

TIGER MEET 83



Welcome Tigers



Dear Tigers:

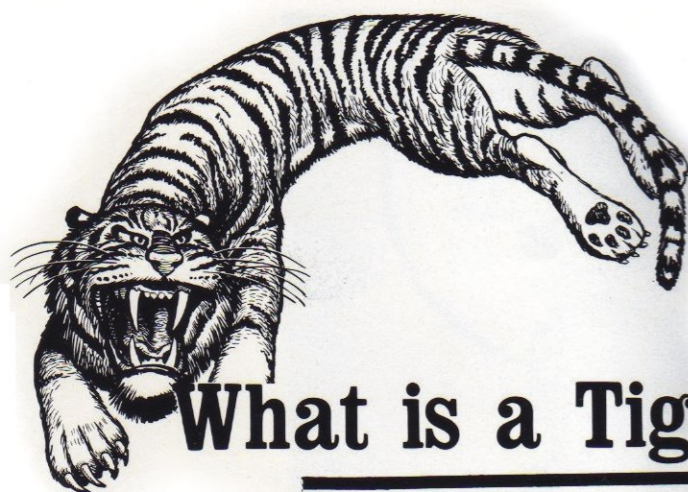
The officers and men of 439 Tactical Fighter «Tigers» Squadron extend a hearty welcome to the members of the NATO Tiger fraternity on the occasion of the 23rd annual Tiger Meet.

Tiger Meet 83 will focus on operational flying, the foundation upon which these gatherings are based. Accordingly 439 Squadron has planned an integrated tactical flying program which will provide the forum to evaluate tactics and procedures as well as promoting the discussion of operational concepts and the exchange of new ideas.

This Meet has been scheduled to coincide with the CFB Baden-Soellingen 30th Anniversary celebrations. It will provide the Tigers with the opportunity to observe a major airshow, sample Canadian hospitality and meet the local populace in a relaxing atmosphere before the commencement of the flying phase. The flying has been arranged along the lines of the Tactical Leadership Program and should prove to be both challenging and enlightening.

We trust that you will avail yourselves of our hospitality. We wish you a productive, enjoyable and safe Tiger Meet.

Lieutenant-Colonel L.G. Hill
Commanding Officer
439 Tigers



What is a Tiger Meet?

The original Tiger Meet was held at RAF Woodford in July 1961. The idea of this reunion arose from a plea by the French Minister of Defence to establish improved Franco-American relations and a desire to create an atmosphere of co-operation between the two nations.

The American 79th Tactical Fighter Squadron, based at Woodford in Great Britain, utilized this plea to form an association of fighter squadrons bearing the Tiger as an emblem. As a direct result of this unique initiative, l'Escadron de Chasse 1/12 of France and 74 Squadron of Great Britain were invited to RAF Woodford. The first Tiger Meet was born!

The resounding success of this first meeting saw the Tiger community grow to six nations and eight squadrons at the second Tiger Meet, again at RAF Woodford in 1962. Since then, the Tiger Meet has been held annually at various European bases.

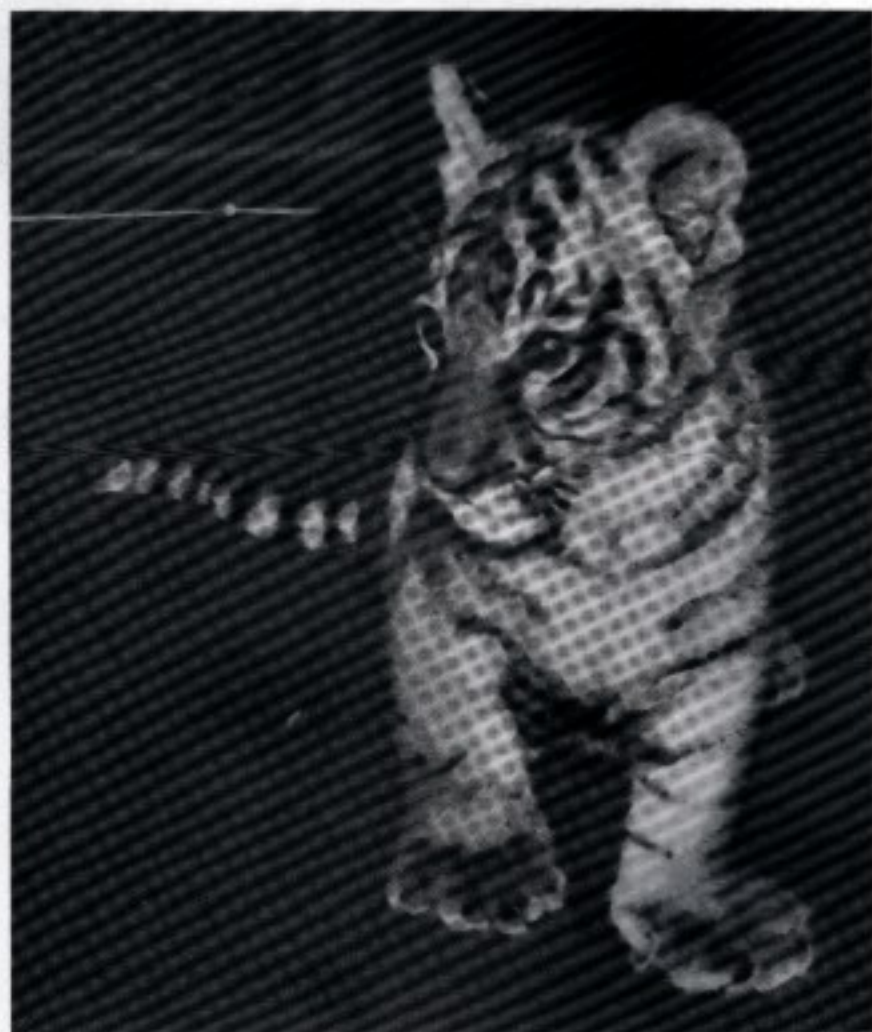
The original aim of co-operation has been far surpassed over the past 23 years. Today, a Tiger Meet represents a distinct gathering of professionals, united by a common cause and strengthened by a solid and enviable tradition of friendship and truly international co-operation.

TIGER SQUADRONS

1/12 Squadron	Cambrai, France	French Mirage F1
21 Squadron	Cameri, Italy	Italian F 104
31 Squadron	Kleine Brogel, Belgium	Belgian F 104
52 AG	Leck, Germany	German RF 4E
79 TFS	Upperheyford, UK	American F 111
192 Squadron	Balikesir, Turkey	Turkish F 104
301 Squadron	Montijo, Portugal	Portuguese G 91
335 Squadron	Araxos, Greece	Greek G 91
336 Squadron	Rygge, Norway	Norwegian F 5
393 Squadron	Pease, USA	American F 111
430 Squadron	Nellis, USA	American F 111
439 Squadron	Baden-Soellingen, Germany	Canadian RF 104
53 TFS	Bitburg, Germany	American F 15 Eagle
814 Squadron	Royal Navy, BFPO Ships	British Sea King Helicopter
23 TFW	Louisiana, USA	American A 7
8 Squadron	US Navy USA	American VP 8 Orion
816 Squadron	Melbourne, Australia	Australian Tracker
11 Squadron	Switzerland	Swiss F 5
11 Squadron	Landivisian, France	French Navy Super Etendard
431 Squadron	Oldenberg, Germany	German G 91/Alpha Jet
230 Squadron	Gütersloh, Germany	British Puma Helicopter

TIGER MEETS

Year	Hosting Nation	SQN	Location
1961	USA	79 TFS	RAF Woodford, England
1962	USA	79 TFS	RAF Woodford, England
1963	Belgium	31 Sqn	Kleine Brogel, Belgium
1964	France	1/12 EC	Cambrai, France
1965	Great Britain	74 Sqn	Leuchars, Scotland
1966	USA	53 TFS	Bitburg, Germany
1967	Germany	52 AG	Leck, Germany
1968	Canada	439 Sqn	Lahr, Germany
1969	USA	79 TFS	RAF Woodford, England
1970	Belgium	31 Sqn	Kleine Brogel, Belgium
1971	Germany	431 Sqn	Upper Heyford, England
1972	France	1/12 EC	Cambrai, France
1973	Italy	21 Sqn	Cameri, Italy
1974	USA	53 TFS	Bitburg, Germany
1975	Germany	52 AG	Leck, Germany
1976	Canada	439 Sqn	Baden-Soellingen, Germany
1977	Great Britain	Air Tattoo	Greenham Common, England
1978	Belgium	31 Sqn	Kleine Brogel, Belgium
1979	France	1/12 EC	Cambrai, France
1980	Italy	21 Sqn	Cameri, Italy
1981	USA	53 TFS	Bitburg, Germany
1982	Great Britain	230 Sqn	Gütersloh, Germany



HERE'S A TIGER WHO COULDN'T MAKE THE MEET.
... Fangs friend hangs out at the Karlsruhe zoo.

F A N G

Many visitors to 439 Squadron have come face-to-face with our Squadron mascot, «Fang». The history of how our impressive friend arrived in Europe is an interesting one indeed. The story follows ...

It was May of 1954 when Her Majesty Queen Elizabeth II approved the sabre-toothed tiger as the official emblem of 439 Squadron. From that time onwards, the officers and men tried to find a suitable mascot to represent their chosen motto, «The Fangs of Death». One day in November 1961, the pilots were discussing the possibility of finding a mascot when someone produced a National Geographic magazine. The book contained a story about His Royal Highness, the Maharaja of Rewa, who had developed a system of breeding albino tigers with great success. The article included pictures of the white tigers and a fine print of the Prince among the many stuffed tigers in his trophy room.

The pilots decided to write His Highness. On November 16th the Officer Commanding, W/C John P. Bell, sent a Squadron plaque and a letter asking for assistance «to help us obtain a stuffed tiger or tiger's head for display as our emblem or mascot». In April, after a deployment to Sardinia, the Squadron's answer awaited. During the morning briefing, W/C Bell announced the good



news that His Highness was overjoyed at receiving the letter and the plaque and that a stuffed tiger was in the process of being shipped to the port of Marseille, prepaid and addressed to 439 Tiger Squadron!

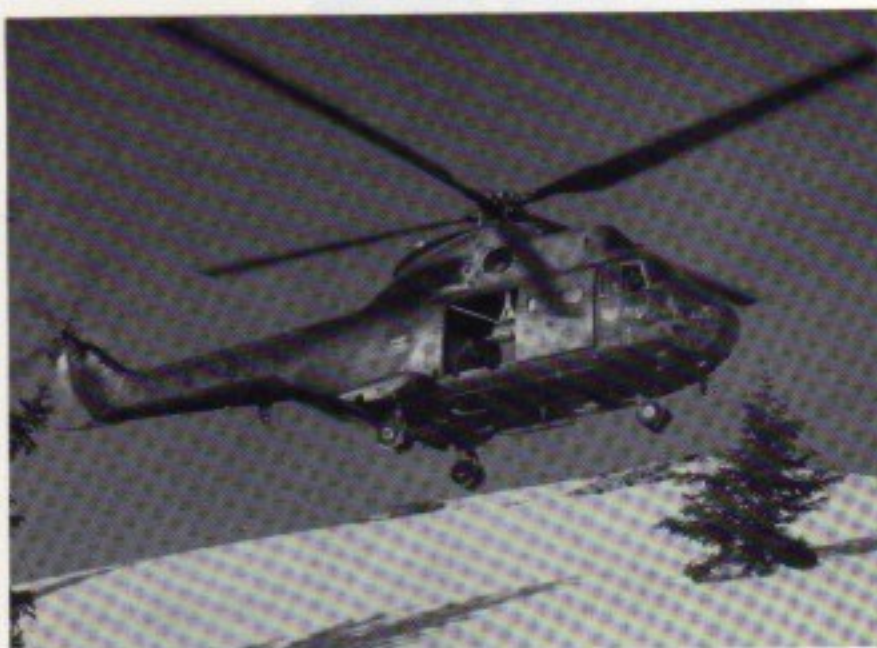
While the Squadron waited with excitement, an insurance policy arrived to cover the shipment. The policy read, «One ordinary stuffed tiger», being shipped from Bombay, India to Marseille, France aboard the SS Viet Nam. The huge crate eventually arrived and was unloaded in a hangar. After carefully dismantling the wooden planks and removing the straw packing, the most magnificent stuffed tiger commanded the attention of the entire gathering. After one look at the expression on this eight foot long and four foot high animal, you will understand how easy it was to name him «Fang».

The insurance policy may have said he was an «ordinary» tiger, but to the members of 439 Tactical Fighter Squadron, he is much more than that. Fang is a symbol of our pride, our spirit, and our determination to do our job well.

To all, a hearty Tiger Tiger!



230 Squadron Gutersloh Great Britain



No. 230 Squadron is one of the oldest squadrons operating in the Royal Air Force. Its origins date back to the beginning of naval aviation in 1913. As it was an experimental seaplane squadron at the outbreak of the First World War, the Squadron flew coastal patrol duties and anti-submarine missions during the course of the war. In 1918, the seaplane squadron was incorporated into the Royal Air Force and became known as 230 Squadron.

Between the World Wars, 230 continued to fly seaplanes and moved to Singapore in 1936. It was during this period that the Squadron gained its Tiger crest. The trademark of the Tiger Brewery in Singapore and their motto, «Kitta Chari Juah» (We search afar), were adopted by the Squadron as a symbol of their spirit and their mission.

At the outbreak of the Second World War, 230 Squadron was employed in maritime surveillance, transport and reconnaissance operations in the Far East. With the fall of Singapore, the Squadron moved to Ceylon. Later, 230 moved to the Mediterranean Theatre and was involved in the evacuation of Greece and Crete. Still operating flying boats, the Squadron returned to the Indian

Ocean in 1943 and flew convoy protection patrols from East Africa. In 1944, the Squadron deployed to Ceylon. This was followed by a return to Singapore in 1945 and repatriation to Britain in 1946.

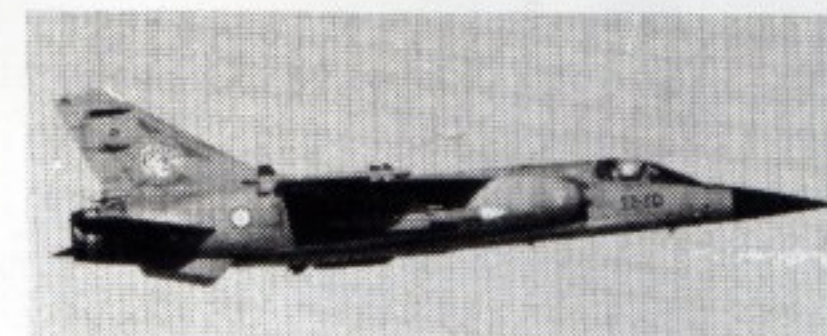
In 1957, the flying boats were taken out of service with the Royal Air Force and the Squadron was disbanded. However, in 1958 the Tigers rose again. Flying the Pioneer CC1, the Squadron began its current role of Army transport support. After a deployment to Cyprus shortly thereafter, the Squadron returned to Britain in 1959.

230 Squadron began flying helicopters in 1964. Based at Odiham, Southern England, the Squadron flew Whirlwind 10's. Two years later, 230 deployed to Borneo until the end of the Indonesian/Malayan confrontation, after which they returned to Odiham.

In 1971, 230 Squadron was re-equipped with Puma HC Mk1 helicopters to support the Army in various tactical transport roles. Since that time, 230 has been deployed to such places as: Belize, Northern Ireland, Cyprus, Canada and Rhodesia.

In October 1980, the Squadron left Odiham for its present base at Gutersloh, Germany.

1/12 Squadron Cambrai France



The Escadrille SPA 162 was formed on January 28, 1918 at Corcieux, France. Originally equipped with single-seat Nieuports, SPA 162 provided effective air support for the French Air Force. While in Corcieux, the Squadron operated closely with the 7th Army until tactical requirements compelled them to move to Manoncourt on March 7, 1918. It was during this time period that the Escadrille's pilots claimed five aerial victories in the course of their operations.

In May of 1918, the Squadron upgraded to Spad 7's and Spad 13's. These aircraft were flown until the Escadrille was deactivated in 1919.

The Tiger Escadrille was dormant until they were joined by the Escadrille SPA 89 «Wasps» on May 1, 1952. Together, they formed the Escadron de Chasse 1/12 Cambresis. This new squadron, France's first operational jet squadron, flew the MD 450 «Ouragon» until 1955. This aircraft was then replaced by the Mystere IV and the latter fulfilled its tactical role until 1957.

In 1957 the Super Mystere B 2 arrived on the line at Escadrille 1/12 and was flown until 1977. Since then the Escadrille has flown the Mirage F1 in the air-to-air role.





NATO TIGER MEET 1983

439 SQUADRON

BADEN-SOELLINGEN

431 Squadron Oldenburg Germany



431 Squadron originated at Leck Air Base in November of 1959. At that time, the unit flew Sabre IV's and was known as No 2 Squadron of Jagdeschwader 72 (72 Fighter Wing). After three years of intensive training specifically designed to fulfill NATO requirements, the Squadron's first NATO commitment came in June, 1962.

Although the Squadron's insignia is a fox, the tiger spirit which was (and still is) evident in 431 Squadron caused the «Tiger Community» to extend an invitation to 431 for the Second Annual Tiger Meet in 1962 at Woodbridge. With the words, «This is a Tiger, believe it or not», a long and memorable tradition began.

In October 1964, 72 Fighter Wing became No 43 Fighter Bomber Wing and No 2 Squadron

changed its name to 432 Squadron. Along with these significant changes in name and role, the Squadron transferred to Oldenburg, Germany. Two years later the Sabre IV was replaced by the Fiat G-91, a light fighter-bomber and reconnaissance aircraft. As well, the squadron again changed its name to its present day title of the «Oldenburg 431 Tigers».

For sixteen years, 431 performed the challenging roles of providing close-air support for the NATO alliance and also a reconnaissance function for 43 Wing. In 1980, 43 Wing acquired the Alpha-Jet. Together with 431 Squadron, almost 15 000 accident-free flying hours have been flown to this day.



AG 52 Leck, Germany



The 52nd Tactical Reconnaissance Wing was formed on December 12, 1959 at Erding Air Force Base in Upper Bavaria. The first tactical aircraft assigned to the Wing was the RF-84 Thunderflash. In 1960, the Wing was transferred to Eggebeck, south of Flensburg.

In early August, 1963, the Wing was assigned to NATO. During that same year the 52nd Wing distinguished itself by winning the NATO reconnaissance exercise *Royal Flush*. This was followed the following year by a move to Leck Air Force Base and a transfer onto the classic F-104G Starfighter.

The 52nd again showed their Tiger spirit on September 17, 1965. On this day, the President of the German Aviation Club presented the Wing with the «Silvershield», a coveted award which only four Wings in the German Air Force have earned.

This was followed in 1969 by a presentation from the German Bundestag of a stuffed tiger for outstanding performance within the German Air Force.

In September, 1971 the pilots received their new McDonnell Douglas RF-4E Phantoms. This tandem seater is still in use by the 52nd Wing. With this new aircraft, the Wing earned the German Air Force Flying Safety Award for 1971-74 and also won every trophy during the 1974 NATO reconnaissance exercise *Big Click*.

The latest award received by the Wing is the «Bestpreis Der 3. Luftwaffen-Division», presented by the Commander of the 3rd German Air Division on April 15, 1983.

The 52nd Tactical Reconnaissance Wing is one of two recce wings in the German Air Force. It is currently stationed at Leck, Nordfriesland, close to the Danish border.



21 Squadron Cameri Italy



The 21st Squadron was formed during the First World War (1918) in Macedonia. On 1 October 1939 it became part of the 51st Fighter Wing, located at Ciampino Air Base. Flying the G-50 aircraft at the outbreak of the Second World War, 21 Squadron was tasked with the defence of Rome. In September, 1940, the Squadron came under the control of the 52nd Wing and moved in Campaniz to defend the skies over Naples. During this period, the Squadron had its first victories.

With the opening of the Baltic Front, the Squadron headquarters and two of its flights were transferred to Albantz. The third flight was assigned to the airport at Palese Macchie. Later on in the war, 21 Squadron was re-equipped with the Macchi MC 200 and was sent to Russia to form the fighter Air



Force of Czar and in turn, the Air Force of Armir. In 1943 the Squadron converted to the Macchi 202.

During the postwar period, the Squadron moved from Vicenza to Istrana where they flew Spitfires and Thunderbolts. In 1952 the Squadron was re-equipped with F-84G Thunderjets and moved to Aviano. Four years later, 21 Squadron contributed pilots and aircraft to the «White Tigers», Italy's famous National Aerobatic Team. This team won the 1957 trophy of 5 ATAF for the 51st Wing.

In 1959, 21 Squadron converted to the F-86K Sabre Jet. The squadron moved to Cameri in 1964 and became part of the 53rd Fighter Interceptor Wing in 1967. The 21st Squadron first flew the F-104G Starfighter on 1 April 1967.

11 Squadron Dubendorf Switzerland



The 11th Tactical Fighter Squadron was founded in 1952 and was built out of the original 11 Squadron. The Squadron belongs to the Surveillance Wing and most of the time the pilots fly

as Instructor Pilots. From 1958-1979 the Squadron flew the Hawker Hunter Mk 58 and then converted to the F-5E Tiger II in 1979. Their primary mission is air defence.

31 Squadron Klein Brogel Belgium



The 31st Tiger Squadron was formed in November 1951 as part of the 10th Fighter Bomber Wing. During its early days, the newly-born Squadron was faced with numerous problems due to the lack of qualified personnel. As a result, the first sortie was not flown until January 4, 1952 in the infamous Second World War Spitfire XIV. The last Spitfire flight took place in July 1952.

At that time, pilots and personnel were detached to the 23rd and 27th Squadrons without disbanding the unit administratively. One year later the squadron pilots began training on the Lockheed T-33 in anticipation of the conversion to the Republic F-84G Thunderjet. This occurred in October 1953. The Squadron then resumed operations as a tactical and instrument flight training squadron. After deploying to several air bases over the next two years, 31 Squadron was

permanently assigned to Klein Brogel Air Base in February 1955. During the following year, the Squadron converted to the Republic F-84F Thunderstreak.

From 1956 to 1963, the Squadron flew 37 000 hours on the F-84F. It was also during this period that 31 Squadron was assigned to Ace Mobile Force. Through many successful deployments, moves and mobility exercises extending to the North Cape, the Squadron achieved the respect which its Tiger patch deserves.

The Belgian Tigers started flying the Lockheed F-104G Starfighter in March 1964. It became the first Starfighter unit to earn an excellent rating in NATO Tactical Evaluations and is considered to be one of the top squadrons in the Belgian Air Force. As of February 2, 1983, 31 Squadron started flying the F-16 Falcon. By September 1983 the the last F-104G will be phased out.



336 Squadron Rygge Norway



RNoAF 336 Squadron was established on July 1, 1949 at Gardemoen Air Base. The Squadron's first aircraft was the Vampire MK III, making 336 the first jet aircraft Squadron in the RNoAF. This British jet was flown in the air-to-air intercept role for four years.

In March of 1953, 336 Squadron converted to the powerful F-84G Thunderjet. Along with the new airplane, the Squadron changed its role to air-to-ground support. To date, their operations remain in the air-to-ground environment.

The Squadron was deactivated from December 1956 until August 1957, when it reformed with the F-86F Sabre. Their new base of operations was Rygge Main Air Station. Flying the Sabre, 336 had notable success in weapons competitions; winning the Air North Fighter Weapons Competition *Aim*

High in 1961, and again in Skydsrup, Denmark in 1963.

In March of 1966, 336 became the first Squadron in Norway to be equipped with the Northrop F-5 Freedom Fighter. The capabilities of this aircraft allowed 336 to pick up a secondary role of air-to-air, in addition to their primary tasking. Once again, the Squadron enjoyed success in competitions. Winning the Air North Competitions in 1967 and 1975, the Squadron demonstrated that they could perform well with their new jet.

In 1979, 336 received several reconnaissance F-5s as a result of the deactivation of RNoAF 717 Squadron at Rygge. As of 1980, the Squadron's primary role is to provide jet fighter transition for new Norwegian fighter pilots returning from pilot training in the USA. They also fly Norway's aerobatic demonstration team, the Flying Jokers.



53 Squadron Bitburg United States



In January 1941, the 53rd Pursuit Squadron was formed at Albrook Field in the Panama Canal Zone. The Squadron's first aircraft were P-26's and P-36's.

In May of 1942, the 53rd became known as the 53rd Fighter Squadron and acquired the Lockheed P-38 Lightning. Later that year, the P-40 Warhawk arrived to replace the P-38. In May 1943, the Squadron returned to the USA and became part of the 36th Fighter Group at Charleston Field, South Carolina. There, they started training in the P-47 Thunderbolt.

After the outbreak of war, the Squadron deployed to Kingsnorth, England, where they flew missions in support of the Allied air offensive. August 1944 found the Squadron moving to Le Mans, France. On September 13, 1944 the 53rd distinguished itself in a tough engagement and earned the first of two Presidential Unit Citations that would be won during the war for outstanding support of the land battle. Over the next eight months the Squadron saw action from airfields at Athis Field (near Epernay), Junicourt Field (near Reims), Le Culot

(Belgium), Niedermendig and Kassel/Rothwessin. It was at the latter that the 53rd celebrated the end of the war on May 8, 1945. The unit remained in Germany until it was deactivated in 1946.

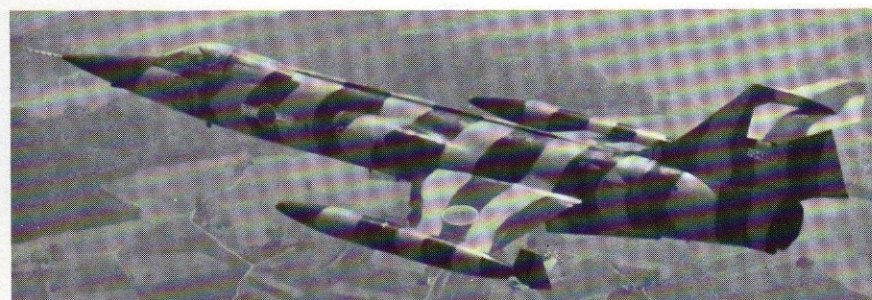
53rd Squadron was reactivated back at its birthplace in the Canal Zone in October 1946. In 1947, the P-80B Shooting Star was delivered to the squadron. This new aircraft accompanied the 53rd to its new home in Furstenfeldbruck, Germany in July 1948. The F-80 was flown until 1950, when it was replaced by the F-84E Thunderjet.

In 1952 the 53rd moved to Bitburg. One year later, the F-86 Sabre was rolled out at the squadron. After three years, the new F-100C Super Sabre replaced its classic forerunner. Shortly after this transition to the supersonic era, the Squadron moved to Lansthul AB (now known as Ramstein AB).

The 53rd returned to Bitburg in 1961 and transferred onto the all-weather F-105D Thunderchief. In 1977, the Fighting 53rd converted onto the United States' newest superiority fighter: the F-15 Eagle.



439 Squadron Baden-Soellingen Canada



439 Squadron arrived at Bournemouth, England in December 1943, as the overseas successor to 123 Army Co-operation Training Squadron. After a short stay at Wellinore, the Squadron moved to Ayr, Scotland in January 1944. (It was in Ayr that 439 joined 143 Wing of the Royal Canadian Air Force). Three months later the Tigers moved to Hurn, on the south coast of England. Throughout these deployments, 439 carried out operational training in the ground attack role on Hurricane IV's and Typhoons.

The Squadron carried out pre D-Day operations from Hurn and Funtington. On June 27 they moved across the Channel to Lantheuill, France. During the Battle of Normandy the Squadron flew 1065 sorties on Typhoons in support of the ground forces. Later on in the war 439 saw a series of deployments to: St. André de l'Eure (France), Amiens (France), Melsbroek (Belgium), Eindhoven (Holland), Goch (Germany), Celle (Germany) and Flensburg (Germany). The Squadron finally returned to England on August 22, 1945 and was

officially disbanded. In all, twelve Squadron pilots had won DFC's.

439 Squadron was reactivated in 1951 at Uplands Air Force Base in Ottawa, Canada. Only one year was spent flying the new F-86 MK II Sabre in preparation for an overseas deployment. In May 1952, the Ferry operation dubbed *Leap Frog I* saw 439 move to Luffenham, England. Three years later the Squadron took their new MK V Sabres to Marville, France - their newest home. MK VIs replaced their predecessors one year later and were used until the Squadron was deactivated in 1963.

439 Squadron was not in retirement for long. In March 1964, again in Marville, the Tigers acquired the new CF-104 Starfighter. Working in conjunction with other NATO forces, 439 flew in the reconnaissance/attack role. The Squadron remained in Marville until March 1967, at which time it moved to Lahr, West Germany. In July 1970, 439 moved to Baden-Soellingen and assumed its present role of ground attack in July 1972.

