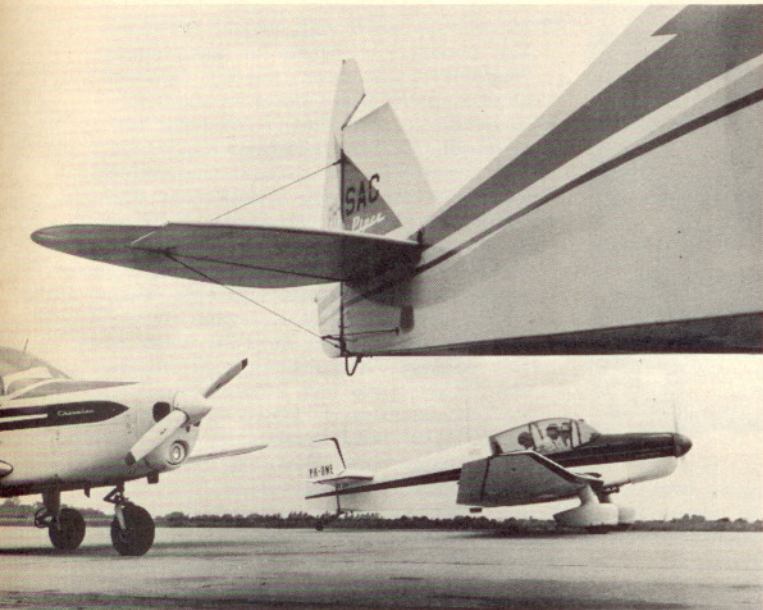


# General Aviation Guide To

*What the pilot visiting the Netherlands can expect in the way of landing facilities, fees, rental craft, fuel, and the type of planes flown by the Dutch*



Typical light aircraft seen in Holland today—Piper Cherokee, at left; SAN Jodel DR-1050 Ambassadeur in the background; and in the foreground the tail of a Piper Tri-Pacer. Scene is at Rotterdam's Zestienhoven strip; Tri-Pacer is part of Schreiner Aerocontractors' aircraft fleet



W. B. Burgstede, assistant manager and chief instructor at Teuge field, closes canopy of privately owned Scintex Emeraude CP-317, a French-designed plane powered by a 90-h.p. Continental engine. Piper J-3 in background is used for instruction by the Dutch National Flying School (NLS)

**P**ilots planning to fly their own or rented aircraft through Europe will find adequate, if limited by U.S. standards, facilities in the Netherlands.

Foreign visitors traveling in their own aircraft may use any of the nine Dutch airfields open to general aviation. Rental of an airplane of the *Cub* type runs slightly over \$11 per hour. Landing fees for lightplanes range from about 60 cents (U.S.) to \$1.50. Tiedown costs approximately 75 cents per night; hangar space, \$1.50. Aviation fuel is priced at 50 Dutch cents (14 cents U.S.) per liter (one liter equals 1.0567 liquid quarts) within Holland and 7 cents (U.S.) per liter when flying outside the country. Oil costs 28 cents per liter.

Registered civilian aircraft in the Netherlands total 169, including 70 flying under the KLM (Royal Dutch Airlines) flag. It costs approximately \$560 for the average student to gain his private ticket.

Although Holland has 21 airfields, 12 are reserved for military use. The nine open to general aviation are: Zuid-Limburg (Beek), near Maastricht; Eelde, near Groningen; Schiphol, near Amsterdam (aircraft must have radio); Zestienhoven, Rotterdam; Texel (an island in the North Sea); Teuge, near Deventer; Ameland on the Isle of Ameland; Hoeven near Roosendaal; and Hilversum, east of Schipol. All but Texel, Ameland and Hoeven have customs facilities.

Schiphol, the Amsterdam airport, is Holland's International Airport. Thirteen feet below sea level, it was once the site of a rather large lake. Open only to aircraft with radio, it currently has four runways of reinforced concrete, one of 5,905-feet, one of 7,053 feet, one 9,563, and one 10,662 feet in length. A new, enlarged Schiphol is presently under construction, completion target-dated for 1965, with the terminal buildings across the airport

from their present location.

Zestienhoven, the Rotterdam Airport, now covers some 660 acres and is scheduled to have an additional 200 added to its boundaries. It has a 4,330-foot paved runway and a 2,624-foot grass area used for lightplanes. During 1962 approximately 45,000 movements were recorded, a third of which are credited to charter flights. Seven airlines use the airport and account for an average 35 movements per day.

Zestienhoven is the main base of the Royal Netherlands Aero Club, Rotterdam and The Hague Aero Club, Delft Technical High School Students Flying Club, and Schreiner Aerocontractors, a charter outfit operating 25 single and twin-engine aircraft and helicopters throughout the world.

The Nationale Luchtvaartschool (National Flying School), Holland's largest student flying school is also located at this Rotterdam Airport. The NLS is subsidized by the government and still



# o Holland

by HOWARD LEVY



1945 deHavilland 82A Tiger Moth which belongs to the National Flying School at Zestienhoven (Rotterdam). All Dutch Tiger Moths are required to have the modified dorsal fin which, according to pilots the author spoke with, improves stability but lessens performance. Holland's 23 Tiger Moths are the oldest airworthy aircraft in the country

uses the de Havilland *Tiger Moth* with modified fin, as well as the three- to four-place *Saab Safir* (Swedish), recently obtained from the Rijks Luchtvaartschool (Government Civil Airline Flying School), *Auster Autoerat* (British), *Morane-Saulnier Super Rallye* (French), *Mooney M-20A*, and *Piper J3's*.

Other private and business craft observed on the Rotterdam airport include: *PA-18's*, *SAN Jodel Ambassadeur* (French); *DH-89A Rapide* (British); *DHC Beaver* (Canadian); *Fokker F-27* (Dutch); *DC-3C*; *Piper Apache* and *Aztec*; *deHavilland Dove* (British); *Dornier DO-27* and *DO-28* (German); *Agusta-Bell 47J* and *Bell 47G*; *Hughes 269A*; *Sub Alouette* (French); *Rhein RW-3* (German); *SAN Jodel Mousquetaire* (French); and *Seibel 204D* (German). The Government Airline Flying School, with headquarters at Scheveningen, uses the *F-27*, *DC-3*, *Beech D-18s*, *Saab 91D Safir* and *Mo-*

*rane-Saulnier MS-760* (French).

The Zuid-Limberg airfield is in Maastricht in southeastern Holland. It is a former military field and has two concrete runways, 5,905 feet and 3,378 feet in length.

Eelde, located in Groningen in the northeastern section of the country, has two concrete runways of 5,905 feet and 4,920 feet as well as a 2,952-foot-long grass area.

Texel on the North Sea island of the same name is a grass field (measuring 2,624 feet by 3,936 feet), as is the Teuge field near Deventer in the east central part of Holland. Teuge, a grass area measuring 2,460 feet and 2,558 feet, is privately operated. It is also becoming well known as the home of N. V. Vliegtuigbouw, presently the only manufacturer of Dutch light aircraft: the new "Sagitta" high-performance sailplane. Airplanes based at Teuge are mostly privately owned and include a *Colt*, *Tri-Pacer*, *Auster*, *Tiger Moth*,





Single-place, privately owned, Dutch-designed Sagitta sailplane is assembled at the Terlet Gliding Center. Some 145 sailplanes are registered in Holland, majority of which are German Schleicher K-6, K-7, and K-8 series

Fokker S-11 (Dutch), Morane-Saulnier MS-885 *Super Rallye*, Scintex *Emeraude* CP-317 (French), Wassmer *Super IV* (French), SAN Jodel *Ambassadeur*, Taylorcraft, Ranger - powered Fairchild 24, and several Piper *Cubs* for instruction. Sailplane activities at Teuge account for some 5,000 starts per year via winch and tow, although usually only about 800 are of the tow variety.

Ameland, located on the west side of the Isle of Ameland, is a grass area 3,609 by 1,476 feet. Eighty and 100-octane fuel is available.

Hoeven, four miles east-northeast of Roosendaal, has a 2,330-foot grass strip and sells 80-octane fuel.

Hilversum, east of Schiphol, is another grass field and measures 2,460 feet by 2,788 feet. It is the homebase of Skylight, a sign-towing and sky-writing organization (only sky-writer in Holland), using a T-6 for the latter operation. Aircraft based at the field include several Cessna 172's, HA-001 *Libelle* prototype (Dutch craft originally developed for "ag" operations but now used for sign-towing), Fokker S-11, Bucker Bu 181 *Bestmann* (German), Morane-Saulnier *Rallye-Club*, Fairchild 24, five or six *Tiger Moths* (for instruction and sign towing), five 65 h.p. J-3 *Cubs*, a *Tri-Pacer*, *Ercoupe*, and a Czech Sokol M-1D.

The Royal Dutch Club for Promo-

tion of Aviation, or KNVVL, operates the Gliding Center at Terlet, near Arnhem. Terlet is the center of all sailplane flying in Holland; major repairs and reconstruction of damaged sailplanes are done in its workshops and the Center provides training and holds the National Competition each June. The sailplane activities of civilian men, women and high school students are partially subsidized by the Dutch Government, while military and airline pilots receive full subsidy while obtaining the various Terlet sailplane courses.

Three designated heliports are also in operation in Holland, in downtown Rotterdam (in use for over 10 years), in Eindhoven and Maastricht.

There were 39 privately or club-owned light single-engine aircraft registered in Holland as of July 1963. The National Flying School owns an additional 30 single-engine craft and the Government Civil Flying School 24.

PH-NGV is one of two Netherland Helicopter Industry/Aviolanda H-3 Kolibrié ram-jet helicopters still on register, and is located at Aviolanda's Papendrecht facility. Two 51-pound-thrust TJ-5A tip-mounted ram-jets gave the one-to-two place craft 72 m.p.h. top speed, 46 mile range. Approximately 12 were built, most of which sold overseas for agricultural operations. High-fuel consumption of ram-jets has led to their discontinuation







Two-seater Fokker S-11 at Hilversum is one of two on civil register and privately owned, although 100 were constructed for the Dutch Air Force for training

Photos by the author

Twin-engine aircraft total 52: three privately owned, 10 of the Government Flying School, and 39 business/executive craft. Fifty-nine four-engine airplanes are in airline service, and an additional three are owned by charter and business concerns. Furthermore, 145 sailplanes are registered, bulk of which are of German origin. The oldest airworthy craft is the DH-82A *Tiger Moth* PH-UAE, registered in 1945 and carrying registration No. 16.

Although light airplane production is currently "nil" in Holland, one must not forget Fokker, the Royal Netherlands Aircraft Factories, who as of Nov. 1963 had delivered 130 F-27 "Friendship" airliner/freighter/executive twin-engine turboprop aircraft,

and Fairchild here in the U.S., whose F-28 low-wing, aft pod-mounted twin turbojet configuration, is now reaching the metal cutting stage at Fokker's main Schiphol factory.

Additional types of aircraft on Dutch registry excluding airlines and not previously mentioned are the DH *Heron* (British), Cessna 182, Piper *Cherokee* and *Comanche*, Beagle A-61 and A-109 (British), Warner powered war-surplus UC-61K (Fairchild), surplus Stinson L-5, Fairey *Nipper* (Belgian), Beech E-18s, Fokker S-14, NHI H-3 *Kolibrie* ram-jet helicopter (Dutch).

The Rijksluchvaartdienst, the Dutch government body handling civil aviation in that country, is under the Ministry of Works and Water.

Hilversum airport in the rain. Ship in foreground is prototype Hollandair HA-001 *Libelle*, originally designed for agricultural operations but now relegated to banner towing. Airplane in the middle is German-built Bucker Bu-181 *Bestmann*, jointly owned by three Dutch private pilots. Blimp is former U.S. Navy 1-19, now fitted with a German envelope. German-owned, it is used as a flying billboard (Roxy is a brand of Dutch cigarettes)

