

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

- YA+101** **7003** construction number 683D-7003, model 683-10-19 manufactured by ARGE-Süd (South Group); assembly by Messerschmitt-Manching starting October 31, 1961 with parts from Lockheed; assembly in Fighter-Bomber version according contract lot 0; first flight May 16, 1962 coded KE+303 in Silver-finish colors; planned for project "42" but changed to a test aircraft; acceptance date June 25, 1962 by BABwMTT; **YA+101** ErpSt 61 delivery date July 6, 1962 at detachment Istres, France; to Messerschmitt on December 21, 1965 for modification to AWX (All Weather Fighter) version; camouflage scheme "Norm 62" according tech order TA-196 in 1966; JD+253 JG 74 on August 31, 1966; 21+35 IRAN SABCA December 10, 1968; back to JG 74 on June 2, 1969; JaboG 32 on June 28, 1974; withdrawn from use and stored at LwSchleuse 11 on November 18, 1983; struck off charge order September 24, 1985; to Turkish Air Force (TuAF serial number 62-7003) on November 11, 1985 with 2.757 flight hours; coded "4-003" with 4 AJU at Murted AB in 1987 noted; withdrawn from use August 14, 1995; most likely scrapped
- YA+102** **7002** construction number 683D-7002, model 683-10-19 manufactured by ARGE-Süd (South Group) with parts from Lockheed; assembly by Messerschmitt-Manching starting October 9, 1961; assembly in Fighter-Bomber version according contract lot 0; first flight June 5, 1962 coded KE+302; planned for project "42" but changed to a test aircraft; acceptance date August 8, 1962 by BABwMTT; **YA+102** ErpSt 61 delivery date on August 13, 1962 in Silver-finish colors; Messerschmitt June 28, 1963 for AS.30 test modification; to ErpSt 61 Det. Cazaux, France on December 15, 1964 for AS.30 tests; to Messerschmitt April 5, 1966 for "Kormoran" modifications installation; ErpSt 61 Det. Cazaux, France on May 24, 1966 for "Kormoran" phase 1 tests; camouflage scheme "Norm 62" according tech order TA-196 in September 1966; 21+34 JaboG 34 on September 18, 1969 after deinstallation of Kormoran test modification; in 1972 on loan to ErpSt 61 Det. Cazaux, France for Kormoran phase 2 tests; in 1974 on loan to ErpSt 61 Det. Cazaux, France for Kormoran phase 3 tests; JaboG 32 on December 12, 1980; TechnGrp 11 on April 26, 1984; withdrawn from use and stored at LwSchleuse 11 on September 24, 1984 with 2.741 flight hours; struck off charge order December 18, 1984; to Turkish Air Force (TuAF serial number 62-7002) on April 23, 1985 coded "6-002"; with 6 AJU at Bandirma AB on September 1, 1987 operational with Luftwaffe camouflage scheme and coded "6-002"; withdrawn from use August 1, 1995; most likely scrapped
- YA+103** **8055** Fokker factory construction number 10505, first flight April 9, 1963, delivery date July 5, 1963 coded KG+155, **YA+103** ErpSt 61 on August 23, 1963, 23+65 MBB for FB-version modification January 12, 1976, JaboG 33 on August 31, 1976, midair collision with a RAF Jaguar July 28, 1982 near Gütersloh, withdrawn from use and stored at LwSchleuse 11 on April 29, 1985, with 1.788 flight hours as "Verteidigungshilfe" (Defense Aid) to Turkish Air Force (TuAF serial number 63-8055) August 5, 1986, flown coded "4-055" with 4 AJU at Murted AB 1987, crashed coded "8-055" with 181 Filo of 8 AJU at Diyarbakir AB on August 13, 1991, written off
- YA+104** **7006** construction number 683D-7006, model 683-10-19 manufactured by ARGE-Süd (South Group); assembly by Messerschmitt at Manching starting November 28, 1961 with parts from Lockheed; assembly in Fighter-Bomber version according contract lot 0; first flight April 19, 1962 coded KE+306; assembly in Fighter-Bomber version according contract lot 0; project "42" as Fighter-Bomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; acceptance date June 8, 1962 by BABwMTT; DA+117 JaboG 31 delivery date on June 8, 1962; **YA+104** ErpSt 61 on July 24, 1962 for AS.30 anti-ship missile modification; camouflage scheme TA-196 "Norm 62" in 1965; 21+38 JaboG 36 on November 29, 1971; JaboG 34 on September 27, 1973; struck off charge order April 11, 1984; instructional airframe with apprentice shop at Lechfeld AB 1994 with training aid code "C005"; preserved at Lechfeld AB on October 7, 2004 noted; August 2010 last noted

- YA+105** **2008** manufactured by Lockheed (ARGE-USA); assembly in Fighter-Bomber version according contract lot 1; first flight May 31, 1961 at Lockheed, Palmdale; flight tests flown with register number "108"; DA+105 Joint Test Force Edwards AFB for climatic tests at Eglin AFB, FL and for cold weather tests at Cold Lake CFB, Canada, accepted on May 31, 1962 by BABwLockheed; airlifted September 18, 1962 with 74 flight hours; **YA+105** Messerschmitt test flight November 8, 1962; on March 18, 1963 delivered to ErpSt 61; stored for more than a year at Det. Istres of ErpSt 61; camouflage scheme "Norm 62" according tech order TA-196" in 1965; 20+08 heavily damaged on December 8, 1971 after a bird strike during low level bomb run at West-Freugh range, UK; airlifted with C-160 Transall on January 12, 1972; back to ErpSt 61 on February 22, 1972; last flight by WTD 61 on April 7, 1989 with 1.833 flight hours; struck off charge order November 8, 1989; to WTD 61 on May 19, 1992, preserved at WTD 61 without serial (painted Nr 1 only) 1994; DASA restoration November 21, 1994; gate guard on pole at Manching AB and coded 20+08 again with WTD 61 marks April 6, 1995; noted September 28, 2002; July 20, 2008 noted; August 7, 2010 last noted
- YA+106** **2009** manufactured by Lockheed (ARGE-USA); assembly in Fighter-Bomber version according contract lot 2; first flight 1961 at Lockheed, Palmdale; flight tests flown with register number "109"; coded DA+106 for delivery; accepted by BABwLockheed; shipped to Bremerhaven, Germany July 1, 1961 with 28 flight hours; by railroad to Manching AB for reassembly; DA+106 was the first reassembled F-104G by Messerschmitt, test flight on August 9, 1961; handed over to the Luftwaffe August 10, 1961 to General Josef Kamhuber, InspGenLw; used for camouflage tests in March 1962; accepted on March 29, 1962 by BABwMTT; **YA+106** ErpSt 61 at Manching AB delivery date April 4, 1962; modified to AWX (All Weather Fighter) version in August 1965; camouflage scheme "Norm 62" according tech order TA-196" in 1966; JD+252 JG 74 on April 28, 1966; JA+233 JG 71 on August 5, 1966; 20+09 crashed June 20, 1968 due to a uncontrollable flying attitude after a barrel roll at Dornum near Wittmund AB; pilot Olt Uwe Betke ejected safely; written off; struck off charge order December 20, 1989; scrapped at Elz 1980
- YA+107** **2010** manufactured by Lockheed (ARGE-USA); assembly in Fighter-Bomber version according contract lot 2; first flight 1961 at Lockheed, Palmdale; test flights flown with register number "110" only, accepted by BABwLockheed; DA+107 operated by Joint Test Force during "Category I" phase for basic systems tests with 123 flight hours flown; on January 2, 1962 shipped to Bremerhaven port and by railway to Messerschmitt-Manching factory; acceptance date March 25, 1963 by BABwMTT; **YA+107** ErpSt 61 delivery date on August 27, 1962 in Silver-finish colors; used as test aircraft for "AS-30" anti-ship missile tests; according project "Columbus" airlifted with code BG+148 on August 12, 1963 to Lockheed, Palmdale, USA, initially planned for serial 63-13229, but not used; to Luke AFB and operated by the 4510<sup>th</sup> CCTW; operated in USAF Silver-finish color scheme coded as 13259; crashed May 27, 1966 after a strafing pass at Range 2 of Gila Bend Gunnery Range after engine failure due to open nozzle, caused by loss of oil pressure; pilot 1<sup>st</sup> Lt Günter Wuttke ejected safely at about 3000 feet AGL; aircraft operated that day by the 4443<sup>rd</sup> CCTS; written off; struck off charge order May 27, 1966
- YA+107** **2004** construction number 683-2004, model 683-10-19 manufactured by Lockheed (ARGE-USA); assembly in Fighter-Bomber version according contract lot 1; first flight December 20, 1960 and flight tests flown with register number "104" only; stored until May 1961; Joint Test Force for "Category I" Recce-pod tests from July 1961 until October 1962; acceptance date December 4, 1963 by BABwLockheed; airlifted to Manching delivery date December 17, 1963 coded DA+004; **YA+107** for test flights August 5, 1964; camouflage scheme "Norm 62" according tech order TA-196; ErpSt 61 delivery date on October 29, 1964, used for testing the BLC (Boundary Layer Control) system and ENCS (Emergency Nozzle Closure System); 20+04 MBB IRAN February 3, 1972; JaboG 34 on August 25, 1972; operated with flightdate and crash recorder LEADS 200 according TA 1411 from December 1, 1978 on; withdrawn from use at LwSchleuse 11 on September 13, 1985 with 2.616 flight hours; struck off charge order November 28, 1985; 1986 on display at Bremgarten AB; 1990 coded '24+04' (24+04 was a former AG 51 aircraft); on display at WachBtl Siegburg in the "Brückberg barracks" on October 28, 1992 coded '24+04'; August 13, 1997 last noted at Siegburg in the "Brückberg barracks" but likely until 2000; 2001 under restauration at Erding AB (planned for the Luftwaffenmuseum at Berlin-Gatow); stored in a hangar of "Julius-Leber-Kaserne" at Berlin-Tegel in 2001; stored at Berlin-Tegel 2006 noted; on display at "Julius-Leber-

Kaserne“ (Standortkommando, Wachbataillon beim Bundesministerium der Verteidigung (WachBtlBMVg)); Berlin-Tegel 2008 coded '24+04' first noted; June 15, 2010 noted; October 22, 2011 last noted

- YA+108** **2017** construction number 683-2017, model 683-10-19 manufactured by Lockheed (ARGE-USA); assembly in Fighter-Bomber version according contract lot 2; first flight 1961 at Lockheed, Palmdale, flight tests flown with register number "117" only; DA+114 used by Joint Test Force for inertial reference system (Litton LN-3) tests at Palmdale; acceptance date August 24, 1962 by BABwLockheed; with 119 flight hours airlifted to Manching on September 4, 1962; reassembled at Messerschmitt and test flight on October 22, 1962; acceptance date January 18, 1963 by BABwMTT; **YA+108** ErpSt 61 Manching AB delivery date on January 23, 1963; mainly used by the ErpSt 61 detachment at Istres AB, France; camouflage scheme TA-196 "Norm 62" in 1965; **20+15** JaboG 31 on August 21, 1975; crashed March 4, 1980 near Genk, Belgium during practice weapons delivery at Helchteren Range, Belgium due to partial disorientation (vertigo) of pilot after loss of horizontal situation indicator (HSI), caused by INS-platform failure; pilot ejected safely, written off, struck off charge order August 12, 1980
- YA+109** **8005** Fokker factory construction number 10455, assembled with Lockheed produced parts, KG+105 first flight April 13, 1962, DA+102 JaboG 31 on May 14, 1962, DR+102 with LPR 1 at Erding on March 11, 1963 for engine tests, camo TA 196 "Norm 62" 1964, **YA-109** ErpSt 61 on August 4, 1965 for fatigue tests, **23+30** JaboG 33 on June 6, 1975, WaSLw 10 on August 12, 1974, JaboG 32 on April 8, 1982, heavy damaged on March 29, 1984 during highway-strip exercise at Sage (BAB A27). Taxied off concrete entering the parking platform, repaired and new camouflage "Norm83", JaboG 34 on October 1, 1984, withdrawn from use at LwSchleuse 11 on December 9, 1986 with 2.405 hours, ABDR Rheine/Hopsten on April 6, 1992, noted in 1999, preserved on pole at the entrance of Maschinenbau Haldenwang, 2005 noted, October 2007 last noted
- YA+114** **9031** assembly start March 27, 1963, first flight May 30, 1963 coded KH+119, LVR 3 on July 31, 1963, **YA+114** ErpSt 61 on September 25, 1964, DA+108 JaboG 31 on December 21, 1967, **25+73** crashed September 4, 1975 shortly after take-off from Decimomannu AB, Sardegna after engine failure due to compressor stall caused by a screwdriver in the engine intake, pilot ejected safely, written off
- YA+115** **9007** assembly start May 23, 1962, first flight November 6, 1962 coded KH+107, **YA+115** ErpSt 61 on May 20, 1963, **25+61** MFG 1 on August 28, 1969, JG 74 on December 17, 1969, ErpSt 61 on September 2, 1970, JaboG 33 on June 18, 1974, JaboG 34 on February 25, 1985, withdrawn from use at LwSchleuse 11 on February 2, 1987 with 2.529 hours, ABDR Schleswig/Jagel AB on February 1, 1989, private owned Mr. Rosenbauer, Munich 2000, stored at Baarlo, Netherlands on March 16, 2002 by Piet Smedts, at Kessel Garagebedrijf Piet Smedts/PS Aero storage area, tail stored separate, March 18, 2006 noted, August 2007 last noted
- YA+116** **9013** construction number 683D-9013, model 683-10-19 manufactured by West Group (ARGE-West); assembly start at SABCA, Gosselies, Belgium August 22, 1962 with parts manufactured by Lockheed and several European factories; first flight December 19, 1962 coded with construction number "9013"; 4 SABCA factory test flights and 2 military test flights with 8 flight hours; coded KH+113 acceptance date February 14, 1963 by BABwSABCA; delivered in AWX (All Weather Fighter) version under project "Green Hill" (for JG 71); planned code JA+249 for JG 71 not used; LVR 3 for modifications; **YA+116** ErpSt 61 delivery date at Manching AB on May 7, 1963; camouflage scheme "Norm 62" according tech order TA-196in September 1965; **25+67** JaboG 31 on October 30, 1979; crashed on November 5, 1981 during landing at Norvenich AB after touching ground about 300 meters short of runway in bad weather (shallow fog), pilot Eddy Ohnmacht ejected but died due to major injuries; written off; struck off charge order March 10, 1982

- YA+117** 7021 assembly by Messerschmitt-Manching starting April 9, 1962 with parts from Lockheed, assembly in Fighter Bomber version according contract lot 1, first flight September 25, 1962 coded KE+321, project "Replace" with modification as Fighter Bomber (for JaboG 31) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts, acceptance date February 12, 1963 by BABwMTT, DA+117 JaboG 31 delivery date on February 27, 1963, aircraft heavy damaged on October 16, 1963 after barrier engagement on take-off on a test flight with maximum load. Program was called "Sneaky-Programs" (program to evaluate tactical profiles). **YA+117** ErpSt 61 on April 8, 1964, camouflage scheme TA-196 "Norm 62" in 1966, 21+52 withdrawn from use at LwSchleuse 11 on January 10, 1986 with 1.374 flight hours, struck off charge order March 18, 1984, stored Bayrisches Armeemuseum Ingolstadt on June 26, 1987, stored in December 2007 last noted
- YA+118** 9041 assembly start May 13, 1963, first flight August 20, 1963 coded KH+123, camo TA 196 "Norm 62", LVR 3 (Luftwaffenversorgungsregiment 3) on January 16, 1964 for modifications and upgrading, **YA+118** ErpSt 61 on April 15, 1964, JA+123 JG 71 on June 2, 1966, 25+77 crashed on September 24, 1968 near Wittmundhaven after loss of aircraft control, pilot ejected safely, written off, scrapped 1980
- YA+119** 5712 coded KE+212 MAP to Germany, delivery date December 29, 1962, airlifted February 8, 1963 to Messerschmitt Manching, DA+041 for Messerschmitt functional test flights, BB+111 WaSLw 10 on May 16, 1963, **YA+119** ErpSt 61 on July 5, 1966, 27+11 withdrawn from use and stored at LwSchleuse 11 on June 30, 1983, road transport to Cameri AB, Italy on August 7, 1984 with 1.679 hours, AMI serial number MM54553 TF-104G coded 4-44 of 20 Gruppo 1989, delivery date with "M" modification by 4°RMV July 1999, 1<sup>st</sup> "M" TF-104G, withdrawn from use in November 2000, 4-44 TF104G-M for spares Grosseto AB September 2001, 4-44 TF104G-M dump Grosseto AB September 2004 last noted
- YA+120** 5928 ARGE-Süd parts airlifted to USA in September 1965, Lockheed assembled coded KF+228 in 1965, airlifted to Ypenburg, Netherlands February 7, 1966 with a Canadair CL-44D of "Flying Tiger Line" for reassembling, **YA+120** to ErpSt 61 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, with 2.534 hours to Hellenic Air Force April 5.1989 coded "TF-5928", withdrawn from use 1993, stored Agrinion 2000, stored Agrinion AB September 17, 2005 last noted
- YA+246** 2042 flight test release October 27, 1961, flown with register number "142" for test flights, coded KF+118 for delivery, shipped to Bremerhaven, Germany on January 31, 1962, Messerschmitt test flight on April 25, 1962, DA+246 JaboG 31 on May 9, 1962, ErpSt 61 Detachment Istres, France coded **YA+246** on February 28, 1963, to Messerschmitt on July 4, 1963, according project "Columbus" airlifted coded BG+147 on August 12, 1963 to Lockheed, Burbank, USA, operated at Luke AFB by the 4510th CCTW coded 13258, (GAF shadow serial number 2035), crashed on January 30, 1976 during a practice formation flight after uncontrolled control stick inputs (APC) resulting in a nose down uncontrollable flight situation, pilot Lt Peter Hartmann ejected safely at approximately 1.500 feet and at a speed in the region of 500+ knots, operated that day by the 418<sup>th</sup> TFTS, written off
- KG+170** 8070 coded **KG+170** first flight May 2, 1963, delivery date June 12, 1963, project "Roland" in AWX-version with "Wing Pylon Bomb Provision" modification, LVR 3 (Luftwaffenversorgungsregiment 3) on June 24, 1963 for modifications, ErpSt 61 Det Istres on July 9, 1963 for arresting hook trials, code YA+113 planned for ErpSt 61 on May 27, 1964, but not used. To MTT for modifications and camo scheme camo TA 196 "Norm 62", JD+106 JG 74 on February 22, 1966, 23+71 heavy damaged in 1970, after repair by MTT back to JG 74 on May 12, 1971, withdrawn from use at LVR 1 (Luftwaffenversorgungsregiment 1) on May 9, 1974 with 1.085 hours, for spare parts use, scrapped at Erding AB December 7, 1978

- KE+354 **7054** construction number 683D-7054, model 683-10-19\*  
manufactured by South Group (ARGE-Süd); assembly start by Messerschmitt Manching September 25, 1962; assembly in Fighter-Bomber version according contract lot 2; first flight May 21, 1963 coded KE+354 in Silver finish colors; acceptance date by BABwMTT June 24, 1963; project "Loreley" as Fighter-Bomber (for JaboG 33) with Vulcan M61 20 mm machine gun installed and long range tanks as loose parts; ErpSt 61 (Erprobungsstelle 61) on June 24, 1963; deployed to Istres, France from 1963-1966; camouflage scheme TA-196 "Norm 62" in 1966; 21+85 WTD 61 (Wehrtechnische Dienststelle 61) until 1985; withdrawn from use and stored at LwSchleuse 11 on August 6, 1985; struck off charge order November 28, 1985; airlifted to Turkish Air Force (TuAF serial number 63-7054) with 1.351 flight hours on March 20, 1986; for spare parts use only (no code); most likely scrapped\*
- KE+508 **7208** construction number 683D-7208, model 683-10-19\*  
manufactured by South Group (ARGE-Süd); assembly start at Messerschmitt-Manching January 13, 1965; assembly in Fighter Bomber version according contract lot 8; first flight April 14, 1965 coded KE+508; acceptance date May 19, 1965 by BABwMTT; modification level "Prince" as Fighter-Bomber (for MFG 2) with AS.30 and "Kormoran" anti-ship missile delivery system, Sidewinder missile launch rails and long range tanks; delivery day to ErpSt 61 on May 28, 1965 (with unknown YA code); modified for KORMORAN anti-ship missile tests on September 14, 1965; VB+251 May 10, 1966 to MFG 2; 23+24 Navy camouflage scheme TA-196-3 "Norm 76" in 1974; transfer back to ErpSt 61 on June 15, 1975; withdrawn from use at LwSchleuse 11 on December 10, 1984 with 1.045 flight hours; struck off charge order February 6, 1985; instructional airframe with MFlgLehrGrp Sylt on April 24, 1985 until 1990; last noted stored Westerland in 1995; at Eggebek AB hangar as BDRT (instructional airframe) in June 2000; noted restored at Eggebek AB in January 2003; seen Eggebek Airday on August 24, 2003; for sale by VEBEG in March 2004; 2004 last noted; location unknown\*

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