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238
members
in
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ASIAN AIR ARMS NEWSLETTER 12

March 2019

Asian Air Arms website and Newsletters support
"Asian Air Arms SIG", a Special Interest Group of IPMS (UK)

ASIAN AIR
ARMS



YAK-130



STOP PRESS!

Latest Laotian roundel
now available from
Asian Air Arms in a
selection of sizes!

Inside this issue:

<u>SIG NOTICES</u>	<u>YAK-130 insight</u>	<u>RSAF F-15SG</u>	<u>Helio Stallion in Cambodia</u>	<u>Change Alley & ACIG Forum</u>	<u>Member Spotlight: Andreas Rupprecht</u>	<u>Military Aviation in Laos 1949-75</u>	<u>Decal Reviews & New Members</u>	<u>Kazakh Air Force</u>	<u>Indonesian MiG-19 Farmer</u>	<u>Asian Air Arms at Halifax</u>	<u>Indonesian Skwadron Listings</u>	<u>Asian Air Arms at Southern Expo</u>	<u>Asian Air Forces Update</u>	<u>Join IPMS here</u>
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www.asianairarms.com

asianairarmsl@outlook.com





DEVELOPMENTS AT ASIAN AIR ARMS



YIPPEE!

Have you seen the new Laotian roundels (on the front page)? I'll be making a small number of these in both 1/72 and 1/48. Should be ready for the Milton Keynes Show 28th April. Priced at just £3.00 (1/72) and £4.00 (1/48).

2



WOULD YOU LIKE TO BECOME A PART OF THE ASIAN AIR ARMS BACK-UP TEAM?

There are several issues that I really need help with. The first is to update the "Aircraft Type Search" on the website. This requires someone to go through the entries, and cross-check that they are up-to-date and correct, and also to add any new data. No pay, I'm afraid, but lots of glory! If you have some spare time and would like to help the group please get back to me as soon as you can. Click here for an example.



3

HOW WOULD YOU LIKE AN ENDLESS SUPPLY OF GENERIC ASIAN ROUNDELS AND FIN FLASHES?

Member Nick Antonopoulos asked if I could send him the JPEG images of the full range of Asian Air Arms decals ([see them here](#)). This would allow him to produce them at home and have a continual supply of images that he could enlarge or reduce to suit his needs, and would never need to buy any more! This seemed such a brilliant idea that I've decided to offer it to all members. Cost will be £6.50 per sheet giving you an endless supply of images. Never buy a decal sheet again! If you like the idea, order one sheet and try it out at home. All you need is an A4 sheet of clear decal paper plus some spray varnish.

5

Where the hell is it?

How often do you remember seeing a most interesting build in a magazine but can't find the magazine? And so, it'll never see the light of day again—what a waste! Well, I'm presently having discussions with Editors and Contributors of modelling magazines to ensure you'll always be able to find them in the future. Asian Air Arms website (www.asianairarms.com) will be storing these articles for all members to access whenever they like—and so they will not be lost to posterity. In the future, you'll be able to find them on our Home Page by clicking "Build Articles". I've just put a couple up for now, but will progressively add to them, so a unique library will be available at your command!

4

IPMS

If you haven't joined YET, what are you waiting for? Sign up to the world's largest modelling society. Click on logo for more details.

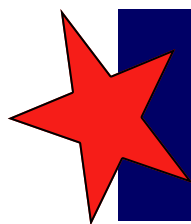




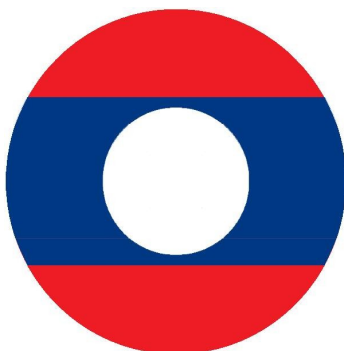
A CLOSE-UP OF THE YAK-130



These superb detail shots were taken by member Mick Skeels of Yak-130 in June 2016 at KADEX 2016, and depict a/c White 02/131 c/n 94206201019.



[Click here for what is, in my opinion, the best ever "dry review" of any model kit. Member Gary Wickham has put together a brilliant and comprehensive analysis of the KittyHawk Yak-130. Do not build without reading this first!](#)



Lao People's Liberation Army Air Force



[Click here for 1/72 video build](#)

RUSSIAN TRAINER AIRCRAFT **YAK-130**

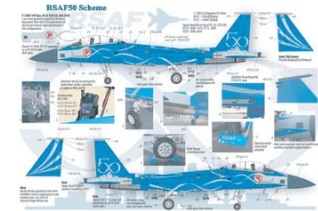
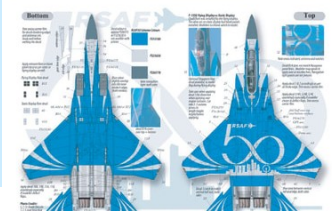
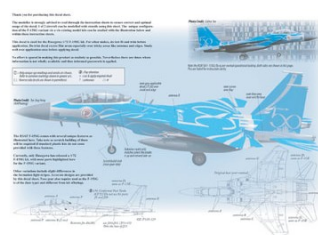
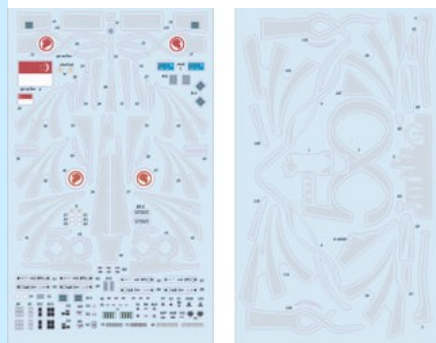


RSAF McDONNELL DOUGLAS F-15SG in 1/72 Built by member Andy Hardwick, with decals by Miliverse



WOW!

Fabulous treatment by member Andy Hardwick using Miliverse's gorgeous RSAF 50th anniversary decals on a 1/72 Hasegawa F-15K Slam Eagle, converted to an F-15SG —a real show-stopper! Come and admire it at the Milton Keynes Show 28th April. Andy's planning to write a full "build" article, taking us through all the steps to achieve a similar beauty. Thanks to Miliverse for supplying these decals. Ask Hannants when they'll be in stock!



Helio Stallion—Asian Warhorse By Gene Smith

Reprinted from Air Progress Magazine



The first time I saw N9991F, it was still clearly an AU-24. The bullet holes in its OD hide were covered with raw patches; the shipping label from Bangkok was still taped to the massive flank. There were rough, unpainted fiberglass tip tanks in the wings and a hastily daubed black registration on the aft fuselage, but it was still as military as an old combat boot.

The last time I saw 91F, it was bedecked in a gleaming new orange and white finish. Leatherette and carpet covered the interior. It looked no more military than a Cessna 150; instead, it was just another civilian airplane looking for work. A rare and singularly capable one.

To me, it still looked ugly, but the little known military version of the Helio Stallion, and the even uglier Fairchild (nee Pilatus) AU-23 Porter, are somewhere toward the front of that particular parade. Both have a wing like a discarded door; both look like the result of a mad moment between an anteater and a pelican.

Turboprops are also noisy. They snarl and whine and squeal and growl in a quite astonishing range of discordancy. And they stink. They reek of kerosene instead of the clean, tangy odor of honest high-test gasoline. But beauty is in the eye of the beholder, and to Paul Davis, the Stallion is lovely. Davis, of course, doesn't know any better. He learned the mechanics trade on jets and turboprops.

And he learned to fly in this airplane. In combat. Working on the Mekong River at night with a 20-mike-mike minigun thrusting its deadly multi-barrelled snout out the side of the airplane- a highly unofficial way for a civilian tech rep to go to war. The fact that this ship and its two sister ships survived at all are largely due to him and a handful of dedicated Khmer airmen. The 32 year old Davis was a contract technical representative for Helio Aircraft in Southeast Asia from 1970 until June, 1972, while the airplanes were working in Vietnam and Laos. In October 1973, he was called back to perform the same function in Cambodia, since 14 of the 16 AU-24s originally purchased by the USAF had been reassigned- minus spares or support equipment to the Lon Nol government.

"I was one of the last people out," says Davis, running a hand through his sandy hair. "I was senior person in the country at that time attached to the embassy," which was then limited to 200 names total. He left Phnom Penh in April 1975, and three months later left Helio as well. "I learned to fly in Cambodia to protect my own skin," Davis explains. "I knew the Stallion would get me out. Also, we didn't have anyone else to do functional test flights." With approval from the embassy, Davis began going aloft, though "I didn't actually do any takeoffs and landings for almost a year." Pilot in command was a Cambodian maintenance officer. "We flew out wrecked airplanes and so on, and I got a little bit of time in a U-10 (Helio Courier) that belonged to the embassy."

By the time he came home though, he had no license, Davis had 383.6 hours in an AU-24, including over 100 hours of night combat missions and considerable instrument time. Davis recalls flying a repaired AU-24 to Phnom Penh, 2 1/2 hours IFR on the same day a T-28 and a C-123 were lost due to weather crashes. "I decided I'd better get my private pilot's license, so I got that in a Cherokee 140" at Tulsa after returning to the States, "finding, in the process, that everything was totally opposite from the Stallion I'd learned to fly in Cambodia. I find myself getting into trouble sometimes in another airplane," says Davis, who now has logged more than 700 hours. Shortly after he earned his private license, Davis got a call from some Alcor representatives in San

Antonio who were interested in buying three surviving AU-24s which had ended up in Bangkok, Thailand - flown out of embattled Phnom Penh in USAF cargo planes. The Helios were now up for sealed bid, and the callers wanted to know what the aircraft should be worth.

Of the three, the Alcor bidders got one. The other two went to Anchorage investors Mike Schachek, Jack Turinsky, and Gene Reed, who bought them after looking up a description in *Janes'*. Since they already owned two of the three, they also succeeded in buying the third from Alcor.



Asian Aircraft Markings A History

17. Cambodia



1954-70



1970-75



1975-79



1979-89

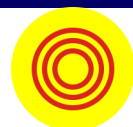


1989-94



19794 On

18. Vietnam



1950-54



Northern Zone 1951-65
(Unconfirmed)



Sth Vietnam 1962-75



Nth Vietnam 1970 & On

Ref: Military Aircraft Insignia of the World—Cochrane/Elliott



Helio Stallion—Asian Warhorse By Gene Smith—Part 2

Davis called the Alaskans and offered to get the planes out of Bangkok. *"I told them I guaranteed nobody else was gonna get 'em out of the country for them. I knew where the records were."* Thus, Davis went to Bangkok late in May, 1976.

The three planes arrived in the States 60 days later, to the surprise of the Thai government, who'd planned to block their removal, and perhaps the US government as well. They were the first U.S. military export cargo to return home since the early 60's.

Originally intended for CIA/Air America use and various "sneaky pete" missions, the AU-24s were among the least-known military aircraft of all time. Both they and the AU-23s were used for flights into Laos and northeastern Cambodia from Vietnam. Later, they were turned over to the VNAF and, when the U.S. began direct support of the Lon Nol regime in its war against the expanding Khmer Rouge, they were transferred to Phnom Penh.

Davis, an unabashed partisan, calls the Fairchild/Pilatus AU-23 *"the box the Stallion came in,"* explaining there's no difference in cost, the Porter is less forgiving, the fuel consumption is higher, the speed lower, the useful load 300 pounds less. He also says the airplane had to be beefed up to carry 5,100 pounds, and it lost the tail when powered by the geared Garrett engine.

In contrast, Davis notes, *"we'd normally fly three or four missions a day, an average of 2.9 hours per mission"* in the AU-24s. *"We had the highest utilization rate in Southeast Asia. Three days before the close of the war, in 1975, every AU-24 in Southeast Asia except for one (already shipped out in a box on a C-123) was available and flyable. That's 12 airplanes—at the end of the war. Its phenomenal. It was all done by the Cambodians,"* despite a total lack of spares. *"When we closed the war down, they didn't quit like the Vietnamese did. They just kept flying till they ran out of gas."* Of 16 Helios built, one crashed in March 1973, with munitions and six personnel on board—over-gross, out of C.G. and with inexperienced personnel—the incident which first sent Davis to Cambodia. One was lost in the Tonkin Gulf on the last day of the war, out of fuel. Three were shot down and not repaired. The balance were at two Cambodian bases, and only the three which made it to Bangkok were salvaged.

The Military Equipment Delivery Team-Cambodia (MEDTC) had T-28s, AU-24s, C-123's, AC-47s with quad .50s, regular C-47s and UH-1H gunships and slicks, and a team of six to nine joint-service personnel. *"We flew night missions, with rockets and 20 mm and so on, for almost a year before the (military) mission recognized it, pioneering attack methods in the AU-24. On the other hand, the T-28s didn't fly at night under any conditions until very late in 1975, when they joined the Stallions on interdiction patrols up and down the Mekong."* Several times, Davis recalls receiving accurate ground fire and coming home to find holes in the wings and fuselage, but *"nothing earth-shaking. Normally I never even knew I had a problem."*

Back at base, there were other troubles. *"We were getting an average of 75 rounds a day, incoming, on the airport"* from Red artillery around the embattled Cambodian capitol. Davis recalls walking out of his office at the field one day and going to his car. *"I came back and my office was gone."*

But the aircraft suffered worse than the personnel. No Americans were killed, *"We were lucky. We were in the right place at the right time."*

On the other hand, the first of the restored survivors, now a veteran of civil flying in both Alaska and the Andes, had over 800 bullet holes in it. Others were as riddled. Even so, the fleet racked up an estimated 19,000 hours total time, much of it combat use. *"We had one with 2,400 hours total time. It was no problem. It flew great."*

Helio, of course, is no longer producing aircraft and is virtually defunct, but Davis predicts *"somebody will pick the Stallion up and put into production someplace. There are a lot of inquiries. The Department of the Interior wanted me to demonstrate it in Boise. There's a possibility that some of the military agencies are interested for overseas operations. There's some Canadian interest. I could put three of them to work in Canada right now."*

He estimates an initial market for 50 a year for the first two years and 10 annually thereafter, but says *"the people I'm with, there's no way they can produce the airplane."* He adds, *"I'd like to see the Stallion returned to production, and I'd like to go to work for 'em. That would be my goal."*



In next month's Newsletter read about what it's like to fly the Stallion!



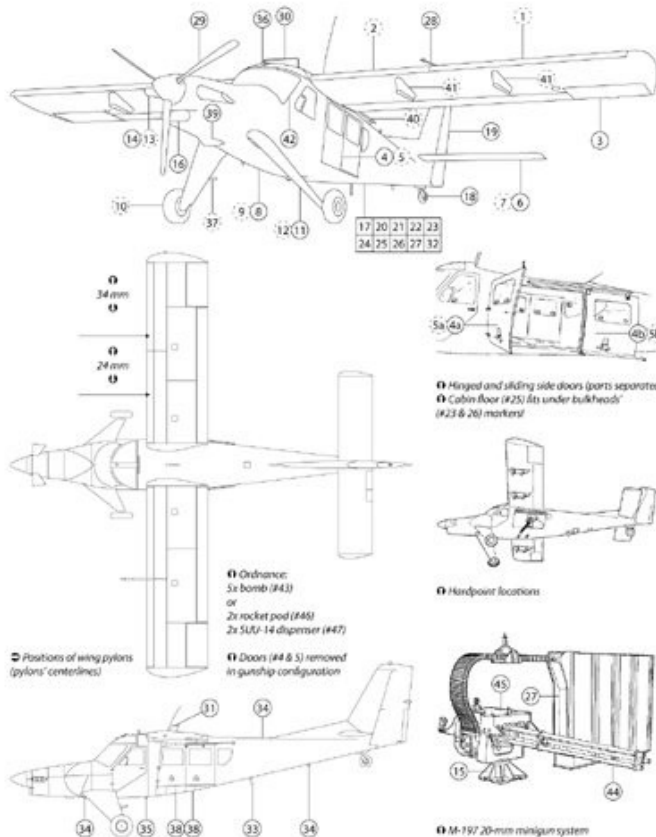
Helio AU-24A Stallion—In Model Form (1/72)



au-24a stallion POLYURETHANE RESIN 1/72nd SCALE AIRCRAFT MODEL KIT

Assembly Instructions LHM-039

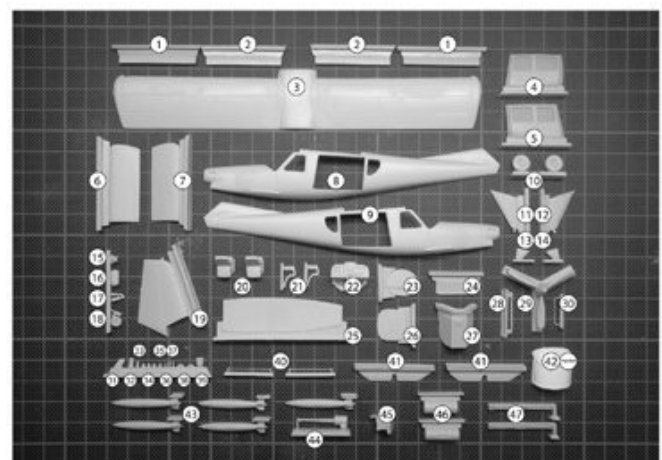
Lift Here! Models
LIMITED
1/72
EDITION



PARTS LIST

1	outer wing slot (2 pcs.)	3	kit part
2	inner wing slot (2 pcs.)	10	symmetrical
3	wing	15	placed inside
4	port doors	29	propeller
5	stbd. doors	30	roof bar antenna
6	port horizontal stabilizer	31	dorsal flat antenna
7	stbd. horizontal stabilizer	32	canopy instruments
8	port fuselage half	33	ventral flat antenna
9	stbd. fuselage half	34	small antenna (3 pcs.)
10	main wheel (2 pcs.)	35	navigation light
11	port undercarriage leg	36	small intake
12	stbd. undercarriage leg	37	step (2 pcs.)
13	port exhaust pipe	38	bomb ejector (2 pcs.)
14	stbd. exhaust pipe	39	small exhaust
15	cannon swiveling mount	40	door rail (2 pcs.)
16	air intake	41	ordnance pylon (4 pcs.)
17	fire extinguisher	42	clear windshield
18	tail wheel	43	bomb (5 pcs.)
19	fin	44	M-197 cannon
20	crew seat (2 pcs.)	45	cannon housing
21	control column (2 pcs.)	46	rocket pod (2 pcs.)
22	instrument panel	47	SUUR-14 dispenser (2 pcs.)
23	front cabin bulkhead		
24	cannon platform		
25	cabin floor		
26	rear cabin bulkhead		
27	ammunition container		
28	Pitot tube		
		Total	66 parts

Lift Here! Models © 2019





CHANGE ALLEY (Members' Wants)

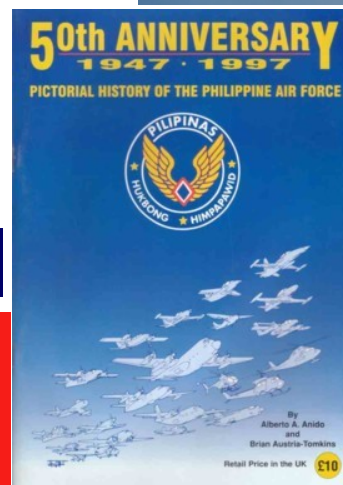
Looking for a particularly "hard-to-find" Asian aircraft kit or book?

Let me know your needs and I'll put an advert for you here.

Anyone got a copy of
"Pictorial History of the Philippine Air Force—50th Anniversary" by Bert Anido?
 Monty Dionisio is looking for one. If you can help, contact Brian at Asian Air Arms.

I'm always looking for articles and builds from members. Please contact me—don't be shy!

- PLEASE NOTE: This section is for aircraft/books connected with Asian aircraft/air forces only. It is NOT for commercial organisations. Please contact me for details to advertise your products/services.



Want expert opinion on military aviation? Then this is THE forum to go to!

SIG member Tom Cooper hosts it and it covers all modern military air forces with up-to-the-minute information posted by aviation experts from all over the world.

Enlarge the screenshot below and see some of the topics covered and note that they're bang up-to-date!



ACIG Forum Hosted by Tom Cooper

PLEASE NOTE: You might get a warning of his site being unsafe. I wrote to Tom about this and this is his answer:
"Hi Brian, Yes, I'm aware of the 'issue' with 'security certificate' of the ACIG.info forum. 'Problem' is: the forum does have a security certificate, but of a private nature, i.e. not from any of the 'global' companies. Thus, they are all 'warning' about it 'not being safe' – although it's perfectly safe and thousands of users are regularly using it. My forum has been hacked only once - during the first mass Chinese attack, back in June 2003: it was promptly rebuilt with help of somebody specialising in writing security software for major enterprises all over the EU, and has never experienced any kind of problems ever since."

Topics	Replies	Views	Last post
Use of Asian air arms forum by Polecat » Fri Aug 22, 2003 3:35 pm	3	1523	by Polecat → Thu Sep 18, 2003 3:35 pm
→ Myanmar-Burmese AF by ACIG Data-Base » Thu Jul 10, 2003 1:40 pm	132	5439	by chaika2016 → Thu Mar 21, 2019 10:23 pm
→ Thailand - RTAF & RTNAF by ACIG Data-Base » Thu Jul 10, 2003 1:46 pm	112	4237	by chaika2016 → Thu Mar 21, 2019 6:09 pm
→ India - IAF / INA -NEWS, Thread III by chaika2016 » Fri Feb 15, 2019 5:01 am	7	91	by troung → Thu Mar 21, 2019 3:39 am
→ Pakistan - PAF News/Discussions III by archerblack » Tue Sep 23, 2008 8:53 pm	208	7810	by troung → Wed Mar 20, 2019 10:45 am
→ North Korea - DPRKAF Thread III by chaika2016 » Tue Mar 13, 2018 3:40 pm	85	1881	by chaika2016 → Tue Mar 19, 2019 11:42 pm
→ Kazakhstan AF by Akttu stakki » Wed Sep 14, 2005 11:50 am	86	3660	by chaika2016 → Tue Mar 19, 2019 11:30 pm
→ Tajikistan - Tajik Air Force by fabe » Fri Jun 24, 2016 9:54 am	13	403	by chaika2016 → Tue Mar 19, 2019 11:06 pm
→ Indonesia - TNI-AU, Thread III by troung » Sat Sep 29, 2018 4:32 pm	7	96	by chaika2016 → Tue Mar 19, 2019 11:05 pm
→ South Korea - RoKAF (News) by kestrel » Thu May 20, 2004 8:39 pm	305	7399	by chaika2016 → Sun Mar 17, 2019 6:38 am

MEMBER SPOTLIGHT—ANDREAS RUPPRECHT



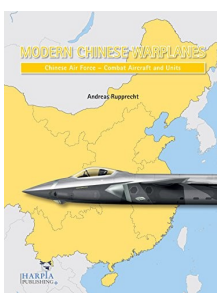
Hello to fellow members. At the 2019 ScaleModelWorld at Telford, Brian invited me to join this fascinating group and, I must say, it's a pleasure to be part of the ever-growing group of enthusiasts who are now discovering and exploring the world of modern Asian air forces.

I first became interested in aviation due to my father's enthusiasm, who also brought me to the hobby of modelling. Initially, my interest was focused strictly on Western and Eastern Block military aircraft but with the cancellation of the IAI Lavi and the later rumours concerning a Chinese Lavi-clone under development I became aware of how much nonsense is written about Chinese military aviation in general and how little we actually know about this fascinating country and its projects.

It became my aim therefore, to set some facts right and put together an unbiased summary based on facts, and not on rumours or political intention.

I've been interested in China, its culture, history and aviation for decades, and started writing in 2007 with the aim of summarising the Chinese Air Force and its aircraft. My first publication was a three part series on the Chinese Aviation Industry and its projects, published in the German FliegerRevue. In 2013, this was expanded and published in English by Ian Allen as "The Dragon's Wings". Originally initiated by my friend and well-known author Tony Buttler as the "Chinese Secret Projects" book, Tony was an invaluable help in introducing me to the world of writing. In the meantime, Harpia Publishing had offered me the opportunity to shift the focus onto a slightly different issue: to establish a comprehensive directory of the PLAAF's structure, its Orbat and the current operational systems. This book, co-authored with Tom Cooper, was published in late 2012, and in 2016 it was complemented by the more strategically focussed "Flashpoint China". Both these works have recently been completely revised in three parts, namely: PLA Naval Aviation (2018), PLA Air Force (2018) and, for the first time, the PLA Army Aviation (2019). In parallel, I work as a Chinese military aviation researcher and China news reporter for Air International, Combat Aircraft, Air Forces Monthly, the FlugRevue and I contributed to the International Air Power Review. I also host "Modern Chinese Warplanes" on Facebook. In real life, I am a teacher for Chemistry and Sports, and am married with three wonderful kids.

Therefore, I hope I can help a bit in order to promote this fascinating topic and if you have any questions, just contact me via Brian at Asian Air Arms. *Andreas Rupprecht*



Modern Chinese Warplanes



The following article has been re-printed from Air Enthusiast March/April 1998
with kind permission from author Ken Conboy

WINGS OVER THE LAND OF A MILLION ELEPHANTS

Military Aviation in Laos 1949-1975



RLAF T-28C at Udorn RTAFB. During exceptionally heavy fighting in 1970, Lao aircraft were given permission to remain at Thai bases overnight. The slide-in 'placard' carrying the roundel can be discerned — quick change nationality! (via Albert Grandolini)

Ken Conboy

FRANCE TRANSFORMED its Indochinese protectorate of Laos into a constitutional monarchy — with sufficient autonomy to inaugurate a national assembly within six months' time — in May 1947. It was an experiment of sorts, meant to defuse calls for independence by the fledgling Lao nationalist movement, while at the same time freeing French colonial assets to combat more dangerous communist-dominated rebel forces in the neighbouring Vietnamese territories.

Continuing in the same vein, a July 1949 Franco-Lao agreement granted the Royal Lao Government (RLG) the right to raise an Armée Nationale Laotienne (ANL). While sovereign on paper, the ANL in reality operated as little more than an appendage of the French army. It was wholly supplied by the French, operated under French orders, and was led by a French cadre. Not until the opening of 1954, when it was clear that French colonialism in South East Asia was fast coming to an end, did this arrangement begin to change. Realising that the ANL was ill-suited to handle Lao defence needs, an eleventh-hour effort was made to augment the force.

As part of this, preliminary plans were formulated in May for an ANL air branch to be established with Morane-Saulnier MS.500 Criquet (French-built Fieseler Fi 156) liaison aircraft, DHC L-20 Beaver light transports, and helicopters. Nothing further, however, was done until the eve of the August 6 ceasefire, the date when the Kingdom of Laos gained true independence. On that day, the French high command noted its intention of lending the ANL some of the MS.500s (used for artillery observation) already based in Laos.

Five months of preparation followed. Finally, on January 28, 1955, the ANL's air branch — dubbed Aviation Laotienne — was officially formed.

For the time being, command was held by a French colonel, who made his headquarters in the capital, Vientiane. By the following month, ten Criquets were turned over to his charge; these, along with a 147-man French Air Force (FAF) advisory contingent, were used exclusively for training the ANL's first pilots. Instruction was conducted at two locations: Wattay airport near Vientiane, and at an airstrip on the Plain of Jars in the country's rugged northeast. Later in the year, another 22 Lao students were dispatched for courses in France and Morocco.

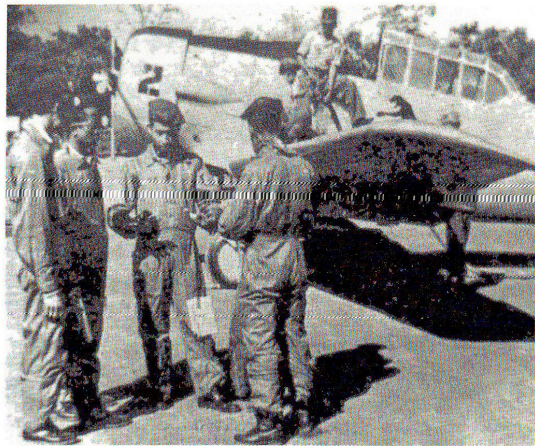
Despite these efforts, Aviation Laotienne could not handle even a fraction of the airlift requirements for Laos. While a small country, its harsh mountain topography and poor road system made many areas dependent on aerial resupply. To compensate, the FAF had retained four (later raised to five) Douglas C-47s in Laos. In addition, many missions were contracted to three civilian companies: Air Laos, Laos Air Transport, and the Taiwan-based Civil Air Transport (CAT). Air Laos, the national flag carrier, flew a single Boeing 307 Stratoliner, two Bristol 170s, five DH Dragon Rapide biplanes and one L-20. Laos Air Transport, which was owned by one of the most powerful Lao families, had three DC-3s and two Rapides. CAT, a proprietary of the US Central Intelligence Agency (CIA), initially had one DC-3, one Dragon Rapide and a device they referred to as a 'Nordwagon' available for Laos.

Another source of air support came from the Royal Thai Government (RTG). During the summer of 1955, the Royal Thai Air Force (RTAF) proposed loaning the ANL two of its Sikorsky H-19 helicopters complete with Thai crews. Sensitive to such close military-to-military contact, the RLG instead called for the *choppers* to be provided under a civilian deal with Air Laos. This was agreeable to the RTG, which dispatched the two aircraft to Wattay. These were used on ANL missions throughout the first quarter of 1956.

While this motley collection of aeroplanes and helicopters was initially involved in routine civilian charters, military missions were on the horizon. This was because earlier in 1955 peace negotiations between the RLG and a communist rebel group, the Pathet Lao, had deadlocked. Already,



The following article has been re-printed from Air Enthusiast March/April 1998
with kind permission from author Ken Conboy



RLAF T-6, circa 1961. (via Albert Grandolini)

Pathet Lao forces held control over Sam Neua province in the northeast, and were pushing into the neighbouring province of Xieng Khouang. To confront them, the government began airlifting reinforcement battalions into the area during June and July. In addition, the ANL's sole airborne battalion was parachuted into the vicinity. These missions were handled by two CAT DC-3s and the five French C-47s. (Despite the fact that all five C-47s flew with French crews, two had French markings and the remaining three sported Lao roundels. These roundels featured the *erawan*, a depiction of three elephants balanced on a pedestal — the centrepiece of the RLG flag.)

Changing the Guard

The airlift of ANL forces during the summer of 1955 would prove to be the last air operation with major French participation. The reality was, despite the fact that the FAF still had more than 100 instructors with the ANL's aviation branch, the US was fast supplanting France as the prime sponsor of the Lao military.

A greater American role had actually been on the cards since the last days of 1954, when a Programs Evaluation Office (PEO) was established within the US Embassy. Behind this ambiguous title, the PEO from the time of its inception was responsible for channelling the entire Lao defence budget. Eventually, the PEO moved beyond merely providing funds. In January 1956, the office delivered the first major pieces of US hardware — four C-47s — to the ANL.

Conversely, French influence waned. In 1957, command of Aviation Laotienne was turned over to a Lao officer, Lt Colonel Sourith Don Sasorith. Concurrently commander of the ANL's Airborne Command, Sourith owed his twin positions to the fact that his family was among the kingdom's political elite; a cousin, Katay Don Sasorith, was a former prime minister.

While losing the top slot, some 85 FAF advisors were still attached to the Aviation Laotienne as of 1959. Not only did they help instruct Lao pilots, but they also performed nearly all of the branch's administrative and maintenance tasks. This number, however, began to shrink after January, when the PEO contracted with the Manila-based Easter Construction Company for Filipino technicians to assist the ANL's air arm.

That the French were being shunted to the side was perhaps to be expected, especially since all of their C-47s and MS.500s had already been removed from the ANL's Order of Battle. In their place were six C-47s, two L-20s, and six Cessna L-19 Bird Dogs used as trainers — all of which had been delivered by the PEO. (In 1959, the PEO also delivered an Aero Commander 560 as a personal gift from President Dwight Eisenhower to the King of Laos. However, because the King's seat was not in an elevated regal position above the pilot, he rarely used the aircraft.) Together, these formed a single composite squadron with detachments in Luang Prabang, Pakse, the Plain of Jars, Seno, and Vientiane's Wattay air base. (Seno, the air base outside the town of Savannakhet, took its name from the French directions of the compass: Sud, Est, Nord and Ouest.) Plans that year called for the C-47 and L-20 sections to be eventually brought up to eight aircraft apiece. In addition, six North American T-28 Trojans — a prop trainer that had been converted into a light attack aircraft by several small air forces of the world — were tentatively programmed for delivery within the year.

Coup and Countercoup

These increases were deemed necessary because of the deteriorating security situation in the Lao countryside. In May, airborne reinforcements were once more dropped into the northeast by Lao C-47s. Two months later, paratroopers were again dropped near the Plain of Jars. Air America — the new corporate identity for CAT — was contracted to provide one Curtiss C-46 Commando and one C-47 with US and Taiwanese aircrews for this second operation.

For a time, the situation began to improve. By the spring of 1960, with an expanded US military training effort in place, analysts were guardedly optimistic. That August, however, a renegade paratroop officer, Captain Kong Le, seized Vientiane in a lightning coup d'état. Politically naive, the captain was soon co-opted by the Pathet Lao. All of the earlier government gains were erased as communist forces consolidated their hold over much of the northeast and the eastern third of the Lao 'panhandle'.

Meanwhile, most of the army leadership had been able to mass in the southern town of Savannakhet. There, with US assistance, they planned a countercoup to retake the capital. Rolling north, they were on the outskirts of Vientiane by the first week of December. After a brief but bloody stand, Kong Le and the Pathet Lao fled to new positions on the Plain of Jars by the end of the year.

During the countercoup, Aviation Laotienne had played almost no role. Indeed, their meagre inventory suffered losses when Kong Le took possession of the airframes at Wattay — amounting to two C-47s and two L-20s — and had them flown to his new base on the Plain of Jars. There they were augmented by Soviet-piloted transports and North Vietnamese helicopters which flew daily supply missions from North Vietnam.

That Kong Le had been able to regroup relatively unscathed — and that the Soviets were openly supplying his forces — got Washington's attention. More than anything, the administration of President Eisenhower wanted to interdict the Soviet air bridge. Behind closed doors, various means were discussed, including the use of Air America transports to roll makeshift gasoline bombs out the cargo doors onto the parked Russian aircraft.

A more realistic means of interdiction involved North American T-6 Texans. The T-6 had been converted into an attack aircraft by air forces in several nations, including Thailand, Cambodia, and South Vietnam. On the last day of the year, Eisenhower approved expedited delivery of the T-6s to the Lao aviation branch, with Lao pilots to be trained in gunnery and bombing techniques at Kokethiem Royal Thai Air Force Base (RTAFB) in Thailand.

That same day, the US Commander-in-Chief Pacific (CINCPAC) informed the commander of the Joint US Military Assistance Group in Thailand that the RTAFB should be offered five Cessna T-37 jet trainers in exchange for the transfer of Thai-owned T-6s back to US control; these aircraft would then be given to Laos. The Thais had already been thinking along these same lines and earlier in the month proposed training Lao T-6 crews. On January 1, 1961, they informed the US that they were prepared to begin immediate training for four Lao pilot candidates. Moreover, in two day's time they would have available the first four of ten T-6s equipped with twin gunpods, rocketpods, and hardpoints for 100lb (45kg) bombs.

In Laos, meanwhile, the call went out for four pilots to attend the T-6 training. As it turned out, three Lao aviators were already proficient, having earlier attended T-6 training under French auspices in Morocco. Arriving at Kokethiem on January 3, they completed pro forma Thai instruction in five days. On January 9, they took to the cockpit of four T-6s and departed for Laos to await their first mission.



In September 1963, an RLAF T-28B, piloted by renegade Lt Chert Sabory, was flown to North Vietnam. Repainted in North Vietnamese markings, its tail number — 963 — reflects the month and year of its unexpected arrival. (via Author)





The following article has been re-printed from Air Enthusiast March/April 1998 with kind permission from author Ken Conboy



Savannakhet air base, site of Thao Ma's 1966 insurrection. (via Author)

They did not have to wait long. On January 11, T-6s from the newly-rechristened Royal Lao Air Force (RLAF) staged from Wattay on their first rocket run. Four days later, they struck again, posting a pair of truck kills. Two things quickly became evident. First, despite the fact that the Eisenhower administration had intended the T-6s to interdict the Soviet airlift, they were not being used in this role. Second, the RLAF lacked sufficient trained personnel to absorb more airframes in short order. To resolve this second problem, the RLG and RTG entered into a secret agreement whereby four Thai volunteers were dropped from the rolls of the RTAF's 63rd Squadron based at Don Muang RTAFB and incorporated into the RLAF. By the end of the first week of February, they were flying T-6 missions in Laos.

The skies of Laos, the Thai volunteers found, was growing more dangerous by the day. On January 17, the first T-6 had been shot down. A second aircraft crashed on a March 11 training run. The following day, two more aircraft — including one flown by a Thai — collided in mid-air. On March 31, a second Thai pilot crash-landed his aircraft after being riddled by 12.7mm anti-aircraft fire; he was subsequently rescued by an Air America helicopter.

Despite these early losses, the RLAF continued to fly T-6 combat missions for the next year. During this period, the US Embassy maintained a dozen air advisors in Laos, and paid for a large Filipino contingent to help maintain RLAF aircraft. While the French still retained a small military presence at Seno, their direct influence over the RLAF was all but gone.

Occasionally, the RLAF managed to score big. In April 1962, for example, four of the aircraft were deployed to Luang Prabang air base to support ongoing army operations in the kingdom's northwestern corner. During one such mission, a T-6 had a chance encounter with a Soviet-piloted Ilyushin Il-14 *Crate* transport heading for a supply drop to Pathet Lao forces. Manoeuvring behind the communist aircraft, the Lao pilot, Lt Khamphanh, salvaged his rockets. One hit the right engine, destroying the propeller and causing a nacelle fire. The Il-14 jinked wildly, streaming black smoke and losing altitude as it fought to reach the North Vietnamese border. Radio intercepts later revealed that the aircraft crashed with two killed.

While the RLAF now had its first T-6 'ace', this aircraft was already long overdue for retirement. Looking toward its replacement, the US Embassy arranged that June for a class of Lao students to be transitioned on to the T-28 at Kookethiem RTAFB. A contingent of USAF instructors were flown in for the purpose, and three spare T-28s were turned over from the South Vietnamese Air Force (VNAF). By August, the class had graduated.

Before any T-28s could be delivered, however, international politics forced the programme to be cancelled. That October, in compliance with a newly-signed tripartite peace deal between the RLG, Kong Le and the Pathet Lao, all foreign military forces were to vacate Laos. In addition, there was a moratorium set on offensive weapons systems introduced into the country. Abiding by the agreement, the US killed the T-28 programme. In addition, the T-6 pilots on loan from the RTAF were repatriated to Thailand.

While deprived of the T-28s, the RLAF benefited in other ways. Showing its compliance with the peace deal, the Soviet Union ceased its air bridge and turned over a dozen aircraft to Laos. Three Lisunov Li-2 *Cab* (licence-built DC-3) transports were handed over to the RLAF. Another three Li-2s went to Kong Le's small air branch on the Plain of Jars. Finally, three Li-2s and three Antonov An-2 *Colt* biplanes were given to the Pathet Lao.

Waterpump

Very quickly, the peace agreement unravelled. By the spring of 1963, Kong Le's forces and the Pathet Lao — once allies — were now bitter enemies.

Worse, North Vietnamese troops had made a mockery of the deal and were actively aiding the Pathet Lao in a land-grab across the northeast.

Feeling betrayed, Kong Le entered into a loose alliance with the RLG. The Royalists, in turn, looked to Washington for help. At that point, the T-28 option resurfaced. In early June, the RTAF offered to lend some of its T-28s to the RLAF for strikes against the Pathet Lao. Later that month, the administration of President John Kennedy decided that the US would directly supply these aircraft to the Lao. By the end of August, six T-28Bs were turned over. (That month, US personnel arranged for the RLAF's last remaining — and inoperative — T-6s to be airlifted to Thailand.) Each had 0.50-calibre guns, rocket pods, and hardpoints under the wings. A handful of bombs were also delivered to Savannakhet, though the US Embassy for the time refused to turn over any arming fuses.

The RLAF's new T-28 fleet saw early losses — but none due to combat. One aircraft crashed into the outskirts of Vientiane while practising aerobatics. A second airframe was lost in September under far more mysterious circumstances. That month, all of the new aircraft were set to participate in an airshow during a military review in Savannakhet. One of the more experienced pilots was named Lt Chert Saibory. A Thai national, Chert had defected from the RTAF to Wattay in late 1960 when Kong Le was still occupying the capital. When he offered his services to the rebel paratroop commander, he was flatly turned down. Fearing a jail sentence if he returned to Thailand, he remained in Vientiane as the city changed hands. Once again, Chert offered his flying services to the RLG. Desperate for manpower, the RLAF commissioned him as a lieutenant and allowed him to fly the T-6.

For the next two years, Chert proved himself an able pilot. According to one US advisor, he was the most aggressive aviator in the entire force. Despite this, he never gained the full trust of the Lao and was not promoted beyond lieutenant.

Perhaps resentful, Chert decided to defect once more. Taking to the skies during the September airshow, he headed into a cloudbank and disappeared. No official word was ever released about the fate of the aircraft or pilot. What Vientiane did not know at the time was that Chert had steered his aircraft east and gone to North Vietnam. Landing his T-28, he offered his services to the communist government in Hanoi. Not knowing what to make of the wayward Thai, they eventually placed him in prison. The aircraft remained in storage for half a year, after which it was refurbished and commissioned as the first fighter aircraft in the North Vietnamese Air Force.

Back in Laos, the remaining four T-28Bs saw infrequent action. This changed in early 1964, when skirmishes between the Pathet Lao and Kong Le escalated sharply. Washington was eager for the T-28s to answer the communist provocations. Preventing this, however, was a perceived lack of flying skills among the Lao aviators. Accordingly, the US in February began organising a special USAF detachment to train RLAF fighter pilots from bases in Thailand. Codenamed *Waterpump*, the 38-man group, commanded by Major Barney Cochran, headed to Udon RTAFB at month's end. Outfitted with four T-28Ds, *Waterpump* was declared ready to accept its first Lao students by the beginning of March.

Before the RLAF could send any candidates, the simmering conflict in Laos erupted into a full-blown war. On May 13, fighting peaked with a Pathet Lao blitz across the Plain of Jars. In reaction, US Ambassador Leonard Unger four days later belatedly granted approval for the Embassy's stockpile of fuses to be turned over to RLAF control. Later that morning, the Lao launched its first T-28 bombing runs over the Plain of Jars.

That same day, Ambassador Unger urged more airframes be given to the Lao air force. Washington agreed, ordering Major Cochran to turn over his four *Waterpump* T-28Ds to the RLAF. Hastily applying Lao roundels, the aircraft arrived the following afternoon, along with a dozen 500lb (227kg) bombs and five *Waterpump* technicians to help with loading.

While a welcome addition, the four new aircraft were not considered enough. Two days later, CINCPAC told Military Assistance Command Vietnam (MACV) to transfer five T-28s and five recce-configured RT-28s from the VNAF to *Waterpump*. All ten aircraft had become surplus that month after the VNAF phased out the T-28 in favour of the larger Douglas A-1 Skyraider. Arriving the next day, four of the aircraft were retained by *Waterpump* (to replace the ones handed over to the RLAF), and the remaining six went to Laos.

Fireflies and the A-Team

Just as had happened during the earlier influx of T-6s in 1961, the RLAF suddenly had more aircraft than it had able fighter pilots. Noting this, Ambassador Unger called for US volunteers — deemed more skilled and aggressive — to man some of the aircraft. After the Lao Prime Minister approved the scheme on May 17, Washington added its consent





PHOTO GALLERY OF LAOTIAN AIRCRAFT 1949-75



Dornier Do 26A XW-PCG (c/n 3026) at Thakhek West in November 1965. Note the dragon motif on the fuselage and a UH-340, probably of the Royal Lao Air Force, in the background.



Aero Commander "2714" at Lima Site 40 — Thakhek West — where it was based during operations against the Pathet Lao in November 1965.





DECAL ROUNDUP—1

1/48 SHENYANG J6/F-6 & MiG-21F-13 By Iliad Decals



Modelled by Oliver Peissl
of Germany

This review covers 2 sets of decals, for 1/48 Cold War MiG-19/J6, and MiG21 F-13s. Both sets are from Iliad Design, and are numbers 48005a, for the MiG-19/F-6s, and 48034 for the MiG-21 F-13.

Each set has 7 different schemes, so there are a lot of options available. 48005a covers Pakistan (2 schemes), Albania, Egypt, North Vietnam, PLAAF, and USSR.

48034 covers Albania, North Korea, Syria, PLAAF, Czechoslovakia, Iraq, and Egypt.

All of these schemes are described on a very colourful, and precise folded A4 instruction sheet.

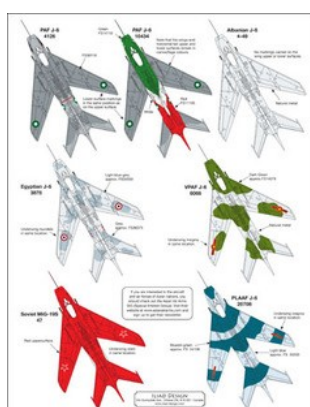
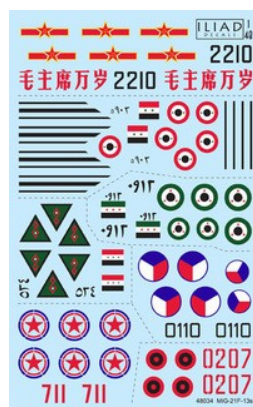
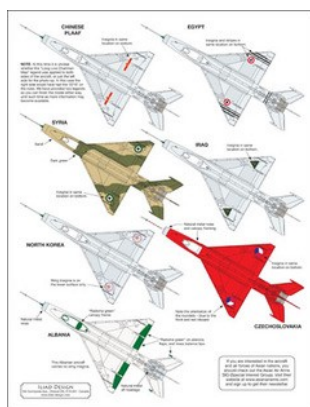
The colour in these decals is superb, and the register is very good, with no colour bleed at all.

As for application, they lay down very easily. The decal doesn't take long to soak off the backing paper. The decals are of a good thickness, and not overly thin, so they don't break up. I used a small amount of Micro Set and Sol, to aid with their settlement on the subjects' surfaces.

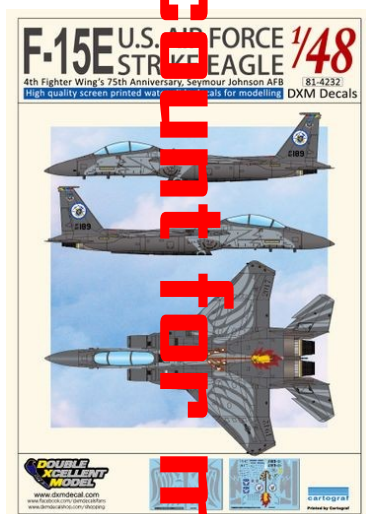
Conforming to contours is not an issue here, and they also settled into panel lines well too. This

is something a lot of decals don't do particularly well. Once they are dry, they were sealed with a few light coats of lacquer gloss varnish, which did not harm the decals at all.

In conclusion, these are superb sets, with several scheme options. Their application is very easy, and I certainly had no issues them. They are a very worthwhile investment. *Ian Gaskell*



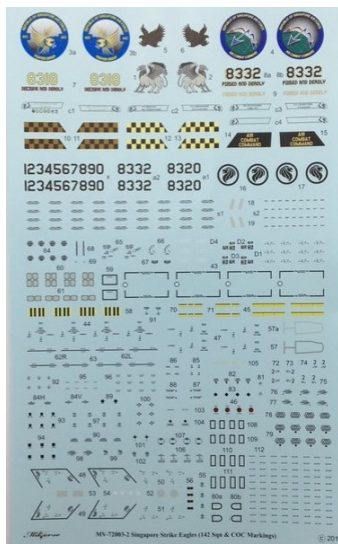
DXM DECALS





DECAL ROUNDUP—2

1/72 SINGAPORE STRIKE EAGLES By Miliverse



If you're looking for a good set of decals, for a Singapore Air Force F-15SG, then look no further than this offering from Miliverse.

There are 3 schemes available;

F-15SG 142 Sqn (Flying Gryphons) Flagship, 8320

F-15SG 149 Sqn, (ACC Air Combat Command), 8332 Change of Command (COC)

F-15SG 149 Sqn, (Fighter Group), 8318 Change of Command (COC)

Each of the schemes is shown on its own page, which is A5 sized, and gives some summarised details about each of the examples.

As well as the markings for each of the above schemes, there is also a comprehensive selection of stencils, enough for 2 aircraft, including the fuel tanks and pylons. Placement instructions are clear, for the individual schemes, and for the numerous stencils- the placement guide is also clearly laid out.

There are some very nice reference photographs, and a small section, pointing out some of the subtle differences in the Singapore AF F-15's. You also get a colour guide for the main colours, plus advice on colours for the exhausts and various antenna.

The decals themselves are very nicely printed, and are very sharp. In fact they are sharper than some 1/48 decals I've seen! Colour register is good, and alignment is spot on. The carrier film is tight to the individual decal, so there is little worry of trimming decals being applied in tight areas. The decal film itself is not thick, so the decals should conform well to contours. If in doubt, some decal softener will always be help. This set has been sized for the 1/72 Hasegawa F-15SG kit. A test fit, on other 1/72 F-15 kits would be advisable.

In summary, this is a very nice looking set of decals, and rivals that of some 1/48 offerings, in terms of colour and clarity. With very few Singapore AF decals available, this set is a very worthwhile investment.

My thanks to Miliverse Decals, for supplying the review set. *Ian Gaskell*

Miliverse

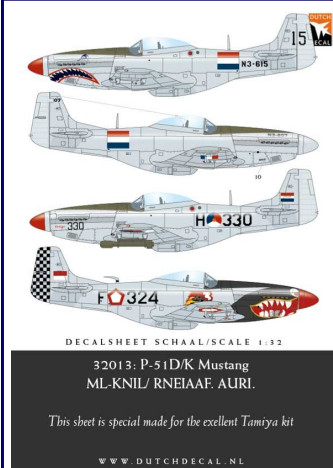
NEW MEMBERS

A big welcome to 18 new members! Adhi Nugraha from Indonesia; Anand Mantri based in Abu Dhabi; Gerry Doyle from the Irish Republic; Benny Franklin from India; Nick Antonopoulos from Greece; and his son Nick Antonopoulos from London, plus Mark Griffiths, Richard Macer, Roger Dent, Mike Costello, Imran Ashraf, Ian Watt, Tony Newsome, Brian Henwood, John Daley, Phil Iveson, Mick Skeels and Graham ? All from the UK. This gives us a current total of 238 members from 40 countries!



DECAL ROUNDUP—3

“DUTCH DECALS “ 1/32 P-51D/K ROYAL NETHERLANDS EAST INDIES ARMY AIR FORCE



Dutch Decals are helping fill a yawning gap in our knowledge about the Indonesian “War of Independence” 1945-49. This decal sheet looks at North American’s famous thoroughbred, the P-51D in 1/32. It has been designed to fit Tamiya’s P-51D and comprises two crisply printed sheets—one of numerals/lettering, and the other of insignia and special markings unique to each option. Altogether there is a total of 14 RNEIAAF options: seven with the three bar insignia (including one sharkmouth), and seven with the later four colour “round” roundel. The final

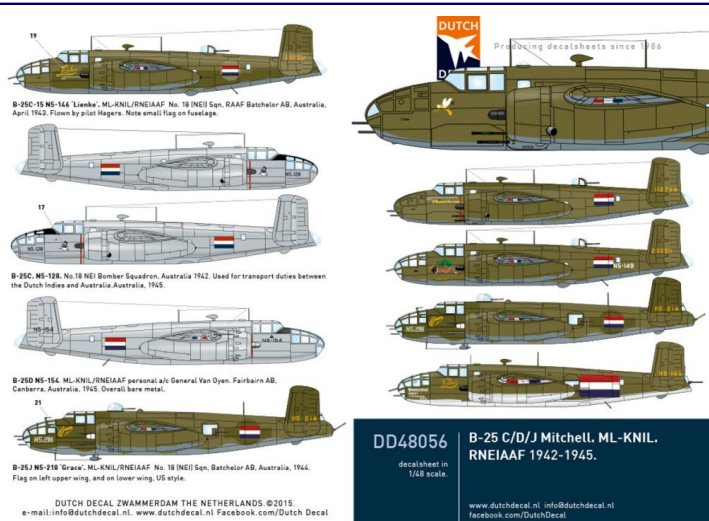
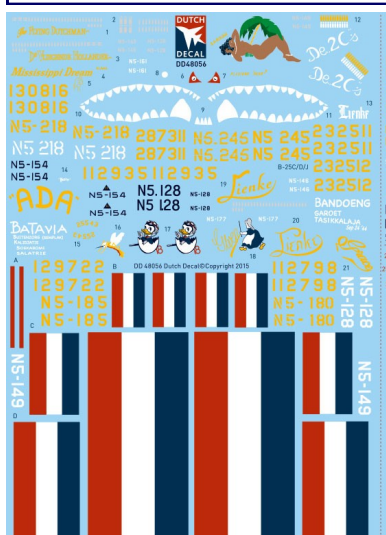


two options are both from 3 Squadron of the Indonesian Defence Force (AURI) and include a highly-decorated a/c with a bloodthirsty-looking sharkmouth. There are enough decals to make two RNEIAAF and two AURI aircraft. Beautifully made and will result in a most unusual model.



[Click here for all your
decal making requirements](#)

“DUTCH DECALS 1/48 B-25C/D/J ROYAL NETHERLANDS EAST INDIES ARMY AIR FORCE



The second set comprises 1/48 decals for B-25 variants covering C, D and J versions during 1942-45. There are 16 variations possible, all with the three bar insignia, including one with bars that cover almost the entire lower wings! Most are in Olive Drab with Grey undersurfaces, one of which has a sharkmouth, whilst two are in bare metal overall. Several useful templates have been included enabling the modeller to depict the blast shields for both the turret and either side of the cockpit. There seem to be enough decals to make three complete aircraft, with a large selection of variations. Printing is very sharp and colours look to be dense. Highly recommended.

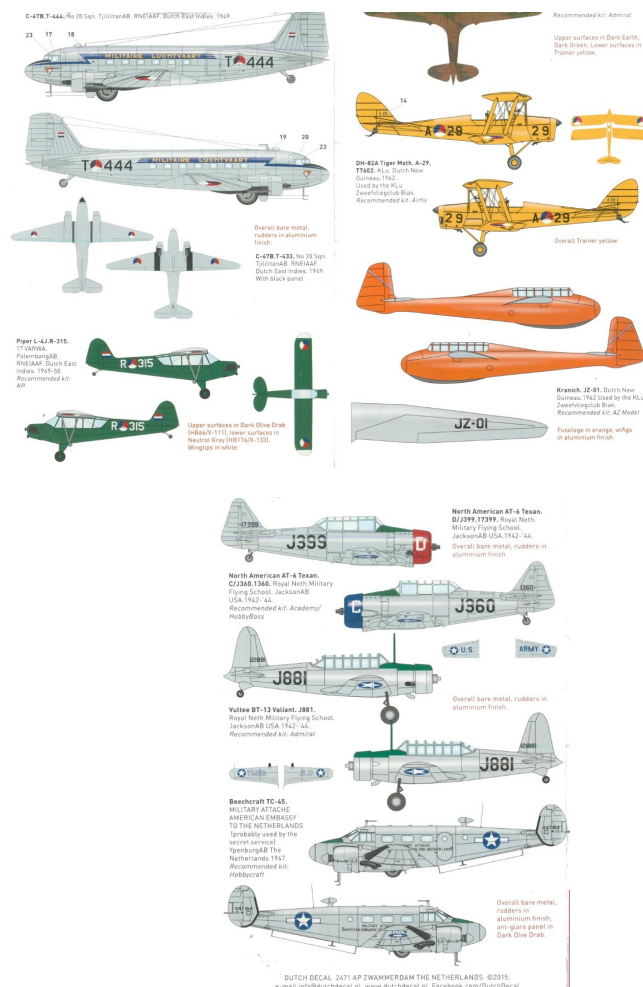
[Click here for a fascinating video of Royal Netherlands East Indies Air Force in action.](#)
Although aided by some computer-drawn footage there's plenty of genuine film here—not to be missed!

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DECAL ROUNDUP—4

1/72 RNEIAAF “DUTCH PROPS” By DUTCH DECALS



This 2015 release from Dutch Decals covers a number of propeller aircraft connected with the Royal Netherlands East Indies Army Air Force. The aircraft of AAASIG interest are Spitfire Mk.9Cs and Mk.9Es used in the Dutch East Indies in 1948, in a variety of schemes, for the Airfix or AZ Model kits. For the Valom Fokker F.7, there are markings for an ambulance used in the late 1930's, plus an Olive Green L-4J, and a trio of natural metal C-47B's in use in 1949. Rounding off this fascinating content are markings for a Tiger Moth and a Kranich glider used by Zweefvliegclub at Biak in Dutch New Guinea.

The sheet also includes some US-marked aircraft including BT-13, C-45 and AT-6, so they could be considered as a surprising, yet welcome, addition to this RNEIAAF sheet!

However, the quality of the printing by Fantasy Printshop is superb, with well researched, full colour artwork for the instruction sheet. Although the decals have yet to be tested in use, prior experience with both Dutch Decal and FP mean that no issues are anticipated.

Dutch Decal productions are available from the producers direct or from retailers such as Hannants and Aviation Megastore. Click any of the images to visit the Dutch Decals website. Mick Burton





KAZHAK AIR FORCE

Following photos supplied by member Mick Skeels



Mil-Mi17V-5



Sukhoi Su-25



Kamov Ka32A11-BC of EMERCOM
(Emergency Situations Ministry) Kazakhstan

ANTONOV AN-26 WALKAROUND

Video provided by member Eric Moya



[Click here for a video walkaround of an An-26.](#)
OK, OK —I know it's not a walkaround of a
Kazakh An-26 but Eric's video does give some
excellent close-ups for modelling purposes!

KAZAKH AN-26 PHOTOS TRAWLED FROM THE INTERNET



KAZAKH BORDER GUARDS



Ooh! Now, that's a tasty
looking subject for a decal!



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A Pictorial History of MiGs in Indonesia Part 3—MiG-19 Farmer

A Series by Mick Burton



THE MIKOYAN MIG-19 “FARMER” IN INDONESIA

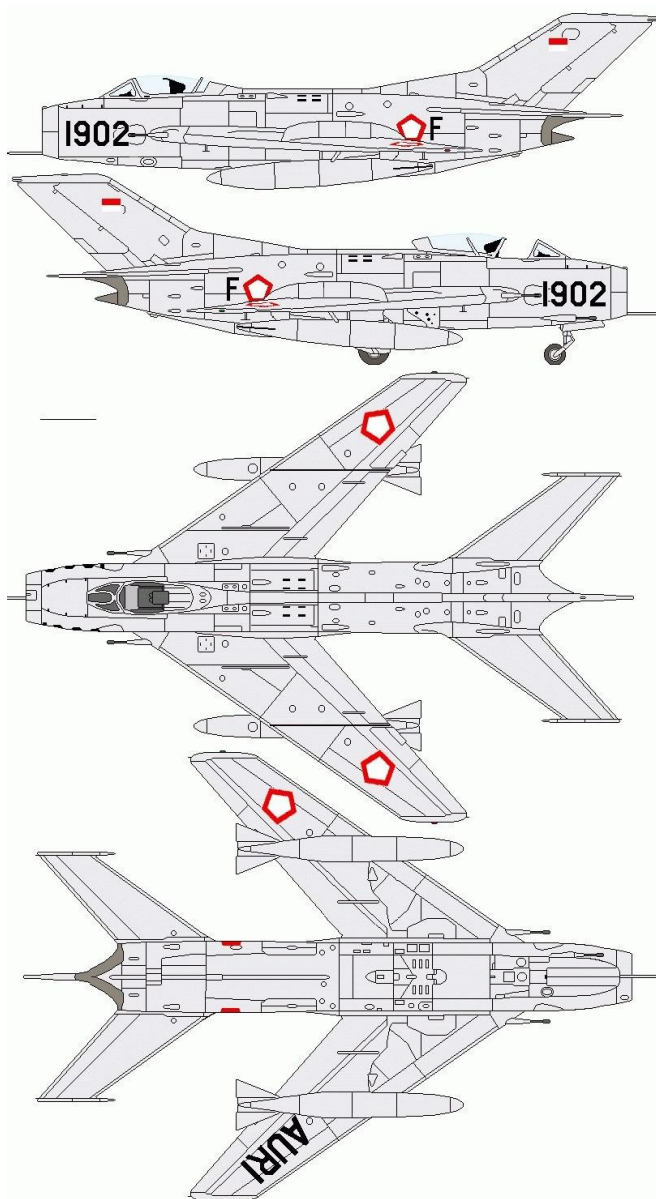
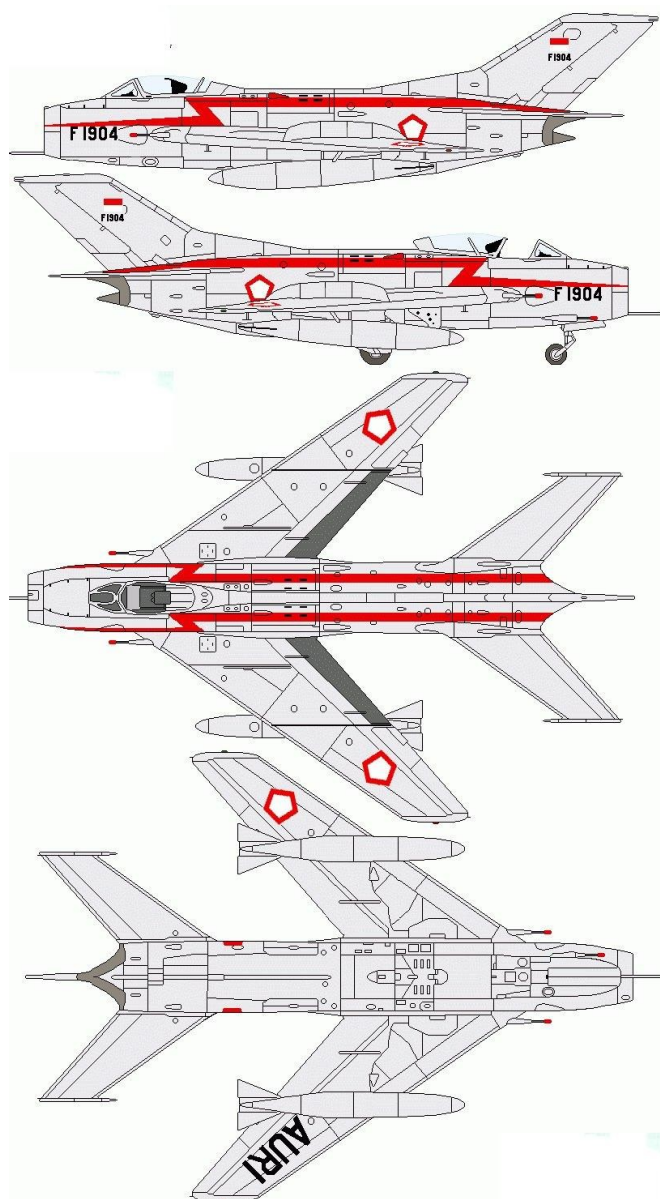
The Angkatan Udara Republik Indonesia joined the supersonic club in 1961 when 35 MiG-19S and/or MiG-19SF “Farmer-C”s were delivered from Czechoslovakia and equipped No.12 Squadron. They were meant to replace their MiG-17F’s and MiG-17PF’s but in reality only supplemented them. The aircraft were used in anger the following year during Operation Trikora, the retaking of Western New Guinea from the Dutch occupying forces and several MiG-19’s were lost in accidents while in Indonesian service. The last flight of an AURI MiG-19S was made in 1970 with a flypast over Djakarta. The remaining aircraft were sold to Pakistan as they had fairly low flying hours, although a couple were retained for museum display. Although no photographic evidence has yet emerged the MiG-19 was also operated by the ALRI, the naval aviation of Indonesia, which used them as top cover for the service’s Il-28 “Beagle” bombers, and apparently kept them flying somewhat longer than the AURI. It is not known whether the navy aircraft were included in the numbers of the 35 delivered to the country.

In AURI service the “Farmers” retained their delivery natural metal scheme with the iconic red and white pentagon in five positions, the similar coloured flag on the fin, and the legend “AURI” under the right wing. The serials were 1901 onward, along with an “F” marked on the rear fuselage, although 1909 is the highest serial that appears in the photographic record. Later in service the “F” may have been moved to the nose to form a prefix for the serial as one museum example (F1904) is shown as such. There is evidence to suggest that a red lightning bolt was applied to the nose of at least one aircraft, with one of the displayed airframes (1903) carrying a rather garish scheme which is not representative of service use.





MiGs in Indonesia Part 3—MiG-19 Farmer



ASIAN AIR ARMS AT THE SHOWS—HALIFAX 2019



Deputy SIG Leader of Asian Air Arms, David Thomas, represented the SIG at the Huddersfield IPMS Show (held at Halifax) in February.





INDONESIAN SKUADRON COMPLEMENTS IN THE 1960s

Supplied by member Mick Burton

NO	NAMA SKUADRON	PANGKALAN UDARA	PESAWAT
A	SKADRON UDARA TEMPUR/SERANG/PEMBOM		
1	Skadron 11	Abdulrachman Saleh, Malang	CS-102, MiG-17F, LIM-5, LIM-5P
2	Skadron 12	Kemayoran, Jakarta	MiG-19S, MiG-21F-13
3	Skadron 14	Iswahjudi, Madiun	MiG-21F-13
4	Skadron 1	Abdulrachman Saleh, Malang	B-25C/D/J, B-25B
5	Skadron 21	Abdulrachman Saleh, Malang	IL-28, IL-28R, IL-28U
6	Skadron 41	Abdulrachman Saleh, Malang	Tu-16
7	Skadron 42	Iswahjudi, Madiun	Tu-16KS-1
B	SKUADRON ANGKUT		
1	Skadron 2	Halim Perdanakusuma, Jakarta	C-47, Il-14/Avai-14, L-12A
2	Skadron 5	Abdulrachman Saleh, Malang	UF-1, PBY-5, G-21A
3	Skadron 17	Kemayoran, Jakarta	IL-14, DHC-3, PBY-5, C-47, UF-1, L-1329
4	Skadron 31	Halim Perdanakusuma, Jakarta	C-130B
5	Skadron 32	Husein Sastranegara, Bandung	An-12B
C	SKUADRON HELIKOPTER		
1	Skadron 6	Husein Sastranegara, Bandung	Mi-4
2	Skadron 7	Semplak, Bogor	Mi-4, SM-1, S-61V-1, Bell-47G-2/J, Bell-2014
3	Skadron 8	Semplak, Bogor	Mi-6
D	SKUADRON PENDIDIKAN		
1	Skadron 3	Abdulrachman Saleh, Malang	P-51D/K, AT-6-16
2	Wing Pendidikan 001	Adisucipto, Yogyakarta	T-6 versions, L-29

ASIAN AIR ARMS AT THE SHOWS—SOUTHERN EXPO—2019



Jon Bryon and Brian Griffin were flying the flag at the Southern Expo in Hornchurch, London on the weekend of 16th & 17th of March.





ASIAN AIR ARMS UPDATE

Does China really have a new, two-seat J-20 flying?



From his Facebook page, member Andreas Rupprecht writes: "If someone is looking for something to laugh at, read *'China Unveils World's First Ever Twin Seat Stealth Fighter with New J-20 Variant; What is Next for the PLA Air Force's Fifth Generation?'*" This was reported in "Military Watch Magazine".

Even if this report were based on some more reputable source - such as Jane's - all that could be said is that "China may be developing the first two-seat stealth combat aircraft" or "A J-20 variant may be world's first two-seat stealth fighter jet". This is something very different from

stating that *"China's People's Liberation Army (PLA) Air Force's long speculated induction of a twin engine variant of its J-20 fighter jet has finally been confirmed by new footage released by Chinese state media."* So, the first reports are speculation, and are clearly marked as such, whereas the new report posted is simply a lie, fake and plain stupid, as long they do not have the mentioned or promised images. So be careful, this image is a FAKE!"

AZERBAIJAN

Pakistan and Azerbaijan are negotiating the sale of JF-17 Thunder jets. It's believed that negotiations are 'close to reaching an agreement'. It is expected that the Azerbaijan Air Force is going to place an order for the JF-17 Thunder Block+, incorporated with the Active Electronically Scanned Array radar.

The Azerbaijan air fleet consists of Mig-29 and Mig-21 fighters but, due to the increased tension between Russia and Azerbaijan, they do not want to equip the Air Force with more Mig-29 fighter jets. The Mig-29s that Azerbaijan operates are second-hand acquired from Russia, Belarus and the Ukraine. These jets were overhauled in the Ukraine but seriously lack modern technical features. The JF-17 Thunder would not only bridge this gap but would also greatly enhance the Azerbaijan Air Force's capabilities.



I think this is a photo-shopped image—
but it does look nice!

NEPAL



The US Air Force recently contracted with Polskie Zakłady Lotnicze in a \$19 million deal to deliver a pair of PZL Mielec M28 short take-off and landing (STOL) light transport aircraft to Nepal. The Nepalese Army Air Wing already has one M28 in its



inventory, donated by the Polish Air Force in 2004. The aircraft crash-landed at Kolti Airport in 2017.



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