coded FG-601 with 4443rd CCTS at George AFB; later with 4450 CCTW for training at Luke AFB (noted June 1965); MAP (Military Assistance Program) to Greece delivery date February 3, 1969; coded "FG-601" "12601" with 335 Mira of 116 Pterix; withdrawn from use in August 1990; decoy at Larissa AB in April 1993; noted November 2000; stored at end of runway at Larissa AB coded "2601" September 17, 2005 noted; 61-2601 stored November 2008 noted; dump (bad status) November 2016 noted; October 2018 noted.

4009 construction number 683C-4009, model 683-10-19, US serial number 61-2609
first flight 1962, MAP aircraft, operated by USAF for foreign pilot training, coded FG-604 with 4443rd CCTS at George AFB, seen on July 16, 1964 at George AFB 4443 CCTS which later on moved to Luke, (MAP operated by USAF for foreign pilot training coded 12609 with 4510th CCTW, seen 1967 and in January 1969; MAP (Military Assistance Program) to Greece coded "FG-609" on February 3, 1969; in July 1969 at Tanagra AB with 114 Ptx; crashed July 5, 1971 due to a fatal engine compressor stall at Velestino Volos, pilot Maj A Politis ejected safely; written off.

4024 construction number 683C-4024, model 683-10-19, US serial number 61-2624
delivery date March 1, 1963; gained by Lockheed on March 1, 1963 and modified to JRF-104G prototype (carrying recce systems as well as test equipment); tested till spring 1964 and went back to Lockheed in May 1964 for removal of the recce and test systems; temporarily converted to F-104S prototype for tests (CL-901-15) 1966 coded "12624"; J79-J1Q (later J79-GE19) engine tests; MAP (Military Assistance Program) to Greece on February 3, 1968 coded "FG-624", crashed November 27, 1969 with 336 Squadron at the village Krinos, a village in the municipal unit of Movri, Achaia; cause is unknown; pilot Lieutenant Giorgos Dimakis was killed, written off.

6001 construction number 683D-6001, model 683-10-19, US serial number 62-12302
1st F-104G built by Canadair; first flight July 30, 1963; delivery date October 11, 1963 to USAF at Langley AFB; MAP (Military Assistance Program) to Greece delivery date April 16, 1964; coded "FG-302"-22302 at Tiger Meet 1972 at Cambrai AB, France; crashed with 335 Mira on May 4, 1974; pilot 2Lt.P.Tsolis ejected safely (MB seat), 62-12302 was lost on May 4, 1974, when cockpit was covered in black smoke and pilot Lt. Tsolis ejected safely from a/c 302. Main cause was that the cockpit was covered in black smoke and failure of the pilot to follow the proper procedures.

6002 construction number 683D-6002, model 683-10-19, US serial number 62-12303
first flight September 5, 1963; delivery date to USAF October 4, 1963; MAP (Military Assistance Program) to Greece in March 1964; coded "FG-303" to 116 Wing (Ptx) at Araxos AB, later code 22303; withdrawn from use in August 1990; stored Araxos AB 1993, stored Araxos AB August 1995 noted fuselage only, dump October 2017 noted.

6003 construction number 683D-6003, model 683-10-19, US serial number 62-12304
first flight September 13, 1963; delivery date to USAF February 2, 1964; MAP (Military Assistance Program) to Greece in March 1964 coded "FG-304"; withdrawn from use 1990; stored Araxos AB in August 1995 and April 1997; disposal to Andravida AB approved on March 23, 1998; gate guard at Andravida AB (LGAD) at HQ gate, silver color scheme in November 1998; September 2007 noted; display as "FG-304" in November 2017 noted; March 2022 noted (weathered).

6004 construction number 683D-6004, model 683-10-19, US serial number 62-12305
first flight September 23, 1963; delivery date to USAF January 31, 1964, MAP (Military Assistance Program) to Greece in March 1964, coded "FG-305"; crashed June 23, 1992.
This Starfighter was written off when it crashed at the Kranea Weapons Range when it encountered an engine stall at 3000 ft. during a bomb run. Pilot 2nd Lt. Vasilios Zisis ejected safely.

6005 construction number 683D-6005, model 683-10-19, US serial number 62-12306
first flight September 25, 1963; delivery date to USAF January 17, 1964; MAP (Military Assistance Program) to Greece in March 1964 coded "FG-306"; withdrawn from use 1990; stored Araxos AB August 2000 noted fuselage only; February 2011 noted; dump October 2017 noted.

6006 construction number 683D-6006, model 683-10-19, US serial number 62-12307
first flight October 4, 1963, delivery date USAF January 21, 1964; MAP (Military Assistance Program) to Greece in March 1964 coded "FG-307"; withdrawn from use 1991, gate guard Araxos AB on pole 1993 in 335 Mira area in bare metal, preserved on pole at Araxos AB in base collection on the parade ground August 18, 1995 noted; 2005 coded as "13207" noted; February 2011 noted; October 2017 noted.

6007 construction number 683D-6007, model 683-10-19, US serial number 62-12308
first flight October 10, 1963 at Canadair; delivery date USAF January 23, 1964; MAP (Military Assistance Program) to Greece in March 1964; coded "FG-308" with 335 Mira (116 Wing); crashed September 23, 1987 flying into mountain Mount Ossa, in Thessalia (CFIT), pilot S. Zografos was killed, written off.

6008 construction number 683D-6008, model 683-10-19, US serial number 62-12309
first flight October 15, 1963; delivery date USAF February 3, 1964; MAP (Military Assistance Program) to Greece in March 1964; coded "FG-309" to 336 Mira of 116 Wing; crashed May 8, 1969 at Patraikos Kolpos (Golf of Patras), pilot was ok, written off.

6009 construction number 683D-6009, model 683-10-19, US serial number 62-12310
first flight October 28, 1963; delivery date USAF February 5, 1964; MAP (Military Assistance Program) to Greece in June 1964 coded "FG-310"; seen 1979; withdrawn from use 1993, preserved (stored) at Araxos AB in April 1997 noted as fuselage only; February 2011 noted; dump October 2017 noted.

6010 construction number 683D-6010, model 683-10-19, US serial number 62-12311
first flight January 22, 1964, delivery date USAF February 11, 1964, MAP (Military Assistance Program) to Greece in June 1964 coded "FG-311"; withdrawn from use 1990, preserved (stored) at Araxos AB in August 1990 noted as fuselage only; February 2011 noted; dump October 2017 noted.

6013 construction number 683D-6013, model 683-10-19, US serial number 62-12314
first flight January 22, 1964, delivery date February 25, 1964 to USAF, MAP (Military Assistance Program) to Greece in June 1964 coded "FG-314" 335 Mira at Tanagra, seen 1980 at Cameri AB, Italy; April 1984 Hellenic Air Force 335 Mira flying the F-104G from Araxos AB rotated with the Dutch Air Force 312 squadron, based at Volkel; withdrawn from use after 1991 with 336 Mira "Olympus"; preserved (stored) at Araxos AB in August 1995 noted as fuselage only; dump October 2020 last noted.

6014 construction number 683D-6014, model 683-10-19, US serial number 62-12315
first flight January 22, 1964, delivery date February 19, 1964 to USAF, MAP (Military Assistance Program) to Greece in June 1964 coded "FG-315"; withdrawn from use after 1990 with 336 Mira "Olympus", preserved (stored) at Araxos AB in April 1997 noted; February 2011 noted; dump October 2017 noted.

6016 construction number 683D-6016, model 683-10-19, US serial number 62-12317
first flight January 7, 1964, delivery date February 13, 1964 to USAF, MAP (Military Assistance Program) to Greece in June 1964 coded "FG-317"; withdrawn from use after 1990 with 336 Mira "Olympus"; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on May 28, 1992; dump (stored) at Agrinion AB in October 2017 noted.

6017 construction number 683D-6017, model 683-10-19, US serial number 62-12318
first flight January 29, 1964, delivery date February 28, 1964 to USAF, MAP (Military Assistance Program) to Greece in June 1964 coded "FG-318"; crashed January 22, 1979, pilot was killed, written off. The accident took place on January 22, 1979 at the area of Bozaitika just NE of the town of Patra. The pilot of 116 FW 336 Squadron while on an instrument training flight on his way back decided to perform aerobatics over populated area (his girlfriend was living there) that was beyond his capabilities resulting in loss of aircraft control at very low altitude and crashing on the hill of Profitis Elias and killing himself. it was about 5-6 km from center of town Patra.

6018 construction number 683D-6018, model 683-10-19, US serial number 62-12319

first flight January 29, 1964; delivery date March 11, 1964 to USAF; MAP (Military Assistance Program) to Greece 1964 coded "FG-319"; crashed November 12, 1974, pilot Captain Tzouros P used successfully the C2 seat. Captain Pantelis Tzouros of 336 Fighter Squadron of 116 Combat Wing was inside FG-319 when it crashed about 19:10 p.m. during a night-CPM mission. The plane crashed into the sea 10 nautical miles southwest of Zakynthos island. The pilot ejected safely and had to wait for 3 hours to be picked up by the ferry "Proteus" which sailed from Zakynthos port. Captain Pantelis Tzouros abandoned his aircraft due to hallucinations.

6020 construction number 683D-6020, model 683-10-19, US serial number 62-12321

first flight February 2, 1964, delivery date February 21, 1964 to USAF, MAP (Military Assistance Program) to Greece 1964 coded "FG-321"; crashed January 15, 1973 in the sea area 3 miles east of Rafina due to complete loss of engine oil and subsequent engine seizure. Pilot Capt E Skliris ejected safely, MB seat, written off.

6049 construction number 683D-6049, model 683-10-19; US serial number 63-12697

first flight July 8, 1964, delivery date USAF on September 16, 1964, MAP (Military Assistance Program) to Greece 1964 coded "FG-697", crashed February 24, 1976 with 336 Mira near Araxos AB, pilot Captain Roulias Spyridon was killed; parachute did not open due to low altitude and bank angle; written off. The aircraft started an uncontrollable continuous roll, low and very close to the runway. In fact, he could not choose a position to bail out.

6056 construction number 683D-6056, model 683-10-19, US serial number 63-12704

first flight June 5, 1964, delivery date USAF on August 26, 1964, MAP (Military Assistance Program) to Greece in July 1965 coded "FG-704" to 335 Squadron of 114 Fighter Wing at Tanagra; crashed July 15, 1965 after asymmetry of flaps at Tanagra AB, killed the pilot Major Christos Efstathiou, Squadron Leader of 335 Squadron. From June 1964 he was commander of 335 Bombardment Squadron.

6057 construction number 683D-6057, model 683-10-19, US serial number 63-12705

first flight June 12, 1964, delivery date USAF on August 28, 1964, MAP (Military Assistance Program) to Greece in January 1965 coded "FG-705"; to 336 Mira (FBS) of 116 Combat Group (116 CG); May 1969 the 116 Combat Group was renamed to 116 Combat Wing (116 CW); August 1973 squadron exchange between the Hellenic Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-12705/FG-705; crashed September 24, 1973 during takeoff pilot Noussias, Greg of 116 Combat Wing 336 Fighter Squadron was forced to abort takeoff due to experiencing severe "Shimmy" of nose landing gear, aircraft engaged with the LISS-500S (arresting-gear system) and caught fire resulting in aircraft severe damage; written off.

6058 construction number 683D-6058, model 683-10-19, US serial number 63-12706

first flight June 26, 1964, delivery date USAF September 3, 1964; MAP (Military Assistance Program) to Greece in January 1965 coded "FG-706" with 336 Mira "Olympus"; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on May 28, 1992 and withdrawn from use; dump (stored) at Agrinion AB in October 2017 noted.

6060 construction number 683D-6060, model 683-10-19, US serial number 63-12708

first flight July 8, 1964, delivery date September 15, 1964 to USAF; MAP (Military Assistance Program) to Greece in January 1965 coded "FG-708", withdrawn from use with 335 Mira of 116 Wing (PM) 1993 at Araxos AB, noted parked in August 1995 at Araxos, uncoded outside 335 Mira operations buildings Araxos AB in grey camo September 18, 2005 last noted, preserved in TIGER markings in 335 Mira area at Araxos AB F-104G 335 Mira "335 Sq" painted as "Tiger" Araxos September 20, 2007 noted on poles; November 2010 noted off the poles; Tiger on wheels Araxos June 8, 2011 noted; October 2017 noted; May 2022 noted.

6061 construction number 683D-6061, model 683-10-19, US serial number 63-12709

first flight July 7, 1964, delivery date September 24, 1964 to USAF, used for MAP training in USA, MAP (Military Assistance Program) to Greece in January 1970 coded "FG-709"; withdrawn from use about 1990, dump Athens-Hellinikon in November 1992; 1996 last noted; scrapped.

6062 construction number 683D-6062, model 683-10-19, US serial number 63-12710

first flight July 9, 1964 at Canadair, Montreal; delivery date October 1, 1964 to USAF; at Brookley on June 1, 1964 for MAP delivery, MAP (Military Assistance Program) to Greece in January 1965 coded "FG-710"; last flight from 116 CW to 132 CG (Agrinion HAF Detachment) on April 1, 1993 and withdrawn from use; July 25, 2004 stored at Agrinion AB; dump (stored) at Agrinion AB in October 2017 noted.

6063 construction number 683D-6063, model 683-10-19, US serial number 63-12711

first flight June 29, 1964, delivery date September 1, 1964 to USAF, MAP to Greece in January 1965 coded "FG-711"; August 1973 squadron exchange between the Hellenic MAP (Military Assistance Program) Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-12711/FG-711; crashed November 21, 1978 into the sea at Kyllini, Ilias, unknown reason, pilot was killed and is missing, written off.

6064 construction number 683D-6064, model 683-10-19, US serial number 63-12712

first flight August 6, 1964, delivery date September 12, 1964 to USAF; MAP (Military Assistance Program) to Greece in January 1965 coded "FG-712"; August 1973 squadron exchange between the Hellenic Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-12712/FG-712; withdrawn from use about 1990 at Araxos with 335 Mira, stored Araxos AB on August 6, 1990; stored Araxos AB fuselage (dump) September 17, 2005 noted; November 6, 2011 noted; October 2017 noted.

6065 construction number 683D-6065, model 683-10-19, US serial number 63-12713

63-12713 cn 6065 first flight August 28, 1964, delivery date October 6, 1964 to USAF, MAP (Military Assistance Program) to Greece in January 1965 coded "FG-713"; withdrawn from use about 1990 at Araxos with 336 Mira, first noted at Araxos in August 1990; stored at Araxos 2000, Araxos AB fuselage dump September 17, 2005 noted; February 27, 2011 noted; October 2017 noted.

6066 construction number 683D-6066, model 683-10-19, US serial number 63-12714

first flight August 11, 1964; delivery date October 13, 1964 to USAF; MAP to Greece in January 1965 coded "FG-714"; crashed January 18, 1968 with 335 Mira of 114 PM at the Marathon Weapons Ground, killing pilot 1st Lt. Georgios Kostolambros, cause unknown.

6067 construction number 683D-6067, model 683-10-19, US serial number 63-12715

first flight at Canadair on August 18, 1964; delivery date October 27, 1964 to USAF; Spanish serial number C.8-1; MAP to Spain on January 15, 1965 by ship to Rota NAS; coded FG-715/32715 to 61st Escuadrón at Torrejon AB on March 4, 1965; to renamed 161 Escuadrón at Torrejon AB coded 161-11 in 1965; 1967 coded 104-11 with renamed 104 Escuadrón; coded 104-01 with 104 Escuadrón in 1968; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 776 flight hours; back to USAF on May 31, 1972; MAP (Military Assistance Program) to Greece on June 5, 1972 coded "FG-715" 32715 with 335 Mira; August 1973 squadron exchange between the Hellenic Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-12715/FG-715; withdrawn from use on May 15, 1992; disposal approval on June 3, 1993; preserved on pole at Tripolis AB in bare-metal color scheme in November 1993; November 2009 noted; November 2016 last noted; in 2019 it has been repainted in a Mirage 2000 style color scheme with no code; November 2020 at 124 Training Wing noted.

6069 construction number 683D-6069, model 683-10-19, US serial number 63-12717

first flight at Canadair August 26, 1964; delivery date October 28, 1964 to USAF; Spanish serial number C.8-3; MAP to Spain on January 15, 1965 by ship to Rota NAS; coded FG-717/32717 to 61st Escuadrón at Torrejon AB on March 12, 1965; to renamed 161 Escuadrón at Torrejon AB coded 161-13 late in 1965; 1967 coded 104-13 with renamed 104 Escuadrón; coded 104-03 with 104 Escuadrón in 1968; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 548 flight hours; back to USAF May 31, 1972; MAP (Military Assistance Program) to Greece on June 12, 1972 coded "FG-717"; withdrawn from use in 1992; stored at Agrinion AB October 2006 last noted; coded "FG-717" display on concrete blocks at Heros of Polytechnics Square, (Plateia Heroon Polytechniou) in Kifisia, Attica May 22, 2007; April 2022 noted.

6071 construction number 683D-6071, model 683-10-19, US serial number 63-12719

first flight September 1, 1964 at Montreal; delivery date November 24, 1964 to USAF; MAP (Military Assistance Program) to Greece in February 1965 coded "FG-719" for 336 Mira; crashed with 336 Mira on January 27, 1987 at Gastounis, Ilias; the pilot Captain Theodoros Bekos successfully bailed out (MB seat).

6072 construction number 683D-6072, model 683-10-19, US serial number 63-12720

first flight at Canadair September 2, 1964; delivery date to USAF October 30, 1964; Spanish serial number C.8-5; MAP to Spain on January 15, 1965 by ship to Rota NAS; coded **FG-720/32720** to 61st Escuadrón at Torrejon AB on March 12, 1965; to renamed 161 Escuadrón at Torrejon AB coded 161-15 in 1965; 1967 coded 104-15 with renamed 104 Escuadrón; coded 104-05 with 104 Escuadrón in 1968; IRAN at FUS (Flugzeug-Union Süd), Germany on March 21, 1968 with 184 flight hours, back to SpAF on December 20, 1968; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 618 flight hours; back to USAF May 31, 1972; MAP (Military Assistance Program) to Greece June 12, 1972 coded "**FG-720**" to 335 Mira "Tigreis" of 116 Pteriga (Wing) at Araxos AB; "Tiger" colors September 24, 1992 celebrating the units 40th anniversary; withdrawn from use March 31, 1993, the official date for the withdraw of the F-104 from service in the Hellenic Air Force; preserved coded FG-720 "**Tiger**" colors at "Helliniki Aeroporia Moussio" Hellenic AF Museum, Tatoi AB, Athens 1995; Tatoi AB inside hanger November 19, 2006 noted; display outside November 2009 noted; restoration November 2019 noted; December 21, 2020 presentation after the repaint for display noted; 13.11.2021 noted; October inside a hangar list noted.

6073 construction number 683D-6073, model 683-10-19, US serial number 63-12721

first flight September 16, 1964; delivery date to USAF November 23, 1964; MAP (Military Assistance Program) to HAF in February 1965 coded "**FG-721**" to 335 Mira; crashed April 28, 1977. Starfighter was written off at Vagia Viotias, killing the pilot 2nd Lt. Konstantinos Kizas of 116 PM 336 Sqn; cause unknown.

6074 construction number 683D-6074, model 683-10-19, US serial number 63-12722

first flight September 15, 1964, delivery date to USAF November 20, 1964, MAP (Military Assistance Program) to HAF in February 1965 coded "**FG-722**" to 335 Mira; August 1973 squadron exchange between the Hellenic Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-12722/FG-722; withdrawn from use 1990; first noted at Araxos on the dump in July 1990; stored Araxos AB in August 1995, stored (dump) Araxos AB September 17, 2005 noted; dump October 2017 noted.

6075 construction number 683D-6075, model 683-10-19, US serial number 63-12723

first flight September 16, 1964; acceptance and delivery date to USAF November 23, 1964; November 23, 1964 assigned at Brookley for MAP delivery; MAP (Military Assistance Program) to HAF in December 1965 coded "**FG-723**" to 335 Mira; crashed December 16, 1966 with 116 Pterix, unknown reason; Captain Christos Papatanasidou ejected safely. The plane flew over Lamias city when it crashed about 12:00 am.

6076 construction number 683D-6076, model 683-10-19, US serial number 63-12724

first flight September 28, 1964; delivery date to USAF December 9, 1964; MAP (Military Assistance Program) to HAF in February 1965 coded "**FG-724**"; made its last flight from 116 CW at Araxos to 132 CG (Agrinion HAF Detachment) on April 1, 1993; withdrawn from use 1993, stored Agrinion AB 2001, stored Agrinion AB October 2006 last noted; in February 2007 approval for be displayed at municipality Trikorfo; July 2007 was noted at KEA Hellinikon for restoration; preserved coded "**FG-724**" on poles at Trikorfo, near Messini in January 2008; April 2020 in bare metal colors noted.

6077 construction number 683D-6077, model 683-10-19, US serial number 63-12725

first flight September 24, 1964, delivery date November 26, 1964, MAP (Military Assistance Program) to Greece in February 1965 coded "**FG-725**"; crashed on May 25, 1989 near Koroni Messinia due to lack of fuel near Koroni Messinia and the pilot Captain G.Zafiriou. bailed out successful.

6078 construction number 683D-6078, model 683-10-19, US serial number 63-12726

first flight September 29, 1964, delivery date December 7, 1964, MAP (Military Assistance Program) to Greece in June 1965 coded "**FG-726**"; crashed on June 19, 1965 at Tanagra AB, during landing with a cross wind of 10-18 Knots, veered off Rwy and the aircraft broke up and caught on fire been totally destroyed, pilot 1st Lt Stylianos Nikolaou of 114 Ptx 335 Mira was killed.

6079 construction number 683D-6079, model 683-10-19, US serial number 63-12727

first flight at Canadair October 23, 1964; delivery date January 13, 1965 to USAF; Spanish serial number C.8-6; MAP to Spain on June 6, 1965 by ship to Rota NAS; coded FG-727/32727 to 161 Escuadrón at Torrejon AB on July 8, 1965; coded 161-16 in 1965; 1967 coded 104-16 with renamed 104 Escuadrón; coded 104-06 with 104 Escuadrón in 1968; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 640 flight hours; back to USAF May 31, 1972; MAP (Military Assistance Program) to Greece June 13, 1972 coded "FG-727" to 335 Mira "Tigreis" of 116 Pteriga (Wing) at Araxos AB; January 25, 1978 "FG-727" crashed, the pilot L. Kazoleas successfully bailed out (MB seat). Aircraft was abandoned by the pilot due to disorientation while flying through heavy weather.

6081 construction number 683D-6081, model 683-10-19, US serial number 63-12729

first flight at Canadair October 7, 1964, delivery date December 5, 1964, MAP (Military Assistance Program) to Greece in June 1965 coded "FG-729"; crashed; July 2, 1968 with 116 Fighter Group 336 Fighter Squadron written off when it crashed into the sea returning from the Potidaias firing field (Khalkidhiki). During Straight and Level Flight the pilot Captain Mihalakopoulos suffered negative G with a simultaneous right rotation tendency of the aircraft, the pilot was unable to return the aircraft to smooth flight and exit the spin resulting in a successful ejection; cause: undetermined.

6082 construction number 683D-6082, model 683-10-19, US serial number 63-12730

first flight at Canadair October 16, 1964; delivery date February 4, 1965 to USAF; Spanish serial number C.8-7; MAP to Spain on June 6, 1965 by ship to Rota NAS; coded FG-730/32730 to 161 Escuadrón at Torrejon AB on July 14, 1965; coded 161-17 in 1965; 1967 coded 104-17 with renamed 104 Escuadrón; coded 104-07 with 104 Escuadrón in 1968; IRAN at FUS (Flugzeug-Union Süd), Germany on April 6, 1970 with 599 flight hours, back to SpAF on November 11, 1970; seen 1971 with Vixen recce-pod; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 775 flight hours on May 31, 1972; returned to USAF on May 31, 1972; MAP (Military Assistance Program) to Greece June 13, 1972 coded "FG-730" to 335 Mira of 116 Pteriga (Wing) at Araxos AB; 730 made its last flight from 116 Combat Wing at Araxos to 132 CG (Agrinion HAF Detachment) in 1992 and withdrawn from use; last noted at Agrinion May 29, 1993; preserved with Arms Museum collection at Messolongi coded "FG-730" at least in April 1996; November 2011 last noted (the Arms Museum was never established and the aircraft started to deteriorate); on February 28, 2011 the collection was moved from the harbor to Messolongi Aeroclub, where it is still stored near the airfield; 30 km NW of Patras; February 24, 2012 first noted, September 2016 noted; June 2024 noted.

6086 construction number 683D-6086, model 683-10-19, US serial number 63-12734

first flight at Canadair November 17, 1964; delivery date February 25, 1965 to USAF; Spanish serial number C.8-16; MAP to Spain on June 6, 1965 by ship to Rota NAS; coded FG-734/32734 to 161 Escuadrón at Torrejon AB on July 29, 1965 with 26 flight hours; coded 161-26 in 1965; with renamed 104 Escuadrón 104-26 in 1967; coded 104-16 with 104 Escuadrón in 1968; with 122 Escuadrón from May 31, 1971 until May 31, 1972; withdrawn from use with 529 flight hours; returned to USAF on May 31, 1972; MAP (Military Assistance Program) to Greece on June 12, 1972 coded "FG-734" with 116 Wing; in April 1984 Hellenic Air Force 335 Mira from Araxos AB rotated with the Dutch Air Force 312 squadron, based at Volkel; last flight on November 4, 1992 to 132 Combat Group (later HAF Detachment Agrinion) and withdrawn from use; stored at Agrinion AB in October 2006 last noted; February 13, 2007 date that approved the availability of the F-104 for going to Vasiliada; July 2007 at KEA Hellinikon for restoration; display coded "FG-734" in Vasiliada, 30 km SW of Kastoria July 2007 first noted; October 2008 noted; May 2010 noted; September 2018 noted.

6087 construction number 683D-6087, model 683-10-19, US serial number 63-13638

first flight at Canadair November 10, 1964; delivery date January 22, 1965 to USAF; Spanish serial number C.8-17; MAP to Spain on June 6, 1965 by ship to Rota NAS; coded FG-638/33638 to 161 Escuadrón at Torrejon AB on August 31, 1965 with 13 flight hours; coded 161-27 in 1965; with renamed 104 Escuadrón 104-27 in 1967; coded 104-17 with 104 Escuadrón in 1968; IRAN at FUS (Flugzeug-Union Süd), Germany on August 11, 1969 with 587 flight hours, back to SpAF on April 8, 1970; with 122 Escuadrón from May 31, 1971 until May 31, 1972; withdrawn from use on May 31, 1972; returned to USAF on May 31, 1972; MAP (Military Assistance Program) to Greece on June 13, 1972 coded "FG-638" for 116 Wing; withdrawn from use in 1992; first noted (dump) Araxos September 1992; noted at Araxos in August 1995 with fuselage only; stored at Araxos in 2000; Araxos AB dump September 2005 noted, May 23, 2007 noted; September 2010 noted; November 2013 dump at Araxos AB in very bad state noted; October 2017 noted.

6088 construction number 683D-6087, model 683-10-19, US serial number 63-13639

first flight at Canadair November 17, 1964; delivery date February 3, 1965 to USAF; Spanish serial number C.8-18; MAP to Spain on June 6, 1965 by ship to Rota NAS; coded FG-639/33639 to 161 Escuadrón at Torrejon AB on August 31, 1965 with 18 flight hours; coded 161-28 in 1965; with renamed 104 Escuadrón 104-28 in 1967; coded 104-18 with 104 Escuadrón in 1968; with 122 Escuadrón from May 31, 1971 until May 31, 1972; withdrawn from use on May 31, 1972; returned to USAF on May 31, 1972; MAP (Military Assistance Program) to Greece on June 8, 1972 coded "FG-639" for 116 Wing; August 1973 squadron exchange between the Hellenic Air Force 336 Mira, based at Araxos AB, and the Belgium Air Force 23 Smaldeel (10Wing) based at Kleine Brogel AB both flying the F-104G; seen in Belgium was 63-13639/FG-639; withdrawn from use in 1992 (ex 335 Mira); noted at Araxos in August 1995; stored at Araxos in 2000; Araxos AB dump September 17, 2005 noted, November 2013 dump at Araxos AB in very bad state noted; October 2017 noted.

6092 construction number 683D-6092, model 683-10-19, US serial number 63-13643

first flight at Canadair November 30, 1964; delivered January 27, 1965 to USAF; MAP to Spain with serial number C.8-12 on June 6, 1965 by ship to Rota NAS; coded FG-643/33643 to 161 Escuadrón at Torrejon AB on July 25, 1965 with 16 flight hours; coded 161-22 in 1965; 1967 coded 104-22 with renamed 104 Escuadrón; coded 104-12 with 104 Escuadrón in 1968, transferred to 122 Escuadrón on May 31, 1971; withdrawn from use on May 31, 1972 with 676 flight hours; returned to USAF May 31, 1972; MAP (Military Assistance Program) to HAF June 14, 1972 coded "FG-643" with 335 Mira; noted at NATO Tiger Meet 1974, Bitburg AB Germany; withdrawn from use in 1992; May 20, 1992 landed at 132 Combat Group (132 CG) at Agrinion AB; 335 squadron (Mira Anachaitisis (Interceptor Squadron)) deactivated in May 1992; "33643" stored at Agrinion AB 1993; stored Agrinion AB September 2005 noted; November 2016 with code "FG-643" noted; October 9, 2017 transported from Agrinion AB, Greece to Base Aerea Torrejon, ALA 12, Ejercito del Aire, for restoration in old code 104-12 of "104 Escuadrón"; restored in original Spanish colors coded "104-12" in June 2019 noted.

6125 construction number 683D-6125, model 683-10-19, US serial number 64-17780

first flight June 8, 1965, to USAF August 17, 1965 coded FG-780/47780, to Greece December 1965 coded "FG-780", crashed January 15, 1980, pilot was killed, written off

This Starfighter was written off during an accident near Arta. The pilot was killed.

This Starfighter was written off when it crashed at Menidi Aitoloakarnanias at the Preveza shooting range. The pilot, Captain Spyridon Papastavrou was sadly killed. It happened during a SOT mission (Fighter Weapons School) when it was involved in an ACM fight against an F-4E. It was the fourth or fifth time that the two planes circle that area repeating the exercise when the accident happened where the pilot was unable to pull up in time. The unlucky pilot tried to use the ejection seat, but it was too late and he partially made it. He was found near the crashsite carrying his parachute according locals. The plane crashed at a hill side east of the national road and the engine was found about 500m away on the west side. There is a small monument on the side of the national road near the crashsite which was built by his widow a few years later.

6126 construction number 683D-6126, model 683-10-19, US serial number 64-17781

first flight June 8, 1965, to USAF August 19, 1965 coded "FG-781/47781, MAP (Military Assistance Program) to Greece December 1965 coded "FG-781"; 1974 "Tiger Meet" Bitburg 335 Mira; last flight on June 3, 1992 to 132 CG (later HAF Detachment Agrinion) and withdrawn from use; stored Agrinion AB September 17, 2005 last noted; February 13, 2007 date that approved the availability of the F-104 for going to Nea Anchialos; preserved Nea Anchialos Airport (LGBL) in May 2007 coded "47781"; November 2019 in Base collection noted.

6127 construction number 683D-6127, model 683-10-19, US serial number 64-17782

first flight June 17, 1965 at Canadair, Montreal; to USAF August 26, 1965 coded "FG-782" 47782; MAP (Military Assistance Program) to Greece December 1965 coded "FG-782"; withdrawn from use June 10, 1991 at KEA Hellinikon; approved the availability of the F-104 for going to 123 technical training wing, Dekelia AB; technical NCO academy, Dekelia AB in February 2009; 2009 the aircraft was found back at Tatoi with a fresh paint job. The aircraft is wearing the official Hellenic Air Force 104 camouflage scheme and the serials have been applied in a very exotic way. On the fin "7782" can be found and on the fuselage they applied "FG-7782" a bit like they applied serials on ex-German Air Force Starfighters; preserved near Olympic village area November 9, 2012 noted; On July 2, 2014 the preparation started for mounting it on the pole at the Air Force recreation Center at Agios Andreas (St. Andrew) by KEA. July 16, 2014 it was erected on the pole with a glossy grey paint scheme; October 2019 noted.

6132 construction number 683D-6132, model 683-10-19, US serial number 64-17787

first flight August 11, 1965; to USAF October 8, 1965 coded "FG-787 47787"; MAP (Military Assistance Program) to Greece December 1965 coded "FG-787"; 336 squadron of 116 Wing Araxos late 60s; withdrawn from use 1993; stored Araxos AB in August 1995 with fuselage only; fuselage stored September 2005 noted; dump September 2017 noted.

6133 construction number 683D-6133, model 683-10-19, US serial number 64-17788

first flight September 3, 1965, MAP to USAF September 30, 1965 coded "FG-788 47788"; (Military Assistance Program) to Greece in December 1965 coded "FG-788"; withdrawn from use 1993 with 116 Wing, stored Araxos AB in August 1995 with fuselage only; November 2011 noted; dump September 2017 noted.

6629 construction number 683D-6629, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in "Recce" photoreconnaissance version; coded KC+140 first flight September 18, 1964 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; acceptance date by BABwFIAT April 12, 1965; camouflage scheme "Norm 62" according tech order "TA-196"; coded VB+201 delivery date on May 31, 1965 to MFG 2 at Eggebek AB; project "Earl" (for MFG 2) with "AS.30" anti-ship missile delivery system installed; 21+07 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; to MBB on November 30, 1978 for modification to the MARINE-Recce version with tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B, back to MFG 2 on January 29, 1979; October 5, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on November 22, 1982; withdrawn from use at LwSchleuse 11 on August 26, 1985; struck off charge order (AVA) January 10, 1986; MAP (Military Assistance Program) with 3.256 flight hours to Hellenic Air Force coded "FG-6629" on January 22, 1986 for 116 Wing at Araxos AB; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on April 1, 1993 and withdrawn from use; tail section of 47788; in October 2017 noted.

6639 construction number 683D-6639, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in photoreconnaissance version; coded KC+142 first flight December 3, 1964 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; project "Earl" (for MFG 2) with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date April 6, 1964 by BABwFIAT; delivery date April 12, 1965 coded VB+203 to MFG 2 at Eggebek AB; 21+09 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; MBB on March 2, 1979 for the MARINE-Recce version "TA-1401" with Side Oblique Camera (SOC) KS-87B, back to MFG 2 on May 3, 1979; August 18, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; withdrawn from use at LwSchleuse 11 on January 15, 1986; struck off charge order (AVA) June 11, 1986; MAP (Military Assistance Program) with 3.149 flight hours to Hellenic Air Force coded as "FG-639" on June 24, 1986 to 116 Wing at Araxos AB; operated by the 335 Mira 1991 coded as "FG-6639"; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on April 1, 1993 and withdrawn from use; stored at Agrinion AB in May 1998 noted; preserved as display coded "FG-6639" at Agrinion AB, November 2007 first noted; preserved October 2015 noted; 6639 was moved from Agrinion to Araxos for 116 Combat Wing in October 2015; stored for restoration at Araxos AB September 2018 noted; restoration with new camouflage scheme November 7, 2019 noted; preserved as display outside the main hangar of 116 Combat Wing Base Maintenance Squadron at Araxos AB November 5, 2020 first noted; August 2022 noted.

6642 construction number 683D-6642, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in photoreconnaissance version; coded KC+145 first flight on December 5, 1964 at FIAT (Fabbrica Italiana Automobili Torino) Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order TA-196; acceptance date by BABwFIAT February 24, 1965; VB+206 MFG 2 at Eggebek AB delivery date on May 12, 1965; 21+11 IRAN at SABCA on June 21, 1971 with 784 flight hours, back to MFG 2 on September 2, 1971; IRAN at MBB on November 15, 1973; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; on May 31, 1974; MFG 2 on June 24, 1974; MBB on February 5, 1979 for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B, back to MFG 2 on March 29, 1979; 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; withdrawn from use at LwSchleuse 11 on June 11, 1986; struck off charge order (AVA) June 11, 1986; MAP (Military Assistance Program) with 3.295 flight hours to Hellenic Air Force coded as "FG-6642" on August 11, 1986; operated by the 116.Pterix (Wing) at Araxos AB; recoded "RF-642" around 1992; last flight from 116 Combat Wing to 132

Combat Group (Agrinion HAF Detachment) on April 7, 1993 and withdrawn from use; stored at Agrinion AB as "6642"; in October 2017 noted.

6662 construction number 683D-6662, model 683-04-10

manufactured by Italian Group (ARGE-Italien RF-104G production in photoreconnaissance version; first flight February 18, 1965 coded KC+147 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date September 16, 1965 by BABwFIAT; VB+208 MFG 2 at Eggebek AB delivery date on September 23, 1965; 21+13 IRAN at SABCA on November 5, 1971, back to MFG 2 on February 7, 1972; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in April 1969; MBB on September 20, 1977 for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B; January 29, 1979 to MBB for trial installation of the AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; ErpSt 61 on October 9, 1979; MBB on July 22, 1980 for modification; MFG 2 on December 18, 1980, withdrawn from use at LwSchleuse 11 on February 4, 1985 with 2.401 flight hours; struck off charge order (AVA) March 29, 1985; MAP (Military Assistance Program) to Hellenic Air Force on April 11, 1985 coded as "FG-6662" with 335th Mira of 116th Pterix at Araxos AB; seen in June 1987 in SEA style camouflage scheme; coded FG-662 in 1991; last flight from 116 Combat Wing to Hellenic Aerospace Industries, (HAI) on April 14, 1992 and withdrawn from use; preserved coded as "FG-662" at Tanagra AB in Silver-finish colors in April 1996; September 18, 2005 noted; code "FG-6662" November 2019 noted.

6664 construction number 683D-6664, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in photoreconnaissance version; KC+149 first flight March 6, 1965 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date April 4, 1965 by BABwFIAT; VB+210 MFG 2 (Navy Wing 2) at Eggebek AB delivery date on May 6, 1965; 21+15 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; to MBB for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on January 29, 1979; back to MFG 2 on March 23, 1979; November 28, 1983 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on January 31, 1984; withdrawn from use and stored at LwSchleuse 11 on August 20, 1986 with 3.408 flight hours; struck off charge order (AVA) January 19, 1987; MAP (Military Assistance Program) to Hellenic Air Force on February 25, 1987 coded as "FG-6664" to 116th Pterix (Wing) for 335th Mira (Squadron); crashed on September 3, 1992 after a midair collision at Iteno Ilias close to Andravida AB with construction number 7082, pilot Lt N. Martidis (?) ejected safely, written off; wreck seen at Araxos AB in April 2000; no further information.

6665 construction number 683D-6665, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in photoreconnaissance version; KC+150 first flight March 6, 1965 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date May 31, 1965 by BABwFIAT; VB+211 MFG 2 (Navy Wing 2) at Eggebek AB delivery date on June 1, 1965; 21+16 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on February 20, 1979, back to MFG 2 on April 9, 1979; September 9, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order TA-1469; back to MFG 2 on October 27, 1982; withdrawn from use and stored at LwSchleuse 11 on February 5, 1986 with 3.204 flight hours; struck off charge order June 11, 1986; MAP (Military Assistance Program) to Hellenic AF on June 24, 1986 as "FG-6665" to the 116th Pterix (Squadron) of 335th Mira (Wing) at Araxos AB; withdrawn from use 1993; stored at Araxos AB as "6665" in August 1995 with fuselage only; fuselage stored Araxos AB September 17, 2005 noted; October 2017 stored (dump) noted.

6666 construction number 683D-6666, model 683-04-10

F-104G MM6666 MAP to KLu; D-6666 taken on charge May 11, 1965 at FIAT, Turin; May 11, 1965 arrival at Volkell, 311 squadron July 4, 1967-December 8, 1970; TWM at Norvenich AB in June 1969; TWM at Bitburg AB/Spangdahlem AB in June 1970; 312 squadron September 1972-October 1972; TWM at Florennes AB September 1972; 311 squadron June 1977-July 13, 1981; withdrawn from use May 11, 1982; to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) July 23, 1982 coded "FG-6666"; delivery date July 23, 1982; 6666 was seen flying in July 1985 at Araxos; withdrawn from use July 15, 1986 at KEA Hellinikon (at Athene); in April 1996 seen (fuselage

only) at dump Athene; April 15, 2003 (fuselage only) to 132 Combat Group (later HAF Detachment Agrinion); Agrinion dump October 2017 noted.

6668 construction number 683D-6668, model 683-04-10

F-104G MM6668 MAP to KLu; D-6668 taken on charge May 11, 1965 at FIAT, Turin; May 11, 1965 arrival at Volkel, 311 squadron at Volkel AB January 30 1968-October 16, 1982; August 1974 squadron exchange between 312 Squadron and the Royal Air Force 5 Squadron at Binbrook, flying the Lightning, April 1979 squadron exchange between 312 Squadron and Italian Air Force 21 Gruppo based at Cameri AB flying the F-104S; July 1980 squadron exchange with Hellenic Air Force 336 Mira "Olympus" from Araxos AB, flying the F-104G, with 312 Squadron; last flight May 11, 1982 at Volkel; delivery date July 23, 1982 at Volkel AB; July 1985 at Larissa barracks; August 1988 at Tactical AF HQ at Larissa AB (Air Force Tactical Command); FG-668 Gate Guard Larissa HQ barracks on pole January 6, 1994; September 17, 2005 noted; Allied Tactical Air Force HQ November 8, 2006 in silver colors noted; March 2015 noted; May 5, 2017 as Gate Guard last noted; removed in 2021; moved into the new museum in Larissa on June 28, 2021. The aircraft looks to have been cleaned but still having the same paint as when the aircraft was preserved outside.

6670 construction number 683D-6670, model 683-10-19

F-104G MM6670 MAP to KLU, D-6670 taken on charge April 29, 1965; with 312 squadron on May 13, 1965; camouflage scheme in 1966; August 15, 1967 birdstrike damaging the windshield. Aircraft was brought over to AvioDiepen for repair and was available again with 312 squadron from October 15, 1967; squadron pool 311/312 squadrons in 1978; July 24, 1974 midair collision with D-8114; April 1979 a squadron exchange took place between the Dutch Air Force 312 Squadron based at Volkel AB flying the F-104G and the Italian Air Force 21 Gruppo based at Cameri AB flying the F-104S; September 2, 1981 landing at Gutersloh from the East side (with Eastern wind) the chute broke after touch down and the pilot tried to use the arrestor hook. However the hook missed the cable and the aircraft could not stop in time before the end of the runway. It ran off and stopped in the grass breaking off its nose wheel and damaging slightly the forward under section. It was repaired soon at Avio Diepen Ypenburg; withdrawn from use May 7, 1982; May 7, 1982 to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) coded "FG-6670"; withdrawn from use August 28, 1984 at KEA Hellinikon; April 15, 2003 132 CG (later HAF Detachment Agrinion); April 2003 noted fuselage only; dump October 2017 noted.

6672 construction number 683D-6672, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in photoreconnaissance version; first flight April 9, 1965 coded KC+151 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date May 21, 1965 by BABwFIAT, VB+212 MFG 2 (Navy Wing 2) at Eggebek AB delivery date on May 26, 1965; **21+17** Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on January 15, 1979, back to MFG 2 on March 23, 1979; ErpSt 61 on April 24, 1984; withdrawn from use at LwSchleuse 11 on December 4, 1985 with 3.075 flight hours; struck off charge order (AVA) January 10, 1986; MAP (Military Assistance Program) to Hellenic Air Force coded "FG-672" on February 19, 1986 for 116 Wing at Araxos AB; recoded "RF-672" March 1988; last flight from 116 CW to 132 CG (Agrinion HAF Detachment) on November 4, 1992 and withdrawn from use; stored Agrinion AB September 2005 noted; November 2010 last noted; stored at Agrinion AB as "6672" in October 2017 noted.

6674 construction number 683D-6674, model 683-04-10

manufactured by Italian Group (ARGE-Italien RF-104G production in photoreconnaissance version; first flight April 23, 1965 coded KC+153 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle, project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed, camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date June 23, 1965 by BABwFIAT, VB+214 MFG 2 at Eggebek AB delivery date on June 30, 1965, 21+19 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; modified to MARINE-Recce version "TA-1401" with Side Oblique Camera (SOC) KS-87B on March 16, 1979, back to MFG 2 on May 9, 1979; August 17, 1983 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on September 27, 1983; "F-104 Farewell" flight starting on August 11, 1986, when 4 German Navy Starfighter flew all the way to NAS Moffet Field, California, to say thanks and good-bye for a great time staying in USA and flying the 104. During the return flight emergency landing at Sonderstrom, Greenland on August 20, 1986 after loss of one hydraulic system, ferried back by C-160 "Transall" transporter, withdrawn from use at LwSchleuse 11 on October 7, 1986 with 3.237 flight hours, struck off charge order (AVA) December 6, 1986, MAP

(Military Assistance Program) to Hellenic Air Force coded as "FG-6674" on December 16, 1986 to 116 Wing at Araxos AB; operated by the 116.Pterix (Wing) at Araxos AB; seen at Araxos in March/April 1993; last flight from 116 Combat Wing to 132 Combat Group at Agrinion AB (HAF Detachment) in 1993 and withdrawn from use; stored first noted at Agrinion May 29, 1993; stored Agrinion AB September 2005 noted; November 2010 noted; stored at Agrinion AB as "6674" in October 2017 noted.

6676 construction number 683D-6676, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight May 3, 1965 coded KC+155 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle, project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date July 10, 1965 by BABwFIAT; VB+216 MFG 2 of German Navy at Eggebek AB delivery date on July 19, 1965; 21+21 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on May 3, 1979, back to MFG 2 on October 11, 1979; to Luftwaffenschleuse 11 on June 28, 1982 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment modification according tech order "TA-1469", back to MFG 2 on August 6, 1982; LVR 1 "Kommando F-104" on March 25, 1987, WTD 61 on June 22, 1987; withdrawn from use at LwSchleuse 11 on August 6, 1987 with 3.233 flight hours; struck off charge order (AVA) January 4, 1988, MAP (Military Assistance Program) to Hellenic Air Force coded as "FG-6676" on April 27, 1988 for 116 Wing at Araxos AB, operated by the 116.Pterix (Wing) at Araxos AB; seen without FG codes in Athene in July 1989 and again in July 1990 (temp. storage?); last flight from 116 Combat Wing to 132 Combat Group at Agrinion AB (HAF Detachment) on April 6, 1993 and withdrawn from use; stored Agrinion AB September 2005 noted; stored at Agrinion AB as "FG-6676" in September 2018 noted.

6677 construction number 683D-6677, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight May 1965 coded KC+156 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle, project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date July 27, 1965 by BABwFIAT; VB+217 MFG 2 at Eggebek AB delivery date on September 6, 1965, 21+22 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; modified to MARINE-Recce version "TA-1401" with Side Oblique Camera (SOC) KS-87B on April 19, 1979, back to MFG 2 on June 6, 1979; to Luftwaffenschleuse 11 on March 18, 1983 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment modification according tech order "TA-1469", back to MFG 2 on September 27, 1983; withdrawn from use and stored at LwSchleuse 11 on November 10, 1986 with 3.160 flight hours; struck off charge order (AVA) January 19, 1987; MAP (Military Assistance Program) to Hellenic Air Force coded as "FG-6677" on June 2, 1987 to 116 Wing at Araxos AB; coded "RF-6677" in 1991; last flight from 116 CW to 132 CG (Agrinion HAF Detachment) on April 12, 1993; withdrawn from use on July 20, 1993; stored at Agrinion AB in 2000 noted; March 27, 2003 HAF HQ approved of an F-104G to be displayed at Municipal of Glyfada, 10 km SE of Athens; it was transported to KEA Hellinikon for maintenance in May 2003; display at ETHM (HAF Telecommunications-Electronics Factory), Glyfada coded "6677" in November 2008 first noted; July 2017 last noted; September 2018 removed Glyfada and to Tatoi for restoration. Seen refurbished at Tatoi as 7415 in 2019. Serial was corrected to "RF-677" and now it is officially preserved at the Tatoi museum. The museum was glad because they did not have a real RF-104G inside their collection.

6678 construction number 683D-6678, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight May 22, 1965 coded KC+157 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle, project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed, camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date July 27, 1965 by BABwFIAT, VB+218 MFG 2 at Eggebek AB delivery date on July 27, 1965, 21+23 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; MBB on March 27, 1979 modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B, back to MFG 2 on May 31, 1979; to Luftwaffenschleuse 11 on November 2, 1983 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment modification according tech order "TA-1469", back to MFG 2 on December 16, 1983; withdrawn from use and stored at LwSchleuse 11 on July 29, 1986; struck off charge order December 6, 1986; MAP (Military Assistance Program) with 3.061 flight hours to Hellenic Air Force coded "FG-6678" on December 16, 1986 to 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB; April 14, 1992 withdrawn from use at KEA Hellinikon; on May 12, 1993 HAF HQ approved its transfer to HAF Academy (School of Icarus) at Tatoi/Athens to be used as instructional aid; noted at School of Icarus inside in November 2009 and September 2005; on November 13, 2008

it was approved to be displayed at Municipality of Saronikos. Korinthia; in February 2009 it was noted at HAF Museum, Tatoi being prepared for display using the rear fuselage of F-104G construction number 6699; on June 23, 2009 mounted on a pylon at the village of Moni Taxiarchon, near the town of Athikia, Corinthia some 12 km S from Corinth town (Corinth Canal) in silver livery; August 2017 noted; March 2019 noted.

Athikia, Corinthia was the birth place of a couple of Hellenic Air Force pilots that lost their lives in the past and the 6678 was put there as a monument to honor them (Ioannis Mylonas).

6679 construction number 683D-6679, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight May 26, 1965 coded KC+158 at FIAT (Fabbrica Italiana Automobili Torino), Turin-Caselle, project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date July 20, 1965 by BABwFIAT; VB+219 MFG 2 at Eggebek AB delivery date on July 27, 1965; 21+24 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on April 9, 1979; back to MFG 2 on May 29, 1979; Luftwaffenschleuse 11 on September 27, 1983 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; back to MFG 2 on November 11, 1983; withdrawn from use at LwSchleuse 11 on January 8, 1987 with 3.476 flight hours; struck off charge order (AVA) February 19, 1987; MAP (Military Assistance Program) to Hellenic Air Force coded "FG-6679" on February 25, 1987 to 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB; September 1988 written off at Larissa AB after a landing accident, pilot landed the aircraft without landing gear, the pilot was injured but safe; officially withdrawn from use on July 10, 1991 (DBR); dump KEA Hellinikon on December 20, 1992 noted; in 1993 noted inside 120 Air Training Wing, Kalamata for fire-fighting drill; in August 1999 sold as scrap and abandoned with a scrapdealer near Christofilaiika (Kalamata area); scrapped in November 2006.

6680 construction number 683D-6680, model 683-10-19

D-6680 MAP KLU, May 1965 as FIAT Italy license built aircraft; aircraft left FIAT Torino for Volkel Air Base on June 18, 1965 and arrived at Volkel on June 21, 1965; on October 7, 1965 it was flown to Twenthe Air Base for the Twenthe Dutch Masters training squadron. On October 9, 1968 it went to Leeuwarden AB to serve 322/323 interceptor squadron pool; on June 18, 1973 it arrived with Fokker industries for repair on its scoop and duct. This was finalized on October 24, 1973; on February 3, 1975 it was transferred to Volkel based 311 squadron; between March 7, and June 8, 1977 the aircraft was modified to the latest Dutch FB configuration (Avio Diepen) including IFF and ECM and also got 1800 hours maintenance; between September 7, 1979 and October 1, 1979 it got an anti-corrosion treatment at Avio Diepen; the aircraft was officially handed over back to the USA (Military Assistance Program contract) where it was decided to transfer it to the Hellenic Air Force; it was delivered to the Hellenic Air Force with J79 engine nr 414-277; MAP to Greece July 23, 1982 as "6680", to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) coded FG-680; in Greece the aircraft got the standard adopted Vietnam camouflage scheme and buzz code "FG-680" and served 116th Wing until its retirement; withdrawn from use August 28, 1984 at KEA Hellinikon and stored; August 18, 1998 date that approved the availability of the F-104 for going to Corfu State Airport "Ioannis Kapodistrias"; November 10, 1998 to Corfu Airport; Corfu/ Kerkira (Greek Island), fuselage Fire Brigade instructional Corfu Apt May 2002 first noted, August 7, 2006 noted, October 21, 2014 noted; dump July 2015 last noted; on May 28, 2019 it was taken away and transported to the new owner Spyros Molinari living 16km North of Kato Agios Markos. The aircraft is now there awaiting possible restoration in the garden; noted there in December 2019.

6681 construction number 683D-6681, model 683-10-19

D-6681 MAP KLU taken on charge September 8, 1965, 311 squadron September 1965-November 1975; 312 squadron October 1977-June 1982; July 1980 squadron exchange with Hellenic Air Force 336 Mira "Olympus" from Araxos AB, flying the F-104G, with 312 Squadron; delivered to Greece for Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) delivery date July 23, 1982 coded "FG-681"; withdrawn from use November 15, 1986 at KEA Hellinikon; seen at Athens for many years, at least till 2000; in September 1993 approval of the availability to move to Army Park, Goudi; March 2001 at Army Park, Goudi; November 11, 2013 removed from the Army Park due to vandalism and transported to Tatoi (arr November 12, 2013); restoration there till May 19, 2014 (decision to put restoration on hold), bare metal storage at Tatoi; museum November 2015 noted.

6684 construction number 683D-6684, model 683-10-19

D-6684 MAP for KLU, delivery date September 8, 1965; 312 squadron April 27, 1966; October 1974 squadron exchange between the 311 Squadron from Volkel AB and French Air Force EC 2/30, based at Reims, flying the new Mirage F-1; May 1979 squadron exchange of 311 Squadron from Volkel AB and German Air Force JaboG 34 based at Memmingen AB; 1982 at Leeuwarden used by the TTS (Target Towing Squadron) on loan from 311 squadron; to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) May 7, 1982 as "6684", initially used for spare parts only without receiving any code; in 1985 operational with 336 Mira; October 16, 1985 written off, pilot ok This Starfighter was written off when it crashed at location between communities Roviata and Savalia Ilias, during weapons ground training mission, the plane directed from Andravida AB to the sea area of Kyllinis. Gladly Pilot Captain Athanasios Andronis ejected safely with his C-2 seat. During a low altitude gunnery training mission from Araxos airbase, a safety pin inside the engine failed destroying the compressor blades. This resulted initially in fire and later explosions with debris penetrating the fuselage. Efforts were made to climb up from 400' feet and return safely at Andravida AB. The plane began to turn upside down due to gases coming from the side of fuselage because of the explosion. After repositioning the plane to a horizontal attitude three times the pilot decided to eject and was safe.

6690 construction number 683D-6690, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight July 17, 1965 by FIAT (Fabbrica Italiana Automobili Torino) at Turin-Caselle coded KC+163; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 28, 1965 by BABwFIAT; VB+224 MFG 2 at Eggebek AB delivery date on November 5, 1965; 21+29 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on September 26, 1979, back to MFG 2 on February 26, 1980; to Luftwaffenschleuse 11 on May 2, 1983 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment modification according tech order "TA-1469", back to MFG 2 on June 2, 1983; ErpSt 61 on February 16, 1987; withdrawn from use and stored at LwSchleuse 11 on May 14, 1987 with 3.072 flight hours; struck off charge order (AVA) October 21, 1988; MAP (Military Assistance Program) to Hellenic Air Force on November 17, 1988 and stored; storage Athene first noted July 1989 and last noted (without FG code); January 3, 1991 with 335 Mira (Squadron) of 116. Pterix (Wing) at Araxos AB coded "FG-6690"; first noted operational at Araxos with 335 Mira December 1991; last flight and withdrawn from use April 12, 1993 at 132 Combat Group (HAF Detachment Agrinion); stored (dump) October 2017 noted.

6691 construction number 683D-6691, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight July 19, 1965 coded KC+164 by FIAT (Fabbrica Italiana Automobili Torino) at Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date November 25, 1965 by BABwFIAT; VB+225 MFG 2 at Eggebek AB delivery date on November 25, 1965; 21+30 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on November 13, 1978, back to MFG 2 on December 22, 1978; Luftwaffenschleuse 11 on January 25, 1984 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on February 15, 1984; withdrawn from use at LwSchleuse 11 on January 30, 1985 with 2.887 flight hours; struck off charge order (AVA) March 19, 1985; MAP (Military Assistance Program) to Hellenic Air Force April 11, 1985 and stored; 1989 operational with 335 Mira (Squadron) of 116. Pterix (Wing) at Araxos AB coded as "FG-691"; last flight from 116 CW to Hellenic Aerospace Industries, (HAI) on April 14, 1992 and withdrawn from use; preserved coded as "RF-691" at Tanagra AB as gate guard in Silver-finish colors on November 6, 1993; September 18, 2005 noted; code "RF-691" November 2017 (weathered) noted; September 24, 2018 noted.

6692 construction number 683D-6692, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight August 10, 1965 by FIAT (Fabbrica Italiana Automobili Torino) at Turin-Caselle coded KC+165; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date November 27, 1965 by BABwFIAT; VB+226 MFG 2 at Eggebek AB delivery date on November 27, 1965; 21+31 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on April 27, 1979, back to MFG 2 on June 21, 1979; to Luftwaffenschleuse 11 on November 11, 1982 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on December 17, 1982; withdrawn from use at LwSchleuse 11 on April 29, 1986 with 3.239 flight

hours; struck off charge order (AVA) June 11, 1986; MAP (Military Assistance Program) to Hellenic Air Force on June 24, 1986 for 335 Mira of 116.Pterix (Wing) at Araxos AB coded "FG-6692"; withdrawn from use 1993; stored Larissa AB in May 1993; Larissa AB museum (Lost Aviators Memorial area) April 2, 1996 first noted; seen silver alum colors in July 2002; November 2010 noted; coded "FG-6692" November 2017 noted.

6693 construction number 683D-6693, model 683-04-10

manufactured by Italian Group (ARGE-Italien); RF-104G production in Photoreconnaissance version; first flight August 27, 1965 coded KC+166 by FIAT (Fabbrica Italiana Automobili Torino) at Turin-Caselle; project "Earl" (for MFG 2) as RF-104G with "AS.30" anti-ship missile delivery system installed; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date December 2, 1965 by BABwFIAT; VB+227 MFG 2 at Eggebek AB delivery date on December 2, 1965; 21+32 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; modified to MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on February 22, 1979 at MBB, back to MFG 2 on August 27, 1979; to Luftwaffenschleuse 11 on July 13, 1982 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on August 20, 1982; May 5, 1987 to LVR 1-TechnGrp 11 "Kommando F-104"; withdrawn from use at LwSchleuse 11 in 1988 with 3.071 flight hours; struck off charge order (AVA) January 4, 1988; with more than 3000 flying hours; MAP (Military Assistance Program) to Hellenic Air Force April 26, 1988 and stored; 1990 with 335 Mira of 116.Pterix at Araxos AB coded "FG-6693"; last flight and withdrawn from use April 6, 1993 at 132 Combat Group (HAF Detachment Agrinion); transport to 116 Combat Wing at Araxos in October 2015, stored September 2017 noted.

6695 construction number 683D-6695, model 683-10-19

MAP for KLU, delivery date February 7, 1966; 312 squadron October 12, 1966; September 1975 squadron exchange between 312 Squadron from Volkell and Italian Air Force 10 Gruppo based at Grazzanise flying the F-104S; October 1976 squadron exchange between German Air Force JaboG 33 at Buchel and 312 Squadron; June 1981 squadron exchange between Italian Air Force 23 Gruppo from Rimini, flying the F-104S, with 312 Squadron; 1982 at Leeuwarden used by the TTS (Target Towing Squadron) on loan from 312 squadron; MAP to Greece; delivery date May 7, 1982; last seen flying at Araxos on July 8, 1986; Polemico Museum (War Museum of Athens) coded "FG-6695" in May 1988, November 8, 2006 noted, November 2014 noted; September 2016 noted; May 2020 noted.

6697 construction number 683D-6697, model 683-10-19

D-6697 MAP (Military Assistance Program) taken on charge December 23, 1966 as D-6697 to 311 squadron Klu; with 312 squadron at TWM at Jever AB in June 1968; with 312 squadron at TWM at Norvenich AB in June 1969; Orpheus prototype test and test aircraft for High Speed Cameras in 1970 at Volkell AB; with 312 squadron at TWM at Spangdahlem AB in June 1970; July 1970 to 311 squadron; with 312 squadron in June 1977 squadron exchange with Danish Air Force 725 Esk, based at Karup, flying the Saab A 35 XD Draken; October 17, 1979 to 311 squadron; in January 1982 with TTS at Leeuwarden AB; withdrawn from use May 7, 1982; May 7, 1982 to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) as "FG-697" with 116th Pterix 335th Mira; withdrawn from use August 6, 1990; noted in September 1993 without wings; derelict (stored) as FG-697 at Araxos 2008 noted; dump September 2017 noted.

6699 construction number 683D-6699, model 683-10-19

MAP (Military Assistance Program) taken on charge February 7, 1966, 312 squadron March 3, 1966; September 1975 squadron exchange between 312 Squadron from Volkell and Italian Air Force 10 Gruppo based at Grazzanise flying the F-104S; August 1978 squadron exchange between 312 Squadron and USAF 494 TFS/48 TFW based at Lakenheath, flying the F-111F Fighterbomber aircraft; May 1981 squadron exchange between Italian Air Force 23 Gruppo from Rimini, flying the F-104S, with 312 Squadron at Volkell AB; MAP (Military Assistance Program) to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP) on July 23, 1982; withdrawn from use 1987; first noted at Tatoi in May 1988 as "FG-699" GIA (school) at least till December 1990 with 123 PTE (Tactical Training Wing); FG-6699 Hellenic AF Museum, Tatoi-Dekelia AB, Athens (LGTT); November 2009 stored in good condition complete with engine, ejection seat etc. and tailless with jet pipe exposed noted; November 2013 noted in Tatoi Museum hangar; May 2017 noted; restoration at Dekeleia Aeroclub at Dekeleia Airport (Tatoi), noted March 2018 in a new hangar first noted; August 2018 still ongoing last noted; stored May 2021 noted.

6700 construction number 683D-6700, model 683-10-19

MAP (Military Assistance Program) taken on charge February 23 1966, 312 squadron March 29, 1966; TWM at Jever AB June 1968; TWM at Norvenich AB June 1968; TWM at Bitburg /Spangdahlem AB

June 1970; TWM at Florennes AB September 1972; August 1974 squadron exchange between 312 Squadron and the Royal Air Force 5 Squadron at Binbrook, flying the Lightning; bird strike on July 22, 1976; August 1978 squadron exchange between 312 Squadron and USAFE 494 TFS/48 TFW based at Lakenheath, flying the F-111F Fighterbomber aircraft; MAP (Military Assistance Program) to Elleniki Polemiki Aeroporia (HAF) for Mutual Defense Assistance Program (MDAP); delivery date July 23, 1982 as "FG-700" with 116th Pterix 335th Mira; withdrawn from use August 8, 1984 at KEA Hellinikon; seen Athene without wings February 1986; April 15, 2003 132 Combat Group (later HAF Detachment Agrinion), April 2003 noted fuselage only; stored Agrinion AB September 2005 noted; October 2017 noted.

F-104G 6700, forward cockpit section only, preserved on a frame near Ikaria island harbour; 25.06.2009 noted; 15.09.2014 noted; cockpit at Ikaria aero-club (instructional) in August 2021 first noted.

7057 construction number 683D-7057, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start by Messerschmitt-Manching October 8, 1962; assembly in Fighterbomber version according contract lot 2; first flight April 6, 1963 coded KE+357; project "Loreley" as Fighterbomber (for JaboG 33) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; DC+239 JaboG 33 at Buchel AB delivery date on June 26, 1963 in Silver-finish colors; camouflage scheme "Norm 62" according tech order "TA-196" in 1966; 21+88 withdrawn from use and stored at LVR 1 on May 31, 1976 with 2.188 flight hours as attrition reserve aircraft, struck off charge order (AVA) October 29, 1981; MAP (Military Assistance Program) to Hellenic Air Force on August 12, 1983 for spare parts use only; never received any Hellenic coding or markings; formally withdrawn from use July 8, 1983 at KEA Hellinikon; May 13, 2003 at 132 Combat Group (later HAF Detachment Agrinion); May 2003 noted (fuselage only) coded "21+88"; dump October 2017 noted.

7080 construction number 683D-7080, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting February 1, 1963; assembly in Fighterbomber version according contract lot 3; first flight July 17, 1963; planned for construction level "Zeus" as Fighterbomber for MFG 1; project "Zeus" was canceled; no project assigned; used as attrition aircraft without "AS.30" anti-ship missile wiring system; camouflage scheme "Norm 62" according tech order "TA-196"; configuration according project "Loreley" as Fighterbomber with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; acceptance date September 25, 1963 coded KE+380; LwVersRgt 3 on September 30, 1963 for modifications; DA+252 JaboG 31 at Norvenich AB delivery date on February 21, 1964; Messerschmitt on June 24, 1966 for upgrading; damaged during heavy storm February 23, 1967, back to JaboG 31 on March 8, 1967; 22+10 IRAN at SABCA on April 22, 1970; back to JaboG 31 on July 1, 1970; stored at LwSchleuse 11 on February 1, 1977 as attrition replacement aircraft; struck off charge order (AVA) October 29, 1981; MAP (Military Assistance Program) to Hellenic Air Force May 25, 1983 for spare part use only, never received any Hellenic markings coded "22+10"; formally withdrawn from use July 8, 1983 at KEA Hellinikon; May 13, 2003 at 132 Combat Group (later HAF Detachment Agrinion); July 2002 noted (fuselage only); dump October 2017 noted.

7082 construction number 683D-7082, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting February 11, 1963; assembly in Fighterbomber version according contract lot 3; first flight July 16, 1963; acceptance date by BABwMTT on August 26, 1963 coded KE+382; project "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" anti-ship missile wiring system and Vulcan M61 20 mm machine gun as loose part; camouflage scheme "Norm 62" according tech order "TA-196"; LwVersRgt 3 on August 29, 1963 for modifications; VA+102 MFG 1 at Schleswig-Jagel AB delivery date on April 17, 1964; 22+12 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in June 1969; stored LwSchleuse 11 on October 22, 1981 with 2.436 flight hours; stored in airworthy condition as attrition reserve aircraft (preservation according tech order "TA 1485"); withdrawn from use LwVersRgt 1 on August 4, 1983; struck off charge order (AVA) August 22, 1983; MAP (Military Assistance Program) to Hellenic Air Force October 26, 1983 to 116. Pterix (Wing) at Araxos AB coded "FG-082"; crashed on September 3, 1992 after a midair collision at Iteno Ilias close to Andravida AB with construction number 6664; tail was noticed at Araxos dump August 18, 1995.

7087 construction number 683D-7087, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting April 22, 1963, assembly in Fighterbomber version according contract lot 3; first flight July 23, 1963 coded KE+387, acceptance date October 30, 1963 by BABwMTT, camouflage scheme "Norm 62" according tech order "TA-196"; construction level "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" anti-ship missile wiring system and Vulcan M61 20 mm machine gun as loose part;

LwVersRgt 3 on November 4, 1963 for modifications; VA+107 MFG 1 at Schleswig-Jagel AB delivery date on January 27, 1964; 22+16 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; instructional aircraft at MFlgLehrGrp Sylt on April 12, 1978; MFG 1 on February 27, 1980; stored at LwSchleuse 11 on October 28, 1981 with 2.248 flight hours; withdrawn from use at LwVersRgt 1 on August 4, 1983; struck off charge order (AVA) August 22, 1983; MAP (Military Assistance Program) to Hellenic Air Force October 26, 1983 for 116. Pterix (Wing) at Araxos AB; "FG-087" seen during the squadron exchange with 22 Gruppo flying at Istrana August 1986; withdrawn from use March 19, 1983 at Agrinion for storage; at KEA Hellinikon May 1999; August 20, 1999 approval to go initially to HAF HQ; to Air Force recreation Center at Agio Andreas, Zoumbery in August 2001; due to heavy structural corrosion the Air Force decided to take down the exhibited F-104G 7087 (FG-087) at the Air Force recreation Center at Agio Andreas, Zoumbery (St. Andrew), Greece. It was removed from its pole on July 27, 2013 and put aside for storage. last noted stored on its belly September 2013 and in 2014 there were reports for plans to scrap it; dump Elefsis February 2018 last noted; no confirmation yet that it has been scrapped.

7088 construction number 683D-7088, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting April 24, 1963; assembly in Fighterbomber version according contract lot 3; first flight August 3, 1963 coded KE+388; acceptance date by BABwMTT September 13, 1963; camouflage scheme "Norm 62" according tech order "TA-196"; construction level "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" anti-ship missile wiring system and Vulcan M61 20 mm machine gun as loose part; LwVersRgt 3 (LVR 3) on September 16, 1963 for modifications; VA+108 MFG 1 at Schleswig-Jagel AB delivery date on May 6, 1964; 22+17 code change start on November 13, 1967; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in June 1969; stored in airworthy condition as attrition reserve aircraft at LwSchleuse 11 on October 22, 1981 with 2.488 flight hours; withdrawn from use at LwVersRgt 1 on August 4, 1983; struck off charge order (AVA) March 22, 1984; MAP (Military Assistance Program) to Hellenic Air Force July 10, 1984 for 116. Pterix (Wing) at Araxos AB; "FG-088" last flight and withdrawn from use on March 2, 1983; first noted withdrawn from use at Athene without FG code July 8, 1986; May 29, 1993 at 132 Combat Group (later HAF Detachment Agrinion); planned to go to Souda museum but that was cancelled; March 29, 1999 approved to move to Maleme airfield; on November 13, 1999 dismantled for transport to the museum and displayed at Maleme AP, Crete (15 km west of Chania) as Gate Guard coded FG-088 in November 1999; June 27, 2006 noted; displayed on apron with aircraft selection in Memorial Lane 2008 noted; October 2012 noted; March 2022 noted.

7090 construction number 683D-7090, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting May 6, 1963; assembly in Fighterbomber version according contract lot 3; first flight July 25, 1963 coded KE+390; acceptance date August 16, 1963 by BABwMTT; construction level "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" anti-ship missile wiring system and Vulcan M61 20 mm machine gun as loose part; camouflage scheme "Norm 62" according tech order "TA-196"; LwVersRgt 3 on August 20, 1963 for modifications; VA+110 MFG 1 at Schleswig-Jagel AB delivery date on January 27, 1964; 22+19 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1969; stored at LwSchleuse 11 on October 22, 1981 with 2.583 flight hours; withdrawn from use at LwVersRgt 1 on August 4, 1983; struck off charge order (AVA) August 22, 1983; MAP (Military Assistance Program) to Hellenic Air Force on October 26, 1983 coded as "FG-7090" with 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB; 1989 coded "FG-090"; withdrawn from use and last flight from 116 Combat Wing to 132 Combat Group at Agrinion AB (HAF Detachment) on April 7, 1993; April 7, 1993 last flight to Agrinion AB and withdrawn from use July 20, 1993; stored Agrinion AB 2003 noted; October 20, 2003 the HAF approved its movement to Delvinaki Municipality in the Ioannina area, district of Epirus; March 29, 2004 it was transported to KEA Hellinikon for maintenance; preserved as display near Delvinaki, Ioannina Prefecture, northwest Greece, 10 km E of Albanian border, April 2005 first noted; September 2019 noted.
Kalpaki-Sinoron highway, near Delvinaki-Ioanninon village

7094 construction number 683D-7094, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly in Fighterbomber version by Messerschmitt-Manching starting May 22, 1963 according contract lot 3; first flight August 12, 1963 coded KE+394; acceptance date September 27, 1963 by BABwMTT; construction level "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" wiring system and Vulcan M61 20 mm machine gun as loose part; camouflage scheme "Norm 62" according tech order "TA-196" in 1963; LwVersRgt 3 on October 1, 1963 for modifications and upgrading; VA+114 MFG 1 at Schleswig-Jagel AB delivery date on May 6, 1964; 22+21 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; withdrawn from use and stored LwSchleuse 11 on October 27, 1981 with 2.448 flight hours; struck off

charge order (AVA) August 22, 1983; MAP (Military Assistance Program) delivered to Hellenic Air Force on December 1, 1983 coded as "FG-094" with 116 Pterix at Araxos AB; crashed coded "FG-7094" on June 8, 1989 with 116 Pterix, during the landing at Araxos AB the landing gear collapsed and the aircraft run off from runway, the pilot ejected safely; tail only on dump at Araxos AB, no further information.

7097 construction number 683D-7097, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting June 5, 1963; assembly in Fighterbomber version according contract lot 3; first flight August 26, 1963 coded KE+397; construction level "Zeus" as Fighterbomber (for MFG 1) with long range tanks installed, "AS.30" wiring system and Vulcan M61 20 mm machine gun as loose part; camouflage scheme "Norm 62" according tech order "TA-196" in 1963; acceptance date November 20, 1963 by BABWMTT; LwVersRgt 3 on November 25, 1963 for modifications; VA+117 MFG 1 at Schleswig-Jagel AB delivery date on February 14, 1964; 22+22 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; withdrawn from use and stored at LwSchleuse 11 on June 12, 1980 with 2.374 flight hours; struck off charge order (AVA) March 3, 1980; MAP (Military Assistance Program) to Hellenic Air Force on October 2, 1980 coded as "FG-7097" to 116 Pterix (Wing) at Araxos AB; recoded "FG-097" in 1989; last noted flying August 1, 1990; withdrawn from use in August 1990, at least from November 1993 at Kato Achaia village, coded FG-7097 till 1988 and from 1989 coded FG-097; stored at Araxos AB August 18, 1995 noted without code; preserved as squadron guard at 336 squadron ("Olympus") buildings Araxos AB, Greece November 12, 2006 noted; November 2013 last noted; restored in an overall bare aluminum color scheme and only "FG-303" markings May 27, 2014 first noted; July 2018 noted.

7106 construction number 683D-7106, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching July 16, 1963; assembly in Fighterbomber version according contract lot 3; first flight October 8, 1963 coded KE+406; acceptance date by BABWMTT November 28, 1963; camouflage scheme "Norm 62" according tech order "TA-196", LwVersRgt 3 on December 3, 1963 for upgrading; DA+255 JaboG 31 at Norvenich AB delivery date on February 4, 1964; planned as VA+124 to MFG 1 on July 8.1966, but not used; coded VA+104 to MFG 1 on January 26, 1967; 22+29 emergency landing at Norvenich AB with open nozzle on June 11, 1969; repaired with forward fuselage of construction number 2053; forward fuselage of construction number 7106 mounted to construction number 2053 as instructional airframe; even though the major parts of the aircraft were from 2053 it was assigned construction number 7106; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in December 1970; withdrawn from use at LwSchleuse 11 on September 9, 1981 with 2.434 flight hours; struck off charge order (AVA) October 26, 1981; MAP (Military Assistance Program) to Hellenic Air Force on November 9, 1981 coded "FG-106"; operated by the 116 Combat Wing, Araxos; coded FG-106 from 1986; in May 1990 noted; withdrawn from use on July 20, 1993; stored (dump) at Araxos August 18, 1993 noted; late 90s used as fire-fighting trainer at Araxos; finally fully burned in 2000. Summer 2000 remains were sold for scrap.

7151 construction number 683D-7151, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching February 5, 1964; assembly in Fighterbomber version according contract lot 5; first flight April 17, 1964 coded KE+451, modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABWMTT August 20, 1964; ErpSt 61 at Manching AB delivery date on August 24, 1964; VA+127 MFG 1 on October 11, 1965; 22+70 damaged September 25, 1968 during exercise „Silver Tower" at Oerland AB while hitting a powerline cable at 150 feet in the Vaerrasund, Norway damaging half of the stabilizer; emergency landing at Oerland AB; flown with C-74 Globemaster of USAF to Messerschmitt; repaired at Manching and back to MFG 1; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; IRAN at SABCA on July 26, 1971 with 925 flight hours, back to MFG 1 on October 10, 1971; withdrawn from use at LwSchleuse 11 on August 31, 1981 with 2.355 flight hours; struck off charge order (AVA) October 16, 1981; MAP (Military Assistance Program) to Hellenic Air Force November 9, 1981; coded "FG-7151" to 336 "Olympus" Mira of 116 Pterix (Combat Wing) at Araxos AB; painted in a special "Olympus" color scheme 1992, celebrating the units 40th anniversary; rotation with the Italian Air Force 102°Gruppo based at Rimini in September 1992; withdrawn from use March 31, 1993, the official date for the withdraw from service in the Hellenic Air Force; 31, 1993 to 116 CW at Araxos Air Base; April 1995 to HAF Museum colored "Olympus"; preserved Hellenic AF Museum (Helliniki Aeroporia Moussio) at Tatoi AB, Athens April 1995; Tatoi AB inside hanger September 17, 2005 noted; November 10, 2008 in the open on apron behind museum hangar noted; November 2018

noted; Olympus on April 5, 2019 noted in a hangar for restoration; January 2021 finished; ready 99 %, only the "Verginas star" is missing; November 2021 noted; October 2022 last noted.

7152 construction number 683D-7152, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching February 10, 1964; assembly in Fighterbomber version according contract lot 5; first flight April 28, 1964 coded KE+452; acceptance date June 10, 1964 by BABwMTT; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VA+128 MFG 1 at Schleswig-Jagel AB delivery date on June 22, 1964; 22+71 JaboG 32 on September 18, 1967; MFG 1 on January 17, 1969; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; withdrawn from use and stored at LwSchleuse 11 on October 14, 1980; struck off charge order (AVA) December 22, 1980; with 2.311 flight hours ; MAP (Military Assistance Program) to Hellenic Air Force on April 16, 1981 coded "FG-7152" to 335th Mira of 116th Pterix; recoded "FG-152" in 1987; withdrawn from use 1990; first noted withdrawn from use (no tail) at Araxos on August 6, 1990; last flight and stored Agrinion AB May 20, 1992; noted at Agrinion storage on April 5, 1996; stored Agrinion October 2017 noted.

7153 construction number 683D-7153, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching February 13, 1964; first flight April 27, 1964 coded KE+453; assembly in Fighterbomber version according contract lot 5; acceptance date June 24, 1964 by BABwMTT; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VA+129 MFG 1 at Schleswig-Jagel AB delivery date on July 1, 1964; damaged in a heavy storm February 23, 1967; 22+72 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; stored LwSchleuse 11 on October 22, 1981; withdrawn from use LwVersRgt 1 on August 4, 1983 with 2.406 flight hours and stored in airworthy condition as attrition reserve aircraft (preservation according tech order "TA 1485"); struck off charge order (AVA) August 22, 1983; MAP (Military Assistance Program) to Hellenic AF on December 1, 1983 coded as "FG-7153" to 335th Mira of 116th Pterix; crashed April 23, 1991 when during the landing the nose gear collapsed and the plane run off the runway, the pilot ejected safely; stored coded FG-153 at Araxos AB 1995 noted; November 2011 noted; September 2017 noted.

7155 construction number 683D-7155, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching February 21, 1964; first flight May 6, 1964 coded KE+455; assembly in Fighterbomber version according contract lot 5; acceptance date July 9, 1964 by BABwMTT, modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VA+131 MFG 1 at Schleswig-Jagel AB delivery date on July 13, 1964; 22+74 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1970; withdrawn from use on March 16, 1981 at LwSchleuse 11 with 2.387 flight hours; struck off charge order (AVA) June 4, 1981; MAP (Military Assistance Program) to Hellenic AF on July 15, 1981; coded as "FG-7155" to 335th Mira of 116 Pterix (Wing); withdrawn from use in 1993; stored at Araxos AB in August 1995 coded "FG-155"; dump with fuselage only November 2012 noted; September 2017 noted.

7163 construction number 683D-7163, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching March 26, 1964, assembly in Fighterbomber version according contract lot 6; first flight June 5, 1964 coded KE+463; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT September 3, 1964, VA+139 MFG 1 at Schleswig-Jagel AB delivery date on September 8, 1964, 22+81 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; MFG 2 on April 2.1980; withdrawn from use at LwSchleuse 11 on July 28, 1981; struck off charge order (AVA) October 13, 1981; MAP (Military Assistance Program) to Hellenic Air Force (HAF) on October 7, 1981 with 2.089 flight hours; stored at Athens without code; last noted storage/maintenance Athene January 3, 1991; 1992 coded "FG-7163" to 116th Pterix for 335th Mira at Araxos AB; first noted operational (FG-7163) July 14, 1992; coded "FG-7163" last flight 1992; first noted storage Agrinion May 29,-1993; seen Agrinion many times from 1993 till 2001; withdrawn from use July 20, 1993 at KEA Hellinikon; disposal approval May 12, 1998; August 30, 2002 to KEA Hellinikon; display at Tanagra AB February 25, 2003, dump Tanagra AB September 18, 2005 last noted; preserved as "FG-7163" in the town Schimatari, near Tanagra AB; it arrived in 2006 or 2007; October 2009 last noted; stored in a compound on the northern side of Tanagra airfield, November 7, 2011 first noted; February 2017 noted.

7167 construction number 683D-7167, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching April 15, 1964; assembly in Fighterbomber version according contract lot 6; first flight June 19, 1964 coded KE+467; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT September 16, 1964; VA+143 MFG 1 at Schleswig-Jagel AB delivery date on September 28, 1964; 22+85 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971 at VFW; IRAN at SABCA on December 16, 1971, back to MFG 1 on March 6, 1972; to MFG 2 on November 3, 1981; withdrawn from use and stored at LwSchleuse 11 on February 6, 1984 with 2.885 flight hours; struck off charge order (AVA) March 22, 1984; MAP (Military Assistance Program) to Hellenic Air Force on May 22, 1984 coded as "FG-7167" to 335 Mira of 116 Pterix (Wing) at Araxos AB; withdrawn from use in 1989; at KEA Hellinikon March 14, 1989; fuselage stored at Agrinion AB April 14, 2003; dump (fuselage only) October 2017 noted.

7168 construction number 683D-7168, model 683-10-19

manufactured by ARGE-Süd (South Group); assembly start at Messerschmitt-Manching April 20, 1964; assembly in Fighterbomber version according contract lot 6; first flight July 21, 1964 coded KE+468; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 16, 1964 by BABwMTT; VA+144 MFG 1 at Schleswig-Jagel AB delivery date on November 27, 1964; 22+86 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; IRAN at SABCA on December 20, 1971, back to MFG 1 on April 11, 1972; MFG 2 on October 21, 1981; withdrawn from use at LwSchleuse 11 on February 29, 1984; struck off charge order (AVA) March 22, 1984; MAP (Military Assistance Program) to Hellenic Air Force on May 22, 1984 with 2.782 flight hours; coded "FG-7168" with 335 Mira of 116 Pterix (Wing); April 7, 1993 last flight from 116 Combat Wing to 132 Combat Group (Agrinion, HAF Detachment); withdrawn from use July 20, 1993; December 8, 2004 date that approved the availability of the F-104 to go to Hellinikon; July 7, 2005 to KEA Hellinikon; in July 2007 coded "FG-168" to Georgitsi, 28 km away from the city of Sparta in southern Greece; April 2018 noted.

The plate says:

In a sign of honor and gratitude by the Hellenic Air Force Headquarters and Georgitsi to our fallen aviators, all born in Georgitsi, dates born:

2nd Lieutenant Grigorios Petrakis (10.05.1921)

Lieutenant Evangellos Giannaris (30.10.1940)

Major Nikolaos Skroumbelos (23.02.1941)

They were all born in Georgitsi (Pelana Lakonias) and none of them of course was an F-104 pilot. In 2007 (unknown date) HAF donated the F-104 to village Georgitsi to honor these men.

7172 construction number 683D-7172, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly in Fighterbomber version according contract lot 6; assembly start at Messerschmitt-Manching May 11, 1964; first flight August 13, 1964 coded KE+472; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 12, 1964 by BABwMTT; VA+148 MFG 1 at Schleswig-Jagel AB delivery date on November 27, 1964; 22+89 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; withdrawn from use at LwSchleuse 11 on June 29, 1981; struck off charge order (AVA) October 13, 1981; MAP (Military Assistance Program) to Hellenic Air Force on October 7, 1981 with 2.440 flight hours; "FG-172" with 335 Mira of 116 Pterix at Araxos AB; August 1983 Hellenic Air Force 116 Pterix based at Araxos AB, flying the F-104G exchanged with Belgium Air Force Mirage 5 Escadrille based at Bierset; Greece visited Belgium being 7172/FG172, 7176/FG176 and 7183/FG183 and TF-104G 5708/TF-708; April 6, 1993 last flight to Agrinion AB; withdrawn from use 1993; stored Agrinion AB September 17, 2005; dump "FG-172" October 2017 noted.

7176 construction number 683D-7176, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly in Fighterbomber version according contract lot 7; assembly start at Messerschmitt-Manching June 2, 1964; first flight August 4, 1964 coded KE+476; project "Diana" in Fighterbomber version (for JaboG 34) with installed Vulcan M61 20 mm machine gun; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date December 14, 1964 by BABwMTT; DD+252 JaboG 31 at Norvenich AB delivery date on February 9, 1965; JaboG 34 on April 7, 1964; VA+150 MFG 1 on June 15, 1965; 22+93 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; withdrawn from use at TechnGrp 11 of LwVersRgt 1 on July 24, 1981 with 2.311 flight hours; struck off charge order (AVA) October 13, 1981; MAP (Military

Assistance Program) to Hellenic Air Force (Elliniki Polemiki Aeroporia) on December 9, 1981; coded as "FG-176" to 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB; August 1983 Hellenic Air Force 116 Pterix based at Araxos AB, flying the F-104G exchanged with Belgium Air Force Mirage 5 Escadrille based at Bierset; Greece visited Belgium being 7172/FG172, 7176/FG176 and 7183/FG183 and TF-104G 5708/TF-708; 1992 last flight to Agrinion and withdrawn from use; in April 1997 at KEA Hellinikon; February 18, 1997 date that approved the move to TEI (Technological Institution) Chalkida; preserved at Chalkida in July 1998 at TEI (Technological Institution), Psachna as "FG-176"; stored at Chalkida November 7, 2006 noted; preserved as instructional airframe (GIA) in Psachna at Technological Educational Institution (TEI) of Chalkida July 2011 noted; stored outside September 2018 noted.

7180 construction number 683D-7180, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly in Fighterbomber version according contract lot 7; assembly by Messerschmitt-Manching starting June 29, 1964; first flight October 7, 1964 coded KE+480; acceptance date December 18, 1964 by BABwMTT, modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VA+152 ErpSt 61 at Manching AB delivery date on February 14, 1965; MFG 1 on May 10, 1965; 22+97 heavily damaged January 30, 1970 after broken main landing gear on landing, repaired at MBB and back to MFG 1 on March 2, 1971; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; MFG 2 on April 2, 1980; withdrawn from use at LwSchleuse 11 on March 5, 1981 with 2.052 flight hours; struck off charge order (AVA) June 4, 1981; MAP (Military Assistance Program) to Hellenic Air Force on July 15, 1981 coded as "FG-180" to 335th Mira of 116th Pterix at Araxos AB; June 3, 1992 last flight to Agrinion; withdrawn from use in 1993; stored at Agrinion 2001; stored October 2017 noted.

7183 construction number 683D-7183, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting July 13, 1964; assembly in Fighterbomber version according contract lot 7; first flight October 26, 1964 coded KE+483; acceptance date July 6, 1965 by BABwMTT; modification level "Yoga" as Fighterbomber (for MFG 1) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VA+155 MFG 1 at Schleswig-Jagel AB delivery date on July 13, 1965; 23+00 damaged on the ground on February 14, 1968 after a collision with a car, repaired at Jagel AB; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971, withdrawn from use at LwSchleuse 11 on October 15, 1981 with 2.324 flight hours; struck off charge order (AVA) December 9, 1981; MAP (Military Assistance Program) to Hellenic Air Force on December 9, 1981; coded FG-183 to 335th Mira (Squadron) of 116th Pterix (Wing); August 1983 Hellenic Air Force 116 Pterix based at Araxos AB, flying the F-104G exchanged with Belgium Air Force Mirage 5 Escadrille based at Bierset; Greece visited Belgium being 7172/FG172, 7176/FG176 and 7183/FG183 and TF-104G 5708/TF-708; May 20, 1992 last flight to Agrinion; withdrawn from use in 1993; stored at Agrinion 2001; November 2017 last noted.

7195 construction number 683D-7195, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting October 21, 1964; assembly in Fighterbomber version according contract lot 7; first flight March 12, 1965 coded KE+495; modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT May 25, 1965; VB+238 MFG 2 at Eggebek AB delivery date on June 3, 1965; to MFG 1 in June 1967; heavily damaged on June 21, 1967; aircraft steered intentionally off the runway to avoid a collision causing the left main landing gear to collapse; repaired by Messerschmitt and back to MFG 2 on July 8, 1968; **23+12** Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; withdrawn from use at LwSchleuse 11 on October 26, 1981; struck off charge order (AVA) December 9, 1981; MAP (Military Assistance Program) with 2.047 flight hours coded as "FG-7195" to Hellenic Air Force on December 9, 1981 to 335th Mira of 116th Pterix at Araxos AB; coded as "FG-195" seen later; March 19, 1993 last flight to Agrinion and withdrawn from use in 1993; stored Agrinion AB September 2005 noted; dump October 2017 noted.

7201 construction number 683D-7201, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting November 24, 1964; assembly in Fighterbomber version according contract lot 8; first flight March 4, 1965 coded KE+501; acceptance date by BABwMTT August 16, 1965; modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VB+244

MFG 2 at Eggebek AB delivery date on August 12, 1965; 23+17 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; RF-104G modification at MBB on June 2, 1975, back to MFG 2 August 25, 1975; to MBB for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B on November 16, 1978, back to MFG 2 on April 24, 1979; Luftwaffenschleuse 11 on May 31, 1983 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on July 19, 1983; withdrawn from use at LwSchleuse 11 on January 28, 1987 with 3.094 flight hours; struck off charge order (AVA) February 19, 1987; MAP (Military Assistance Program) to Hellenic Air Force on June 2, 1987 coded "FG-201" to 116.Pterix (Wing) at Araxos AB; coded "FG-7201" in 1990; last flight and withdrawn from use April 13, 1993 at 132 CG (later HAF Detachment Agrinion); coded "FG-7201" stored Agrinion (dump) October 2017 noted.

7203 construction number 683D-7203, model 683-10-19

manufactured by South Group (ARGE-Süd), assembly by Messerschmitt-Manching starting December 4, 1964; assembly in Fighterbomber version according contract lot 8; first flight April 2, 1965 coded KE+503; acceptance date July 19, 1965 by BABwMTT; modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VB+246 MFG 2 at Eggebek AB delivery date on July 26, 1965; 23+19 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; instructional airframe (GIA) at MFlgLehrGrp Sylt in October 1981; withdrawn from use and stored at LwSchleuse 11 on March 2, 1984; struck off charge order (AVA) March 22, 1984 with 2.643 flight hours; MAP (Military Assistance Program) to Hellenic Air Force (Elliniki Polemiki Aeroporia) on July 10, 1984 as "FG-7203" to 116.Pterix (Wing) at Araxos; recoded "FG-203" in 1989; March 2, 1993 last flight to Agrinion; withdrawn from use in 1993; stored Agrinion AB as "FG-203" May 22, 2007 noted; October 2017 noted.

7205 construction number 683D-7205, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting December 16, 1964; assembly in Fighterbomber version according contract lot 8; first flight April 6, 1965 coded KE+505; acceptance date June 14, 1965 by BABwMTT; modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VB+248 MFG 2 at Eggebek AB delivery date on June 18, 1965; 23+21 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; withdrawn from use and stored at LwSchleuse 11 on June 12, 1980; struck off charge order (AVA) January 3, 1980; MAP (Military Assistance Program) with 2.061 flight hours to Hellenic Air Force on October 2, 1980 coded "FG-7205" with 116.Pterix at Araxos, coded "FG-205" in 1989; withdrawn from use 1993; stored Araxos AB as "FG-205" in August 1995 noted; preserved pole-mounted in the city of Aigio, in Achaia prefecture, some 30 km east of Patras on the Gulf of Corinth September 2000 first noted; no code November 9, 2006 noted; August 2016 noted; March 2018 noted.

132 SM became 132 Air Detachment (AA=Aeroporiko Aposmasma)

7206 construction number 683D-7206, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly by Messerschmitt-Manching starting December 22, 1964; assembly in Fighterbomber version according contract lot 8; first flight May 3, 1965 coded KE+506; acceptance date July 13, 1965 by BABwMTT; modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VB+249 MFG 2 at Eggebek AB delivery date on July 26, 1965; 23+22 heavily damaged on April 13, 1971 after leaving runway after landing at Eggebek Air Base; repaired at MBB and back to MFG 2 on August 14, 1972; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1972; RF-104G modification at MBB on July 9, 1975; October 16, 1978 to MBB for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B; MFG 2 on December 19, 1978 as 1st modified RF-104 with the SOC equipment; Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469" on April 18, 1983, back to MFG 2 on May 20, 1983; LVR 1 "F-104 Kommando" May 5, 1987; WTD 61 on September 2, 1987; withdrawn from use at LwSchleuse 11 on October 14, 1987 with 2.913 flight hours, struck off charge order (AVA) October 21, 1988; MAP (Military Assistance Program) to Hellenic Air Force on November 17, 1988; coded "RF-206" to 116 Pterix at Araxos AB; last flight and withdrawn from use March 2, 1993 at 132 CG (later HAF Detachment Agrinion); November 17, 2005 HAF HQ approved of an F-104G to be displayed in Ellinopyrgos, Attika; transported to KEA Hellinikon for maintenance on May 25, 2006; preserved as display in Ellinopyrgos, some 25 km W of the city of Karditsa, a city in western Thessaly in mainland Greece, it arrived on August 4, 2006; March 2019 noted.

7207 construction number 683D-7207, model 683-10-19

manufactured by South Group (ARGE-Süd); assembly at Messerschmitt-Manching starting January 7, 1965; assembly in Fighterbomber version according contract lot 8; first flight April 2, 1965 coded KE+507; acceptance date June 30, 1965 by BABwMTT, modification level "Prince" as Fighterbomber (for MFG 2) with "AS.30" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; camouflage scheme "Norm 62" according tech order "TA-196"; VB+250 MFG 2 at Eggebek AB delivery date on July 8, 1965; MFG 1 on May 17, 1966, 23+23 MFG 2 on June 3, 1971, Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; RF-104G modification at MBB on July 31, 1975; December 13, 1978 to MBB for the MARINE-Recce version according tech order "TA-1401" with Side Oblique Camera (SOC) KS-87B; Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469" on July 11, 1983, back to MFG 2 on August 19, 1983; LVR 1 "F-104 Kommando" March 24, 1987, WTD 61 on August 3, 1987, withdrawn from use at LVR 1 (Luftwaffenversorgungsregiment 1) on September 9, 1987; struck off charge order (AVA) October 21, 1988; with 3.353 flight hours to Hellenic Air Force December 12, 1988; coded "RF-207" with 116.Pterix (Wing) at Araxos AB; last flight and withdrawn from use April 8, 1993 at 132 Combat Group (later HAF Detachment Agrinion); coded "FG-7207" stored Agrinion (dump) October 2017 last noted.

7409 construction number 683D-7409, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembly start September 22, 1971 as attrition replacement aircraft, assembly in Fighterbomber version according contract lot 5; first flight November 22, 1971 at MBB; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; acceptance date April 28, 1972 by GPS-MBB; 26+63 MFG 1 at Schleswig-Jagel AB delivery date on May 4, 1972; MFlgLehrGrp Sylt on February 8, 1977; MFG 1 on August 3, 1979; MFG 2 at Eggebek AB September 23, 1981; Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469" on July 19, 1983, back to MFG 2 on September 6, 1983; "Vikings" with a colorful paint scheme, symbolizing the colors of Schleswig-Holstein for the F-104 Farewell on September 11, 1986; stored in Navy camouflage scheme TA-196-3 at LwSchleuse 11 with 2.052 flight hours November 26, 1986; struck off charge order (AVA) February 24, 1988; MAP (Military Assistance Program) to Hellenic Air Force on April 27, 1988 and stored at Athene; in July 1989 last noted stored at Athene in MFG colors; in July 1990 first noted in storage at Athene in HAF colors without FG code; coded "FG-7409" for 116.Pterix (Wing) at Araxos AB in October 1992; last flight and withdrawn from use April 8, 1993 at 132 Combat Group (later HAF Detachment Agrinion); dump October 2017 noted; September 2018 (bad shape).last noted.

7415 construction number 683D-7415, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembly start in Fighterbomber version November 11, 1971 at MBB-Manching according contract lot 7, first flight February 7, 1972 at MBB-Manching, manufactured as attrition replacement aircraft with project "Neptun" as Fighterbomber with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system, Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+69 MFG 1 at Schleswig-Jagel AB on March 20, 1972, Bulls Eye competition at Sola AB, Norway August 24. till September 4. 1975, MFG 2 on September 10, 1981; August 6, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order TA-1469, back to MFG 2 on September 24, 1982; seen used by LVR 1 with MFG 2 markings in September 1986, LVR 1 "F-104 Kommando" on January 21, 1987, WTD 61 at Manching AB on May 21, 1987, withdrawn from use at LwSchleuse 11 on May 26, 1987 with 2.258 flight hours, struck off charge order (AVA) September 1, 1988; MAP (Military Assistance Program) to Hellenic Air Force coded "FG-415" on September 15, 1988 to 116.Pterix (Wing) at Araxos AB, last noted stored at Araxos (white nose) in April 1993; withdrawn from use at KEA Hellinikon in May 1993; coded "FG-415" preserved at Hellenic AF Museum (Helliniki Aeroporia Moussio), Tatoi AB (LGTT) in November 1993; instructional airframe (GIA) at Tatoi Technical School November 6, 1993 until 1994; at Tatoi AB preserved outside the hanger coded with code "7415" in September 2005 noted; November 2008 noted; November 2015 noted; August 2017 noted; April 2018 with white radome and faded serials/markings noted; stored at HAF Museum in November 2018 last noted.

7420 construction number 683D-7420, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting January 10, 1972, assembly in Fighterbomber version according contract lot 7; first flight March 15, 1972 by ARGE-Süd at MBB-Manching, acceptance date by GPS-MBB on May 26, 1972, modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system, Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+74 MFG 1 at Schleswig-Jagel AB delivery date on May 31, 1972, MFG 2 on August 6, 1981; May 10, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according

tech order "TA-1469"; back to MFG 2 on July 6, 1982; damaged during a simulated gun attack on May 23, 1984 touching the water during the recovery, withdrawn from use and stored at LwSchleuse 11 on July 31, 1986, struck off charge order (AVA) January 5, 1988, MAP (Military Assistance Program) to Hellenic Air Force on March 2, 1988 with 2.268 flight hours, operated by the 336 Mira of 116 Pterix at Araxos AB coded "7420" in 1988, crashed September 11, 1989 with 336 squadron of 116 Wing after a test flight during landing due to fuel problem, possibly fuel starvation; scrapped.

7421 construction number 683D-7421, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembly in Fighterbomber version according contract lot 8 by MBB-Manching starting January 13, 1972; manufactured as attrition replacement aircraft, first flight March 29, 1972 at MBB; acceptance date May 31, 1972; modification level "Neptun" as Fighterbomber (for German Navy) with „AS.30“ and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+75 MFG 2 at Eggebek AB delivery date on June 7, 1972; heavily damaged on October 18, 1972 being towed over an open water ditch, nose gear broke away and main landing gear was damaged; to MBB for repair on February 7, 1973; back to MFG 2 on August 18, 1973; February 16, 1984 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; back to MFG 2 on March 30, 1984; withdrawn from use and stored June 25, 1986 at LwSchleuse 11; struck off charge order (AVA) February 10, 1989; transported with C-130 transporter to Greece on May 10, 1989 with 1.995 flight hours; used by Hellenic Air Force for spare parts, but was operational in 1992 with 116 Wing at Araxos AB; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on April 6, 1993; withdrawn from use on July 20, 1993; November 18, 2004 it was transported to KEA Hellinikon for maintenance and on June 14, 2005 it was mounted as display coded "FG-421" at the city of Menidi, east of former Preveza AB, 17 km SE of Arta, Greece; October 2019 last noted.

Menidi, part of the municipality Amfilochia, located at the Ambracian Gulf

7422 construction number 683D-7422, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting January 20, 1972; first flight April 20, 1972 at MBB, assembly in Fighterbomber version according contract lot 8; manufactured as attrition replacement aircraft; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; acceptance date July 28, 1972 by GPS-MBB; 26+76 MFG 1 delivery date on August 1, 1972; MFG 2 on August 6, 1981; May 4, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; back to MFG 2 on June 24, 1982; Viking team aircraft for the 25th anniversary of Marinefliegergeschwader 2 on July 28, 1983 in normal camouflage; WTD 61 on May 14, 1987; withdrawn from use and preserved at LwSchleuse 11 on December 15, 1987; struck off charge order (AVA) February 24, 1988; MAP (Military Assistance Program) to Hellenic Air Force on April 26, 1988 with 2.442 flight hours; operated by the 116.Pterix (Wing) at Araxos AB coded "FG-422"; seen Athene November 1989; last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on April 12, 1993; withdrawn from use on July 20, 1993; June 25, 2006 it was transported to KEA Hellinikon for maintenance and on July 18, 2006 it was displayed at Leros War Museum at Aegean island of Leros beside a WW II museum (Merikia Museum) at Lakki town coded "FG-422"; September 2019 last noted.

7424 construction number 683D-7424, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting February 9, 1972, manufactured as attrition replacement aircraft, assembly in Fighterbomber version according contract lot 8, first flight April 20, 1972 at MBB, modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+78 acceptance date May 31, 1972 by GPS-MBB; MFG 1 at Schleswig-Jagel AB delivery date on June 7, 1972; MFG 2 on September 24, 1980; May 19, 1983 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; back to MFG 2 on July 17, 1983; withdrawn from use at LwSchleuse 11 on May 5, 1987 and stored, struck off charge order (AVA) January 5, 1988, MAP (Military Assistance Program) to Hellenic Air Force on December 16, 1987 with 2.382 flight hours, operated by the 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB coded "FG-7424", last flight from 116 CW to 132 CG (Agrinion HAF Detachment) on April 7, 1993; withdrawn from use on July 20, 1993; July 7, 2005 it was transported to KEA Hellinikon for maintenance; preserved coded FG-424 in the town of Tripoli-Arkadia in a Silver color scheme, November 2007 first noted; in 2011 the Air Force decided to remove the aircraft from the town due to vandalism, the aircraft sustained some damages, including a broken canopy glass and it received graffiti all over; the decision for moving FG-424 was taken by the Tripolis municipal council in March 2011; taken down and returned to the Airbase on

January 27, 2012; stored on Tripolis Airbase November 10, 2013 noted in a grass field; November 9, 2013 it was visited by a delegation from the Air Force Museum (Tatoi) to check if the aircraft was good enough for a new future; moved to nearby 124 Basic Training Wing in Tripoli; TLC and paint were done in 124 Wing by a team of dedicated volunteers in the period 2018-2019 in a Mirage 2000 style color scheme; the revealing was done on April 12, 2019, being a part of the Monument of Fallen Arcadian Aviators, erected inside 124 Wing; March 2021 last noted.

This military airfield is used for the 124 Basic Training Wing for the training of the cadets. The airfield is kept operational mainly for fire-fighting purposes in the summer, if needed. There are some preserved aircraft on show, which can be seen from outside.

7425 construction number 683D-7425, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting February 17, 1972; manufactured as attrition replacement aircraft; assembly in Fighterbomber version according contract lot 8, first flight April 25, 1972 at MBB, acceptance date by GPS-MBB June 15, 1972; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+79 MFG 2 at Eggebek AB delivery date on June 21, 1972, stored December 16, 1983 at LwSchleuse 11, JaboG 34 on March 8, 1984, withdrawn from use and stored on April 3, 1984 at LwSchleuse 11, struck off charge order (AVA) October 4, 1984, MAP (Military Assistance Program) to Hellenic Air Force September 11, 1984 (Fischbach) with 1.626 flight hours, operated by the 335 Mira (Squadron) of 116 Pterix (Wing) at Araxos AB coded "FG-7425"; coded FG-425 after IRAN at Tanagra in late 1990; last flight from 116 Combat Wing to 132 CG (Agrinion HAF Detachment) on April 13, 1993; withdrawn from use on July 20, 1993; April 6, 2005 it was transported to KEA Hellinikon for maintenance; preserved Tragano, south of Andravida AB, Western Peloponnes, March 2006 first noted, restoration in aluminum color scheme November 10, 2008 noted; October 2016 noted; March 2019 (weathered) last noted.

7426 construction number 683D-7426, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting February 29, 1972; assembly in Fighterbomber version according contract lot 9; first flight May 18, 1972 at MBB; acceptance date by GPS-MBB June 23, 1972; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+80 MFG 1 at Schleswig-Jagel AB delivery date on June 26, 1972; MFG 2 on August 6, 1981; September 6, 1983 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 in 1983; withdrawn from use and stored at LwSchleuse 11 on May 22, 1987; struck off charge order (AVA) February 10, 1989; MAP (Military Assistance Program); airlifted to Greece (with HAF C-130) for Hellenic Air Force May 24, 1989 with 2.632 flight hours; planned for spare part use only, but operated by the 116 Pterix (Wing) at Araxos AB coded "FG-7426"; noted at Araxos operational July 10, 1991; last flight from 116 CW to 132 CG (Agrinion HAF Detachment) on April 8, 1993; withdrawn from use on July 20, 1993; stored at Agrinion AB with tail of construction number 7428 in 2000 noted; March 27, 2006 HAF HQ approved of an F-104G to be displayed at Plataies Municipality; it was transported to KEA Hellinikon for maintenance in September 2006; preserved on poles coded "FG-426" in Lefktra, near Plataies, Boeotia prefecture, Central Greece on June 18, 2008; February 2016 noted; January 2020 last noted.

7427 construction number 683D-7427, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting March 7, 1972 as attrition replacement aircraft; assembly in Fighterbomber version according contract lot 9; first flight May 18, 1972 at MBB; acceptance date by GPS-MBB June 21, 1972; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order TA-196-3; 26+81 MFG 2 at Eggebek AB delivery date on July 3, 1972; January 30, 1984 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order TA-1469; back to MFG 2 on March 5, 1984; TechnGrp 11 "F-104 Kommando" on October 31, 1986; withdrawn from use and stored at LwSchleuse 11 on March 24, 1987; struck off charge order (AVA) September 1, 1988; MAP (Military Assistance Program) to Hellenic Air Force (HAF) October 25, 1988 with 2.404 flight hours; operated by the 116 Pterix (Wing) at Araxos AB coded "FG-427"; seen August 6, 1990 at Araxos as FG-427 with MFG grey color scheme; last flight from 116 Combat Wing to 132 Combat Group at (Agrinion HAF Detachment) on April 7, 1993; withdrawn from use on July 20, 1993; March 22, 2004 it was transported to KEA Hellinikon for maintenance; preserved above the small village of Kapnochori in a private property west-south-west of the Greek city Lamia, May 2006 first noted code "FG-427", July 11, 2007 noted; May 2019 last noted.

silver-grey color scheme on a location above the small village of Kapnochori (in a private property), 7km West of Ypati, which is 21km West Lamia.

7428 construction number 683D-7428, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled at MBB-Manching starting March 16, 1972 as attrition replacement aircraft; assembly in Fighterbomber version according contract lot 9; first flight June 5, 1972 at MBB; acceptance date by GPS-MBB July 6, 1972; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+82 MFG 2 at Eggebek AB delivery date on July 11, 1972; February 20, 1984 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on May 10, 1984; to WTD 61 on July 8, 1987; withdrawn from use and stored at LwSchleuse 11 on May 6, 1988; struck off charge order (AVA) February 24, 1988; MAP (Military Assistance Program) to Hellenic Air Force on August 24, 1988 with 2.336 flight hours; operated by the 116.Pterix at Araxos AB coded "FG-428"; in July 1989 it was seen at Tanagra without FG code and still with MFG camouflage scheme; last flight and withdrawn from use April 8, 1993 from 116 Combat Wing to 132 Combat Group at Agrinion (HAF Detachment); dump October 2017 last noted.

7429 construction number 683D-7429, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting March 29, 1972 as attrition replacement aircraft, assembly in Fighterbomber version according contract lot 9, first flight June 7, 1972 at MBB, acceptance date July 11, 1972 by GPS-MBB, modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system, Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; acceptance date July 11, 1972 by GPS-MBB, 26+83 MFG 1 at Schleswig-Jagel AB delivery date on July 9, 1972, MFG 2 on September 24, 1980, Luftwaffenschleuse 11 added an AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469" on February 13, 1984; back to MFG 2 on April 5, 1984; withdrawn from use and preserved at LwSchleuse 11 on May 5, 1987, struck off charge order (AVA) on February 10, 1989, to Hellenic Air Force on April 20, preservation according tech order "TA 1485"; MAP (Military Assistance Program) to Hellenic Air Force on April 20, 1989 with 2.181 flight hours for spare part use (ferry with Greek C-130), but used by 116.Pterix at Araxos AB coded "FG-7429" in 1990; withdrawn from use May 28, 1992 and last flight from 116 Combat Wing to 132 Combat Group at Agrinion AB (HAF Detachment); stored October 2017 last noted.

7433 construction number 683D-7433, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting May 18, 1972, assembly in Fighterbomber version according contract lot 10; modification level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; first flight July 19, 1972 at MBB-Manching; 26+87 acceptance date by GPS-MBB September 12, 1972; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; MFG 2 at Eggebek AB delivery date on September 15, 1972; November 11, 1983 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on December 20, 1983; TechnGrp 11 on January 4, 1987; WTD 61 on October 15, 1987; withdrawn from use and stored at LwSchleuse 11 on December 4, 1987 with 2.164 flight hours; struck off charge order (AVA) September 1, 1988; MAP (Military Assistance Program) to Hellenic Air Force on October 25, 1988; coded "FG-433" to 116th Pterix for 335th Mira (Squadron); first noted on August 6, 1990 as FG-433 with MFG color scheme; on December 24, 1990 seen with HAI Tanagra (overhaul) receiving HAF colors and maintenance; last flight and withdrawn from use April 13, 1993 at 132 CG (later HAF Detachment Agrinion); display main road Agrinion AB in April 1996 noted; October 2015 its tip tanks were removed, which went to 116 CW, Araxos, for RF-104G 6639; preserved October 2017 last noted preserved (dump) October 2017 last noted.

7434 construction number 683D-7434, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting May 26, 1972; assembly in Fighterbomber version according contract lot 10; first flight August 24, 1972 at MBB, construction level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+88 acceptance date by GPS-MBB on October 10, 1972; delivery date MFG 1 at Schleswig-Jagel AB on October 15, 1972, MFG 2 on October 29, 1981; December 20, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order TA-1469, back to MFG 2 on February 4, 1983; withdrawn from use and stored on July 16, 1986 with 2.202 flight hours at LwSchleuse 11; struck off charge order (AVA) January 4, 1988; MAP (Military Assistance Program) to Hellenic Air Force on September 15, 1988 coded "FG-434" to 116th Pterix 335th Mira; first noted on August 6, 1990 as FG-434 with MFG color scheme; on December 24,

1990 seen with HAI Tanagra (overhaul) receiving HAF colors and maintenance; withdrawn from use 1993; last flight March 19, 1993 to 132 Combat Group (Agrinion HAF Detachment); stored (dump) October 2017 last noted.

7435 construction number 683D-7435, model 683-10-19

manufactured by South Group (ARGE-Süd) & VFW; assembled by MBB-Manching starting June 8, 1972, manufactured as attrition replacement aircraft, assembly in Fighterbomber version according contract lot 10, first flight September 13, 1972 at MBB, construction level "Neptun" as Fighterbomber (for German Navy) with "AS.30" and AS.34 "Kormoran" anti-ship missile delivery system; Navy camouflage scheme "Norm 76" according tech order "TA-196-3"; 26+89 acceptance date October 17, 1972 by GPS-MBB, MFG 1 at Schleswig-Jagel AB delivery date on October 26, 1972, MFG 2 on March 17, 1981, December 10, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469", back to MFG 2 on January 17, 1983; withdrawn from use and stored on July 10, 1986 with 2.179 flight hours at LwSchleuse 11, struck off charge order (AVA) January 4, 1988, MAP (Military Assistance Program) to Hellenic Air Force on August 24, 1988 coded "FG-7435" to 116 Pterix (Wing) for 335 Mira (Squadron); last flight from 116 Combat Wing to 132 Combat Group (Agrinion HAF Detachment) on April 7, 1993; withdrawn from use on July 20, 1993; stored at Agrinion AB in May 1998 noted; December 15, 2003 HAF HQ approved of an F-104G to be displayed and it was transported to KEA Hellinikon for maintenance; preserved on poles coded "FG-435" in Acharnai, a suburb of Athens in July 2004; June 7, 2008 noted badly colored by vandalism; 2016 very badly colored by vandalism last noted; June 2016 removed and stored at Elefsis AB (KEA), August 2019 stored (dumped) last noted.

8176 construction number 683D-8176, model 683-04-10

manufactured by North Group (ARGE-Nord); first flight November 13, 1963 coded KG+276; to Weserflug, VFW Lemwerder in November 1963 for RF-104G photoreconnaissance version modifications according project "Recce" and camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date April 17, 1964 by BABwFokker (RNAF-MTA); BB+233 WaSLw 10 at Jever AB delivery date on April 27, 1964; JaboG 36 on June 29, 1967; 24+33 WaSLw 10 on April 17, 1969; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1974; MFG 2 on December 19, 1974; MBB on June 18, 1979 for the MARINE-Recce version TA-1401 with Side Oblique Camera (SOC) KS-87B; back to MFG 2 on August 23, 1979; heavily damaged October 1, 1980 on landing at Lann-Bihoué (French Navy base) after diversion from Landivisiau (French Navy base) due to bad weather; aircraft went off the runway after main tire failure; repaired at MBB and back to MFG 2 on March 25, 1981; November 22, 1982 to Luftwaffenschleuse 11 for AN/ALE-40(N) Chaff/Flare countermeasure dispenser equipment according tech order "TA-1469"; back to MFG 2 on January 4, 1983; withdrawn from use and stored at LwSchleuse 11 on September 10, 1985 with 3.340 flight hours; struck off charge order January 10, 1986; MAP (Military Assistance Program) to Elliniki Polemiki Aeroporia (Hellenic Air Force) February 19, 1986 coded "FG-176" for 116.Pterix at Araxos AB; last flight and withdrawn from use in 1992 at 132 CG (later HAF Detachment Agrinion); coded "RF-176" stored Agrinion (dump) October 2017 last noted.

9048 construction number 683D-9048, model 683-10-19

manufactured by West Group (ARGE-West); assembly start at SABCA-Gosselies June 16, 1963 in AWX (All Weather Fighter) version; first flight September 17, 1963 coded with construction number "9048"; camouflage scheme "Norm 62" according tech order "TA-196"; 4 SABCA factory test flights and 3 military test flights with 8 flight hours; military test flights at Gosselies: 4.11.19-63; 12.11.1963 and 2.12.1963 (test); acceptance date by BABwSABCA on December 2, 1963 coded KH+127; LVR 3 (Luftwaffenversorgungsregiment 3) at Manching AB on January 7, 1964 for upgrading and modifications; to Messerschmitt for modification to Fighterbomber version on April 3, 1964; DA+260 JaboG 31 at Norvenich AB delivery date on February 9, 1965; IRAN at SABCA on June 6, 1967 with 484 flight hours; back to JaboG 31 on January 11, 1967; 25+80 withdrawn from use and stored at LwSchleuse 11 on August 27, 1976 with 2.170 flight hours as attrition reserve aircraft; struck off charge order (AVA) October 29, 1981; MAP (Military Assistance Program) to Hellenic Air Force for spare parts use on March 4, 1983; no further information, scrapped+

LOCKHEED TF-104G

5501 construction number 583C-5501, model 583-10-20, US serial number 61-3025

MAP operated by USAF for foreign pilot training, coded FG-025 with 4450th CCTW for training at Luke AFB (June 1965); MAP to Greece about 1969 coded "FG-025", crashed October 29, 1969 at Chalkis area; pilots Captain Apostolakis and 2nd Lieutenant Grammatikos ejected safely from aircraft of 116 FG 335 FS at Chalkis area. Accident Cause: Primary cause: Undetermined.

5512 construction number 583C-5512, model 583-10-20, US serial number 62-12267

MAP operated by USAF for foreign pilot training, coded FG-267 with 4450th CCTW, MAP (Military Assistance Program) to Greece in February 1969 coded "FG-267"; crashed coded "TF-267" March 16, 1987 in the area of Meligala near Messinia, the pilots successfully abandoned. During a training flight with another TF-104G and while performing a "Barrel-Roll" at a bank angle of 30 degrees the crew heard a loud bang and felt severe shaking while aircraft went uncontrollable. One pilot ejected at about 14000' while the 2nd pilot at about 5.000'. 1st Lt. Nikolaos Fifas and Cpt. El. Apostolopoulos who had his 2nd ejection in 2 years, both with a TF-104G (Ioannis Mylonas The other abandonment was with 61-3065-5736, former Luftwaffe "27+34", on 17.07.1985 off Ithaka Island)

5517 construction number 583C-5517, model 583-10-20, US serial number 62-12272

MAP to Greece 1964 coded "FG-272", crashed May 8, 1964 with 335 Mira (squadron) of 114 Ptx during a training flight due to engine failure 1200 meters from the Village of Inoi, on final approach for Tanagra AB; both pilots were killed Major Panagiotis Anagnostou, Squadron Leader of 335 Squadron and Major Petros Marinos, Training Officer of 335 Squadron.

Among the first who were trained and flew the TF-104G and established the 335 Fighter Squadron. During the final phase the engine power of the plane cut off suddenly. The plane's altitude was too low however Major Marinos used the ejection seat (C 2) but his chute did not deploy, they found him beside the national road near the tolls of Shimatari tied on his seat. Major Anagnostou did not make it to bailout and they find him in the plane!

5518 construction number 583C-5518, model 583-10-20, US serial number 62-12273

MAP to Greece March 1964 coded "FG-273", crashed June 31, 1972 with 336 Mira (squadron) at near Neraidoraghe Eleias (or in Greek Neraidorachi Ilias) while performing flight training during an acrobatic performance; possible pitchup; both pilots Major Alexandros Damianidis and Captain Christos Phillipou were killed. No evidence of mechanical failure had been found and all indications were that the engine was running normally at the time of impact. Eyewitness statements strongly suggested that the aircraft was in pitchup before the crash.

The date is 160672 and not 160772. This date is also confirmed by the official Hellenic pilot loss list.

5519 construction number 583C-5519, model 583-10-20, US serial number 62-12274

MAP (Military Assistance Program) to Greece March 1964 coded "FG-274"; noted with camouflage scheme in 1970; at Tiger Meet with 335 Mira at CFB Sollingen in June 1973; withdrawn from use March 14, 1989 at KEA Hellinikon coded "TF-274", dump (scrapyard) Athens Hellinikon coded in April 1995 noted; on July 7, 2000 disposal approval to HAF Museum; November 2003 undergoing maintenance to be used as a static exhibit (attached the tail section from TF-104G 63-12278); in September 2005 to HAF Museum; preserved Tatoi AB (LGTT), Athens in bare metal and needs new paint; under restoration primer in hangar 2007; stored (ongoing restoration) in 2011 (nose cone 5916, tail section from TF-104G 63-12278); November 2017 noted; stored 13.11.2021 noted.

5520 construction number 583C-5520, model 583-10-20, US serial number 62-12275

MAP to Greece 1964 coded "FG-275", crashed August 22, 1967 at Tanagra AB after a compressor stall during takeoff; crew ejecting safely; 114 Ptx (Wing).

5523 construction number 583C-5523, model 583-10-20, US serial number 62-12278

manufactured by Lockheed; assembly at Lockheed, Palmdale; Lockheed test flights at Palmdale, CA; USAF delivery date on November 4, 1964 to Brookley AFB, Mobile, Alabama; assigned MAP on January 3, 1965; Spanish serial number CE.8-1; MAP to Spain on January 15, 1965 by ship to Rota NAS; coded TG-278/22278 to 61 Escuadrón at Torrejon AB on March 24, 1965 with 11 flight hours; to renamed 161 Escuadrón of 16 ALA at Torrejon AB coded 161-01 in 1965; 1967 coded 104-01 with renamed 104 Escuadrón; coded 104-21 with 104 Escuadrón in 1968; Spanish serial number changed to CE.8-21; IRAN at FUS (Flugzeug-Union Süd), Germany on September 29, 1969 with 593 flight hours, back to SpAF on April 29, 1970; transferred to 122 Escuadrón on May 31, 1971; withdrawn from use with 504 flight hours May 31, 1972; back to USAF May 31, 1972; MAP (Military Assistance Program) to Greece on June 12, 1972 coded "FG-278" with 335 "Tiger" Mira of 116 Pterix at Araxos AB; seen 1974 coded "FG-278"; renumbered "TF-278" in the late 70's; withdrawn from use 1993;

stored Araxos AB in July 2001 last noted; to 123 Technical Training Wing, Dekelia AB in July 2002, tail on TF-104G 22274 62-12274 November 7, 2003 noted; stored Tatoi AB (LGTT), Athens September 2005, fuselage dump at HAF Museum Tatoi November 2017 noted; April 2022 noted.

5708 construction number 583D-5708, model 583-10-20, US serial number 61-3037 manufactured by Group USA (ARGE-USA); Lockheed test flights at Palmdale coded "61-3037"; acceptance date November 30, 1962 by BABwLockheed; KE+208 MAP to Germany airlifted January 18, 1963 to Messerschmitt-Manching with a Canadair CL-44D airfreighter of "Flying Tiger Line"; DA+037 code for reassembly at Messerschmitt and functional test flight October 22, 1963; camouflage scheme "Norm 62" according tech order "TA-196"; BB+107 BABwMTT acceptance date on January 24, 1964; LVR 3 on January 27, 1964 for modifications; DA+370 JaboG 31 at Norvenich AB delivery date on February 14, 1964; 27+07 stored at LwSchleuse 11 on August 27, 1981; to MBB on November 9, 1982; struck off charge order (AVA) November 23, 1982; MAP (Military Assistance Program) to Hellenic Air Force on December 15, 1982 coded "TF-708" with 2.502 flight hours; last flight an withdrawn from use May 18, 1993 with 110.Pterix at Larissa AB; transported to Thessaloniki by low loader; preserved in museum coded as "5708" at Sedes AB, Thessaloniki (LGSD), Greece, March 1998; 2001 noted; painted "Galaxy" in blue colors with white stars at Sedes AB, Thessaloniki, Greece, September 15, 2005 first noted; July 17, 2011 noted; July 2017 noted.

5714 construction number 583D-5714, model 583-10-20, US serial number 61-3043 manufactured by Group USA (ARGE-USA); Lockheed test flights coded with US serial number "61-3043"; KE+214 MAP to Germany acceptance date January 9, 1963; damaged during loading on CL-44D airfreighter at Palmdale in February 1963; after repair stored at Moama AFB, Alabama June 27, 1964; shipped to Bremerhaven coded DA+043 on August 22, 1964; reassembled at VFW and flown to Messerschmitt-Manching on September 11, 1964; modified and test flown October 30, 1964 at Messerschmitt; camouflage scheme "Norm 62" according tech order "TA-196"; DB+372 JaboG 32 at Lechfeld AB delivery date on July 16, 1965; 27+13 withdrawn from use at LwSchleuse 11 on September 29, 1984 with 2.611 flight hours; struck off charge order (AVA) October 4, 1984; MAP (Military Assistance Program) to Hellenic Air Force on November 27, 1984 coded "TF-714"; destroyed on the ground by fire after the tip-tanks were jettisoned accidentally on July 16, 1985 and its rear fuselage was burned out (possibly at Hellinikon AB); written off (DBR) and withdrawn from use on March 14, 1989 at Hellinikon; stored Hellinikon AB prior to the Athens Olympic Games; from Hellinikon to Agrinion July 2004; scrapyard of Agrinion July 2004 noted; fuselage only at dump Agrinion AB October 2017 noted.

5715 construction number 583D-5715, model 583-10-20, US serial number 61-3044 manufactured by Group USA (ARGE-USA); Lockheed test flights coded with US serial number "61-3044"; KE+215 MAP to Germany acceptance date January 24, 1963 by BABwLockheed; airlifted March 6, 1963 to Messerschmitt-Manching with a Canadair CL-44D airfreighter of the "Flying Tiger Line"; coded DA+044 for Messerschmitt functional test flight on April 26, 1963 flights in Silver-finish colors; BB+114 WaSLw 10 at Norvenich AB delivery date on April 19, 1963; February 9, 1964 the "II. Ausbildungsgruppe WaSLw 10" relocated from Norvenich to Jever AB; camouflage scheme "Norm 62" according tech order "TA-196" in February 1965; 27+14 heavy damaged on September 22, 1970 during touch and go at Jever AB, left main wheel broke off and on the next landing the aircraft left the runway; repaired at Messerschmitt and back to WaSLw 10 on June 15, 1972; withdrawn from use at Jever with 1.970 flight hours; struck off charge order (AVA) October 4, 1978; MAP (Military Assistance Program) to Hellenic Air Force on August 7, 1978 coded "TFG-044"; recoded "TF-044" in 1980; flown to Agrinion on November 4, 1992 and withdrawn from use, stored Agrinion AB 2001, stored Agrinion AB October 2017 noted.

5717 construction number 583D-5717, model 583-10-20, US serial number 61-3046 manufactured by Group USA (ARGE-USA); Lockheed test flights coded "61-3046" at Palmdale, CA; KE+217 MAP to Germany acceptance date February 1, 1963 by BABwLockheed; airlifted March 18, 1963 to Messerschmitt-Manching with a Canadair CL-44D of the "Flying Tiger Line"; DA+046 for Messerschmitt functional test flight April 25, 1963; BB+116 WaSLw 10 (Weapons School 10) at Norvenich AB delivery date on June 10, 1963 in Silver-finish colors; February 9, 1964 the "II. Ausbildungsgruppe WaSLw 10" relocated from Norvenich to Jever AB; camouflage scheme "Norm 62" according tech order "TA-196" in April 1965; 27+16 JaboG 34 on January 20, 1983; JaboG 33 on March 20, 1984; JaboG 34 on February 22, 1985; withdrawn from use at LwSchleuse 11 on December 3, 1985; struck off charge order (AVA) January 10, 1986; MAP (Military Assistance Program) to Hellenic AF with 3.361 flight hours on January 22, 1986 coded "TF-717"; withdrawn from use 1992; stored Araxos AB August 1995 first noted; stored Araxos AB September 17, 2005; dump Araxos AB November 2012 noted; dump September 2017 noted.

5719 construction number 583D-5719, model 583-10-20, US serial number 61-3048

manufactured by Group USA (ARGE-USA); Lockheed test flights coded "61-3048"; MAP to Germany delivery date February 1, 1963 coded KE+219, airlifted to Germany March 18, 1963 to Messerschmitt-Manching with a Canadair CL-44D airfreighter of the "Flying Tiger Line", coded DA+048 for test flights in Silver-finish colors, BB+118 WaSLw 10 (Weapons School 10) at Norvenich AB delivery date on May 22, 1963, February 9, 1964 the "II. Ausbildungsgruppe WaSLw 10" relocated from Norvenich to Jever AB; standard camouflage scheme "Norm 62" according tech order "TA-196" in 1965, 27+18 JaboG 32 on February 13, 1980, LwSchleuse 11 on July 13, 1981 stored in airworthy condition as attrition reserve aircraft; MBB on September 16, 1982; withdrawn from use and stored at LwSchleuse 11 on December 7, 1982, struck off charge order (AVA) November 23, 1982; MAP (Military Assistance Program) to Hellenic AF with 2.649 flight hours on December 15, 1982 coded "TF-719", last flight and withdrawn from use on June 3, 1992 at 132 Combat Group (later HAF Detachment Agrinion); stored Agrinion AB in 2000 coded "TF-719"; noted Agrinion November 7, 2009; October 2017 on "ramp F-104" noted.

5733 construction number 583D-5733, model 583-10-20, US serial number 61-3062

manufactured by Group USA (ARGE-USA); MAP aircraft for Germany; first flight 1963 coded with US serial number "61-3062"; delivery date April 22, 1963 by BABwLockheed coded KE+233; airlifted to Manching on June 24, 1963; DA+062 for test flights at Messerschmitt-Manching, camouflage scheme "Norm 62" according tech order "TA-196"; DA+366 JaboG 31 at Norvenich AB delivery date on February 4, 1964; midair collision on May 13, 1965 during night radar low level with NORATLAS transporter GB+239 of LTG 62, emergency landing at Hopsten AB, NORATLAS landed safe as well; repaired by Messerschmitt 1965 and back to JaboG 31 on April 29, 1966; 27+31 withdrawn from use and stored at LwSchleuse 11 on February 16, 1983; struck off charge order (AVA) March 4, 1983; MAP (Military Assistance Program) to Greece (Hellenic Air Force) on July 26, 1983 coded "TF-733" with 2.716 flight hours; last flight and withdrawn from use on March 2, 1993 at 132 Combat Group (HAF Detachment Agrinion); stored Agrinion AB April 1996 first noted; stored Agrinion AB September 2005 noted; November 2017 noted.

5736 construction number 583D-5736, model 583-10-20

at Palmdale coded "61-3065"; acceptance date June 11, 1963 by BABwLockheed; MAP to Germany coded KE+236; airlifted to Manching on June 24, 1963 with 9 flight hours; DA+065 code for reassembly and test flight on August 26, 1963; camouflage scheme "Norm 62" according tech order TA-196; acceptance date October 30, 1963 by BABwMTT; DC+368 JaboG 33 at Buchel AB delivery date on October 8, 1963, 27+34 withdrawn from use and stored in airworthy condition as attrition reserve aircraft at LwSchleuse 11 on December 21, 1983 with 3.270 flight hours; struck off charge order (AVA) October 4, 1984; MAP (Military Assistance Program) delivery date to Hellenic Air Force on November 27, 1984; coded "TF-5736" with 335 Mira of 116 Wing at Araxos AB on July 10, 1985; crashed July 17, 1985 6 miles East of Ithaki Island; pilots 1st Lt H. Apostolopoulos and Lt G. Dritsakos ejected safely; cause was an engine fire; written off.

5901 construction number 583F-5901, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) (lot 1) airlifted to USA January 19, 1965 with a Canadair CL-44D airfreighter of "Flying Tiger Line"; at Lockheed-Burbank assembled and test flights at Palmdale coded KF+201 in 1965; acceptance date May 14, 1965 by BABwLockheed; airlifted to Ypenburg, Netherlands on May 31, 1965 for reassembly by Avio Diepen; camouflage scheme "Norm 62" according tech order "TA-196"; DA+362 JaboG 31 at Norvenich AB delivery date on July 20, 1965; 27+72 JaboG 33 on April 26, 1983; stored at LwSchleuse 11 on September 7, 1983; new camouflage scheme "Norm 83" on July 13, 1984; LwSchleuse 11 "Kommando F-104" on April 17, 1985; JaboG 34 on October 17, 1985; TechnGrp 11 "Kommando F-104" LVR1 on August 27, 1987; WTD 61 on October 7, 1988, withdrawn from use with 3.193 flight hours, struck off charge order (AVA) October 17, 1990; MAP (Military Assistance Program) to Greece October 30, 1990 to 116.Pterix at Araxos AB; "TF-901" Hellenic Aerospace Industry (HAI) on April 14, 1992; withdrawn from use May 31, 1992 at KEA Hellinikon; airfield decoy at Tanagra AB April 1996 first noted; stored Tanagra AB 2000; dump Tanagra AB in bare metal, serial "5901" written on fuselage September 18, 2005 noted; dump September 2010 noted; dump November 2017 noted.

5906 construction number 583F-5906, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) (lot 2) airlifted to Palmdale, USA on March 22, 1965 with a Canadair CL-44D airfreighter of "Flying Tiger Line"; Lockheed assembled coded KF+206 and test flight in 1965; airlifted to Ypenburg,

Netherlands on September 7, 1965 for reassembly by Avio Diepen; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 6, 1965 by BABw; DD+375 JaboG 34 at Memmingen AB delivery date on October 6, 1965; 27+77 ErpSt 61 on July 27, 1977; JaboG 33 on January 5, 1984; MBB for IRAN on March 15, 1984; new "Lizard" camouflage scheme "Norm 83" on July 20, 1984; JaboG 33 on August 2, 1984; JaboG 34 on April 29, 1985; stored LwSchleuse 11 on June 29, 1988; WTD 61 on October 18, 1988, struck off charge order (AVA) November 8, 1989; MAP (Military Assistance Program) with 2.874 flight hours to Hellenic Air Force on October 30, 1989; coded "TF-906" last flight and withdrawn from use on April 7, 1993 at 132 CG (later HAF Detachment Agrinion); summer 1996 demilitarized; stored Agrinion AB September 2005 noted, stored September 2008 noted; November 2017 noted.

5908 construction number 583F-5908, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; parts (fuselage, wings and tail) assembly according contract lot 2; ARGE-Süd parts airlifted to USA on April 5, 1965; Lockheed assembled coded KF+208; airlifted to Fokker (Avio Diepen) at Ypenburg AB, Netherlands on September 20, 1965 for reassembly; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 29, 1965; TB+261 MFG 2 delivery date on November 4, 1965; MFG 1 on May 23, 1966; code TA+164 on August 24, 1967; 27+79 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in October 1971 at Messerschmitt; participated in the Royal Flush exercise at Florennes from 13 to 21 June 1973; MFG 2 assigned on November 17, 1981, IRAN at MBB on November 17, 1981; to MFG 2 on April 28, 1982; LVR 1 September 1986-February 1987; withdrawn from use and stored LwSchleuse 11 at Manching AB on April 2, 1987 with 2.360 flight hours; struck off charge order (AVA) February 13, 1989; MAP (Military Assistance Program) airlifted to Hellenic Air Force on March 29, 1989 with a HAF C-130 transporter; operated coded as "TF-5908" with 116th Pterix at Araxos AB in 1989; withdrawn from use in April 1993; in May 1993 to KEA Hellinikon for restoration; preserved at Hellenic AF Museum near the Technical School at Tatoi, Athens on November 6, 1993 (GIA); at Hellenic AF Museum, Tatoi AB outside on apron behind museum hangar noted January 6, 1994; September 2005 noted; "FG-5908" November 2017 noted; November 13, 2021 noted.

5909 construction number 583F-5909, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; parts (fuselage, wings and tail) assembly according contract lot 2; ARGE-Süd parts airlifted to USA on April 26, 1965 with a Canadair CL-44D of "Flying Tiger Line"; Lockheed assembled coded KF+209; first flight 1965; airlifted to AVIO Diepen at Ypenburg, Netherlands on October 5, 1965 for reassembly; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date November 17, 1965; JA+373 JG 71 delivery date on November 23, 1965, 27+80 WaSLw 10 on January 4, 1974; withdrawn from use 1978 with 2.032 flight hours; struck off charge order (AVA) October 4, 1978; MAP (Military Assistance Program) flown to Greece for the Hellenic Air Force on August 7, 1978 as "TFG-5909"; crashed April 15, 1980 with 335 Mira of 116 Pterix (Wing) into the sea near Zakynthos for unknown reason; the pilots and the plane were never found; written off.

5910 construction number 583F-5910, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; parts (fuselage, wings and tail) assembly according contract lot 2; ARGE-Süd parts airlifted to USA April 26, 1965 with a Canadair CL-44D airfreighter of "Flying Tiger Line", Lockheed assembled coded KF+210 in 1965; acceptance date June 21, 1965 by BABw Lockheed; airlifted to AVIO Diepen at Ypenburg AB, Netherlands October 11, 1965; camouflage scheme "Norm 62" according tech order "TA-196"; JA+375 JG 71 at Wittmund AB delivery date on November 29, 1965; 27+81 heavy damaged on June 10, 1968 after a "Touch and Go"; to Messerschmitt July 11, 1968; repaired and back to JG 71 on November 1, 1971; MFG 2 on December 4, 1973; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in October 1975; emergency landing at Leeuwarden AB, NL after engine problems, repaired and departed March 4, 1985; TechnGrp 11 "Kommando F-104" on January 13, 1987; at LwSchleuse 11 withdrawn from use and stored on July 2, 1987 with 2.148 flight hours; struck off charge order (AVA) February 24, 1988; MAP (Military Assistance Program) to Hellenic Air Force on July 12, 1988 coded "TF-910"; withdrawn from use at 116 Pterix (Wing) coded "TF-910"; June 3, 1992 flown to Agrinion and stored; stored Agrinion AB September 2005 noted, stored November 2017 noted.

5912 construction number 583F-5912, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); assembly according contract lot 3; fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) airlifted to USA May 10, 1965 with a Canadair CL-44D of

"Flying Tiger Line"; at Lockheed-Burbank assembled and test flights coded KF+212 at Palmdale in 1965; airlifted to Avio Diepen at Ypenburg, Netherlands on October 27, 1965 for reassembly; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date December 27, 1965 by BABwFokker; DB+374 JaboG 32 at Lechfeld AB delivery date on January 5, 1966; 27+83 withdrawn from use and stored at LwSchleuse 11 on November 8, 1982 with 2.728 flight hours; struck off charge order (AVA) March 4, 1983; 5912 MAP (Military Assistance Program) to Hellenic Air Force on July 26, 1983 coded "TF-5912" to 336 Mira (squadron); 1988 noted coded as "TF-912"; withdrawn from use 1993; stored Araxos AB in August 1995; stored Araxos AB September 2005 noted; dump September 2017 noted.

5916 construction number 583F-5916, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); assembly according contract lot 4; assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) airlifted to USA on June 21, 1965 with a Canadair CL-44D airfreighter of "Flying Tiger Line"; at Lockheed-Burbank assembled and test flights coded KF+216 at Palmdale in 1965; airlifted to Avio Diepen at Ypenburg AB, Netherlands on November 24, 1965 for reassembly; camouflage scheme "Norm 62" according tech order TA-196; acceptance date February 8, 1966 by BABwFokker; DF+362 JaboG 36 at Hopsten AB delivery date on March 10, 1966, 27+86 ErpSt 61 on August 29, 1972; JaboG 36 on November 29, 1973; MFG 2 on October 15, 1974; Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in June 1975; withdrawn from use and stored LwSchleuse 11 on June 23, 1987 with 2.502 flight hours; struck off charge order (AVA) January 4, 1988; MAP (Military Assistance Program) to Hellenic AF July 12, 1988 coded as "TF-5916"; flown to Agrinion on April 13, 1993; withdrawn from use July 20, 1993; stored Agrinion AB (LGAG) April 1996 coded "TF-5916"; stored Agrinion AB September 2005 noted; September 2017 noted.

5917 construction number 583F-5917, model 583-10-20

manufactured by Lockheed and Messerschmitt (ARGE-Süd); assembly according contract lot 4; fuselage assembled at Messerschmitt-Augsburg, wings manufactured at Messerschmitt-Manching; ARGE-Süd parts (fuselage, wings and tail) airlifted to USA July 5, 1965 with a Canadair CL-44D of "Flying Tiger Line"; at Lockheed-Burbank assembled and test flights coded KF+217 at Palmdale in 1965; airlifted to Avio Diepen at Ypenburg, Netherlands on November 24, 1965; camouflage scheme "Norm 62" according tech order "TA-196"; accepted on January 10, 1966 by BABwFokker; JD+361 JG 74 at Neuburg AB delivery date on January 14, 1966; 27+87 JaboG 34 on July 3, 1974; TechnGrp 11 on December 13, 1983; LwSchleuse on March 8, 1984; LVR 1 stored as attrition replacement aircraft on October 12, 1984; withdrawn from use at LwSchleuse 11 on February 18, 1986 with 2.657 flight hours; struck off charge order (AVA) January 10, 1984; MAP (Military Assistance Program) to Hellenic AF on April 8, 1986 coded as "TF-917" to 335 Mira of 116 Pterix (Combat Wing); flown to Agrinion on May 20, 1992; withdrawn from use July 20, 1993; stored Agrinion AB 1996 first noted; November 2009 noted coded "TF-917"; dump September 2017 noted.

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 of 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 noted.

5953 construction number 583F-5953, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembly at Messerschmitt-Manching starting May 18, 1967; (planned assembly at Palmdale with factory code KF+253 was canceled); acceptance date October 9, 1967 by BABwMTT; coded KE+111 with Messerschmitt on March 30, 1967; recoded KE+211 on June 16, 1967 due to code conflict; first flight August 29, 1967 at Manching AB; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date October 9, 1967 by BABwMTT; DF+367 JaboG 36 at Hopsten AB delivery date on October 12, 1967; BB+125 WaSLw 10 on December 6, 1967; 28+23 MFG 1 on November 9, 1972; Navy camouflage

scheme "Norm 76" according tech order "TA-196-3" in October 1974; MFG 2 on October 29, 1981; LVR 1 "F-104 Kommando" on March 10, 1987; WTD 61 on June 9, 1987; struck off charge order (AVA) January 5, 1988; MAP (Military Assistance Program) to Hellenic Air Force December 16, 1987 coded "TF-5953" with 2.625 flight hours; withdrawn from use on July 20, 1993; stored Agrinion AB in August 1995 last noted, TF-5953 Gate Guard at Headquarters of 130 Combat Group at Limnos AB, near Varos, Limnos Island; November 1995 first noted; October 2009 noted; May 2019 noted.

5954 construction number 583F-5954, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting May 23, 1967; (planned assembly at Palmdale with factory code KF+254 was canceled); code KE+112 assigned for Messerschmitt test flights on March 30, 1967, aircraft coded KE+112 on May 24, 1967; recoded KE+212 on July 13, 1967 due to code conflict; first flight July 26, 1967 coded KE+212 at Messerschmitt, camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT August 24, 1967; DC+364 Jabog 33 at Buchel AB delivery date September 30, 1967; 28+24 stored at LwSchleuse 11 on September 10, 1981; MBB on November 4, 1982; withdrawn from use at LwSchleuse 11 in December 1982; struck off charge order (AVA) November 23, 1982; MAP (Military Assistance Program) to Hellenic Air Force on December 15, 1982 coded "TF-5954" with 2.495 flight hours; renumbered "TF-954", flown to Agrinion on November 4, 1992; withdrawn from use on July 20, 1993; stored Agrinion 2000; stored Agrinion AB November 2017 noted.

5955 construction number 583F-5955, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting June 1, 1967; (planned assembly at Palmdale with factory code KF+255 was canceled); code KE+113 assigned on March 30, 1967, aircraft coded KE+113 on June 2, 1967; recoded KE+213 on July 16, 1967 due to code conflict; first flight August 7, 1967 coded KE+213 at Messerschmitt; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT September 15, 1967; TB+261 MFG 2 at Eggebek AB delivery date on September 25, 1967; 28+25 Navy camouflage scheme "Norm 76" according tech order "TA-196-3" in 1971; during Recce Meet 'Royal Flush XVIII' held at Bremgarten AB June 3, 1975; stored with LVR 1 at Erding AB on September 8, 1986; withdrawn from use and stored in airworthy condition as attrition reserve aircraft at LwSchleuse 11 on February 4, 1987 with 2.279 flight hours; struck off charge order (AVA) February 21, 1989; October 2, 1990 MAP (Military Assistance Program) to HAF with C-130 Hercules transporter; coded TF-5955 operational in 1992; flown to Larissa on May 18, 1993; withdrawn from use June 20, 1993; preserved at Larissa AB in May 1993; disposal approval for Kilkis on September 13, 1993; preserved at Kilkis, on the Hill of Ai Giorgi, in bare metal scheme coded "TF-5955" in May 1995; 5955 from Kilkis was damaged by vandalism; Hellenic Air Force took it back to Tatoi AB, Athens on February 17, 2009; in July 2014 to Athens Aeroclub, Tatoi AB and stored without wings; November 2017 stored (dump) Tatoi Aero Club; April 1, 2022 noted.

5958 construction number 583F-5958, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting June 27, 1967; (planned assembly at Palmdale with factory code KF+258 was canceled); coded KE+116 on June 28, 1967; recoded KE+216 on July 24, 1967 due to code conflict; first flight October 19, 1967 at Messerschmitt, camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT December 5, 1967; EB+376 to LVR 3 on December 7, 1967, AG 52 at Leck AB delivery date in 1968; 28+28 JG 74 on August 3, 1970; Jabog 33 on July 25, 1974; stored at LwSchleuse 11 on August 24, 1982 in airworthy condition as attrition reserve aircraft; MBB on April 19, 1983 for inspection; withdrawn from use and stored at LwSchleuse 11 on June 27, 1983; struck off charge order (AVA) March 4, 1983; MAP (Military Assistance Program) to Hellenic Air Force July 26, 1983 coded "TF-958" with 2.358 flight hours; flown to KEA Hellinikon and withdrawn from use on March 12, 1992; disposal approval on May 12, 1993 for Hellenic Air Force Academy; instructional airframe (GIA) at Tatoi-Dekelia Icarus school in April 1995; "TF-958" displayed at Air Force Academy "Ikarus School" at Dekelia in April 1997; uncoded at "Ikarus School" Dekelia, Athens 2008 noted; November 2017 noted.

5959 construction number 583F-5959, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting July 3, 1967; (planned assembly at Palmdale with factory code KF+259 was canceled); code KE+117 assigned for Messerschmitt test flights on March 30, 1967; aircraft coded KE+117 on July 5, 1967; recoded KE+217 on July 24, 1967 due to code conflict; first flight October 12, 1967 coded KE+217 at Messerschmitt; camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date by BABwMTT November 13, 1967; BB+128 WaSLw 10 at Jever AB delivery date on November 29, 1967; 28+29 ErpSt 61 on July 12, 1971; WaSLw 10 on March 8, 1972; Jabog 33 on

February 17, 1983; JaboG 34 on May 22, 1985; withdrawn from use and stored at LwSchleuse 11 on October 17, 1985; struck off charge order (AVA) January 10, 1986; MAP (Military Assistance Program) to Hellenic Air Force on March 4, 1986 coded "TF-5959" with 2.510 flight hours for 335 Mira coded "TF-959"; flown to Agrinion on May 28, 1992 and withdrawn from use; stored May 2007 noted; dump Agrinion September 2017 noted.

5961 construction number 583F-5961, model 583-10-20

manufactured by Group USA (ARGE-USA) and Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting July 19, 1967; (planned assembly at Palmdale with factory code KF+261 was canceled); first flight November 20, 1967 coded KE+219 (planned code KE+119 was not used); camouflage scheme "Norm 62" according tech order "TA-196"; acceptance date January 17, 1968 by BABwMTT; planned code JD+37x was not used; 28+31 JG 74 at Neuburg AB delivery date on January 22, 1968; JaboG 31 on November 25, 1974; August 1977 squadron exchange 312 squadron (2nd Staffel) with Italian Air Force 102°Gruppo, based at Rimini AB flying the F-104S; special marks JaboG 31 "Boelcke" for last F-104 flight and 25th anniversary of JaboG 31 "Blue Boelcke" on April 30, 1983; TechnGrp 11 on May 2, 1983 for new "Norm 83" camouflage scheme; JaboG 34 on March 14, 1984; on loan at LwSchleuse 11 on May 30, 1985; JaboG 34 on January 29, 1986; LVR 1 "F-104 Kommando" on August 20, 1987; WTD 61 on February 5, 1988; struck off charge order (AVA) November 8, 1989; MAP (Military Assistance Program) to Hellenic Air Force November 23, 1989 coded "TF-5961" with 2.868 flight hours; to EAB (Hellenic Aerospace Industries, HAI) on April 14, 1992; withdrawn from use on May 31, 1992; airfield decoy at Tanagra AB in April 1996; stored at 114 Combat Wing, Tanagra AB in 2000 noted; stored Tanagra AB in bare metal and serial written on fuselage September 2005 noted; restoration in aluminum color scheme for the Hellenic Air Force Open Days Tanagra AB November 8, 2010 first noted; Open Days Tanagra November 9, 2012 noted; November 2018 noted.

5965 construction number 583F-5965, model 583-10-20

manufactured by Lockheed, Messerschmitt (ARGE-Süd) and VFW; assembled by Messerschmitt-Manching starting August 31, 1967, (planned assembly at Palmdale with factory code KF+265 was canceled); planned code KE+123 was not used, first flight November 20, 1967 coded KE+223 with Messerschmitt, camouflage scheme "Norm 62" according tech order "TA-196"; **28+35** WaSLw 10 at Jever AB delivery date on January 29, 1968; JaboG 31 on December 8, 1977; WaSLw 10 on January 31, 1978; JaboG 32 on February 10, 1983; planned for TuAF on December 13, 1983, but decision was changed; May 16, 1984 to MBB for "Lizard" camouflage scheme "Norm 83"; JaboG 34 on October 19, 1984; LVR 1 on August 20, 1987; withdrawn from use at LwSchleuse 11 on April 12, 1988 with 2.751 flight hours; struck off charge order (AVA) October 21, 1988; MAP (Military Assistance Program) to Hellenic Air Force on December 12, 1988 coded "TF-5965"; made its last flight May 18, 1993 from 116 CW at Araxos to 110CW, Larissa; the final destination was Thessaloniki, but the TF-104G could not land there because of landing safety restrictions (I think, no barriers at Thessaloniki); withdrawn from use on June 20, 1993; TF-104G 5965 was earmarked for display at Northern Greece, made the final leg of their trip in 1997 to Panagitsa Pellas by a low loader; preserved on poles at aero club at Panagitsa, 19 km West of Edessa, in the old fashioned Hellenic SEA camouflage scheme coded "TF-5965"; November 2008 noted; March 2010 coded "5965" noted; September 2020 noted.

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update: @ September 29, 2022

The Hellenic Air Force Starfighter

The following units of the HAF operated the Starfighter:

335 "Tiger" Mira, 114 and then 116 Pterix, Tanagra/Araxos, April 1964 to 1992.

336 "Olympus" Mira, 114 Pterix, January 1965; 116 Pterix, December 1966 to 1993.

In the history of the Hellenic Air Force the Starfighter has played an important role. A big number of aircraft have been in use for 30 years, between 1963 and 1993.

Requiring a fighter to replace the aging F-86 Royal Hellenic Air Force made a request to the US for a replacement fighter under the MAP program.

The Royal Hellenic Air Force was initially allocated 35 Canadair-built F-104Gs plus four Lockheed-built TF-104Gs. Deliveries began in 1964. Another 10 MAP-funded Lockheed-built F-104Gs and two TF-104G were later delivered to Greece from USAF stocks.

The Starfighters were first issued to 335 Mira "Tiger" squadron in the 114th Pterix (Wing) based at Tanagra. It was soon followed by 336 "Olympus" Mira of the 116th Wing at Araxos.

These two squadrons were initially dedicated to nuclear strike roles within the 1st Tactical Air Force as a part of Greece's commitment to NATO, but they reverted to the conventional strike role in the early 1970s.

The F-104 fleet was expanded with a number of second-hand examples. Second hand aircraft were acquired from Spain, the Netherlands and Germany. Many of the second hand aircraft never entered service and were used as spares parts sources. For example of 150 Starfighters delivered, no more than 50-60 aircraft were active at any one time.

Attrition was made up by the transfer of nine F-104Gs from Spain in 1972 and two TF-104Gs from Germany in 1977. In mid-1982, 10 Fiat-built F-104Gs were transferred from the Netherlands to Greece. Throughout the 1980s, the Federal Republic of Germany continuously transferred Starfighters to Greece. This eventually involved 22 RF-104Gs, 38 F-104Gs, and 20 TF-104Gs.

Only two Hellenic Air Force squadrons have been using the Starfighter, being 335 "Tiger" Mira and 336 "Olympus" Mira. The first F-104 squadron became 335 Mira from the 114 Pterix (Wing) based at Tanagra AB. The first aircraft arrived there in April 1964. Sister squadron 336 Mira, also based at Tanagra AB, received their Starfighters between December 1964 and January 1965. Almost 2 years later, at the 21st December 1966, the 336 Mira moved to the 116 Pterix based at Araxos AB. The 335 Mira kept flying from Tanagra AB until the 1st June 1977 when it joined the 336 Mira at Araxos AB. From that day until early 1993 all the remaining F-104s flew from Araxos AB (116 Pterix) until their retirement.

335 "Tiger" Mira Anachaitisis (Interceptor Squadron) deactivated in May 1992.

336 "Olympus" Mira Diokseos Bombardismou (Fighter-Bomber Squadron) deactivated March 31, 1993.

March 31, 1993 was the official date for the withdraw from service in the Hellenic Air Force.

335 "Tiger" Mira (squadron) in November 1960 was transferred to Tanagra and assigned to ground strike duties as the 335th Strike Squadron (335 Μοίρα Κρούσης), where it remained until its transfer to Araxos in June 1977. In May 1965 the squadron was equipped with the F-104G, and would continue flying the Starfighters until May 1992. In December 1987 the squadron received 10 RF-104 aircraft and formed a separate Photoreconnaissance Flight. These aircraft remained in service until the type was decommissioned in May 1992.

335 "Tiger" Mira (squadron) formed a separate "Photoreconnaissance Flight" in December 1987 with 10 RF-104G aircraft assigned.

335 squadron (Mira Anachaitisis (Interceptor Squadron)) deactivated in May 1992.

All Starfighter that were flown to Agrinion from 20.5.1992 to 1.4.1993 were immediately withdrawn from use.

All Starfighter that were flown to Agrinion from 6.4.1993 to 13.4.1993 were kept in such a condition that with a short notice would be operational again.