

ZAMBIA: ZAMBIA AIR FORCE

The initial Zambia Air Force, known as the Northern Rhodesian Air Wing before independence in 1964, operated mainly in the communication and transport role. From the 1st March 1964 it was known as the Northern Rhodesia Air Force (NRAF). It consisted of two squadrons based at Livingstone Airport, with No 1 Squadron operating a transport fleet of four Dakotas and two Hunting Pembroke C.1 received from Southern Rhodesia and No 2 Squadron a communication and reconnaissance squadron with six De Havilland DHC-2 Beavers. Initial aid for the Air Force came from the UK. This was followed by Italian, Yugoslavian, Chinese and Russian aid. Some C-47 Dakotas were added from the RAF in 1969 and possibly 1973.

On the 24th October 1964 the NRAF changed its title to Zambia Air Force.

A Royal Air Force team was sent to Zambia to prepare Zambians for positions in the new air force. This saw the formation of a Flying Training School (FTS) and a Technical Training School (TTS).

The first aircraft from Britain were six DHC-1 Chipmunks, WG283, WG284, WG299, WG428, WK618, WK619, and were flown by the Flying Training School. The correct tie-ups for the first two are still not clear. With the dissolution of the Federation of Rhodesia and Nyasaland, 4 Dakotas from the Southern Rhodesia Air Force were transferred to Northern Rhodesia (not yet Zambia) together with the 2 Hunting Percival Pembroke.

The next aircraft to arrive were DHC-4A Caribous, with 4 arriving in 1965, followed much later by a 5th in September 1971. These served until 1984/86 when three were sold. The DHC-2 Beaver was to arrive as well in 1965, when 6 were delivered. Another 3 were to follow.

For the VIP flight, a Hawker Siddeley HS748 series 231 was added in 1967. Use of this particular aircraft was reserved for the President. This aircraft was written off on the 26.08.69 and a replacement series 265 was purchased in 1971. The RAF agreement was terminated in 1970 in favour of a similar agreement with Italy and Yugoslavia.

Early in 1970 an order was placed with West Germany for 10 Dornier Do-28D Skyservants, with deliveries being made later that year and early 1971. These were followed by an order to Italy for 20 SIAI-Marchetti SF260MZ aerobatic trainers to replace the cancelled order for Beagle Bulldogs. Altogether nine SF260MZs were delivered during 1970/71. A large number of SF260s were written off in training related accidents and the Zambia Air Force then chose the Swedish SAAB MFI-15-200A Safari as a replacement from 1976. It is known that three SF260s were disposed of to Aerotech in the Philippines. An unconfirmed report states that the Zambia Air Force received at least three more SIAI-Marchetti SF260TP trainers with two, having serials AF 536 & AF538. It is doubtful whether this ever occurred, however this is Africa and with the secrecy surrounding aircraft deliveries, anything can happen.

The small but rapidly expanding air force put on show some of its new Italian MB326GBs and Yugoslav SOKO Jastreb/Galeb jet fighter/trainers in Lusaka on 24th October 1971. They took part in a flypast as part of a military display in front of President Kaunda during celebrations to mark Zambia's seventh anniversary. Italian Air Force officers helped to train Zambians at Lusaka and Livingstone, and other aid consisted of the building of new bases at Mumbwa, 100 miles west of Lusaka, and Mbala, some 650 miles north east of Lusaka, on the Tanzanian border. Some of the MB326GBs were flown out from Italy via: El Aaium, Dakar, Roberts Field, Douala, Kinshasa, Lulabourg to Lusaka.

The first three were given the serials 2001, 2002, 2003, but these were later changed to 801, 802, 803. Three of the last to arrive were air freighted to Lusaka in a Cargolux CL-44 TF-CLA on 25.07.74.

At about this time, the first helicopters were to arrive, with the majority being from the

Agusta Bell production line, with a mix of A-B 47s, A-B 212s and a few A-B 205s.

Early in 1979, said to be the 25th & 26th February, ZANU-PF terrorists shot down two of the MB326GBs inside Zambian territory, apparently mistaking them for Rhodesian Air Force aircraft. The two MB326GBs were downed near an area north west of Lusaka where the Patriotic Front supporting Joshua Nkomo had a number of camps. Three others are also known to have crashed. During 1978 three more MB326GBs were added to make up for attrition.

The transport unit was further strengthened with the arrival of two Douglas DC-6Bs believed to have come from Yugoslavia. The two DC-6Bs were parked at Lusaka Airport for many years until they were sold to a concern in Namibia. A number (3) of Yak-40s were delivered, however only one is known to be serviceable.

In 1978 China presented Zambia with 12 SHENYANG F-6 (MiG-19) day fighters. These were to act as a deterrent to the Rhodesian Air Force who were regularly entering Zambian air space. Serials are unknown and one is known to have crashed on 25.02.80.

Early in 1980 a squadron of 16 Russian built MiG-21MF single-seat fighters and 2 MiG-21UM two-seat trainers were ordered and delivered. Only one serial has come to light and that is of a MiG-21UM with the serial AF 824 seen at Lusaka Airport in February 1986. A MiG-21 is known to have crashed in May 1989.

Another type obtained from China is the SHENYANG BT-6, twelve are believed to have been delivered in 1978. Their serials are unknown. A rare photograph of one was taken at Mumbwa AFB in 1985, no sign of a serial.

A large number of Mil Mi-8 helicopters were obtained from the Soviet Union in 1975. Seven were seen at Lusaka Airport in Feb 1986 and only AF 758 appeared to be airworthy. By 1994 the majority were WFU due to lack of spares.

During 1976 Zambia received seven De Havilland DHC-5D Buffaloes. A DHC-5D Buffalo was written off on 25.07.82 killing three on board, and another crashed on 17.02.90. The worst accident was on the 27.04.93 when a DHC-5D Buffalo (AF319) transporting the Zambian national soccer team and their officials crashed into the sea off Gabon, killing all the passengers and crew. A week of national mourning was declared.

Two Yarbin Y-12II light transport aircraft were delivered early in 1994. These are of Chinese origin. A report in 1997 stated that another three Yarbin Y-12IIs have been delivered, followed by some more in 2006. Yarbin Y-12II 216 crashed after take-off from Mongu airport on 18.05.2005. As many as 10 could be on strength. AF216 was used to demonstrate to the Namibians in 1996.

The Hongdu Aviation Industrial Group (HAIG) formerly the Nanchang Aircraft Manufacturing Company (NAMC) delivered 8 K-8 jet trainers to Zambia, late 1999 early 2000. These have been used regularly on visits to South Africa and for flypasts over Lusaka.

Another Chinese type to arrive has been the AVIC MA-60 (Y-7), 3 being delivered in 2006. It is the Chinese version of the An-26. A number of early reviews by aviation magazines refer to Zambia having received Antonov An-26s. These are yet to be seen. So their existence is doubtful.

Sometime in 2005/2006, the air force ordered 3 Agusta Bell 205 helicopters from a South African based business. They were previously flown by the Italian military before being withdrawn from service, disposed of to a business in Cape Town, rebuilt, and sold to the Zambian military. They were flown from Cape Town to Lusaka on their delivery flight in 2006, with numerous stopovers along the way.

Much has been written about some Zambian MiG-21MFs and 2 x MiG-21UMs being re-furbished by IAI in Israel. It is possible some of the MFs did reach Zambia, but at this moment there are 2 x UMs and a single MF still in storage at IAI.

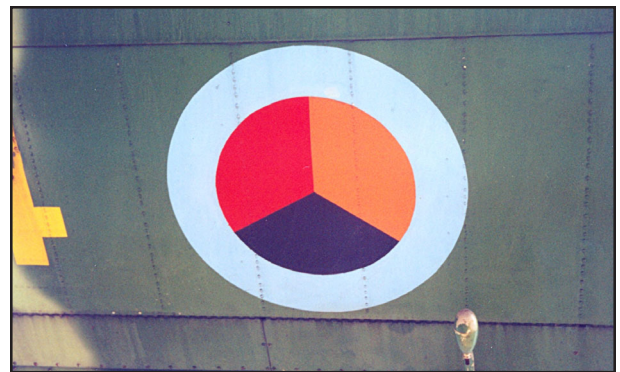
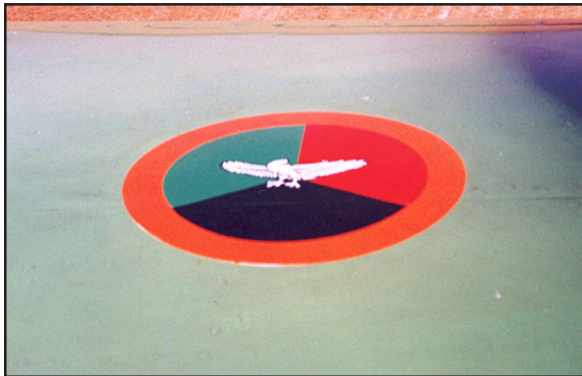
In my African Air Forces book I made mention of 15 SOKO Galebs and 18 SOKO Jastrebs. I believe this was over ambitious, as a maximum of 10 have been seen on Google Earth at Mbala, unless many were written off.

SERIALS:

In the early days it seems there was a certain amount of confusion regarding the allocation of serials, with the SIAI Marchetti SF260MZs being allocated 701 – 709 and then finding that these also belong to the early helicopters. The first three Aermacchi MB326s received serials AF2001 – 2003, only to be changed to AF801 – 803.

BASES:

As mentioned in the text, the first base was Livingstone. Then there was a move of the transport element to Lusaka International Airport. As part of the co-operation agreement with Italy and Yuogoslavia, I suspect that the Italians built the new base at Mumbwa, 100 miles east of Lusaka, and the Yugoslavians built the base at Mbala, 650 mile north east of Lusaka, on the Tanzanian border, previously known as Abercorn. I suspect that Mumbwa is the equivalent of the Tanzanian - Ngerengere base built by the Chinese, with revetments to park the MiG-19s. I suspect the remaining MB326GBs are also based there.



Dakota AF103 seen here before the tree on the right took over.



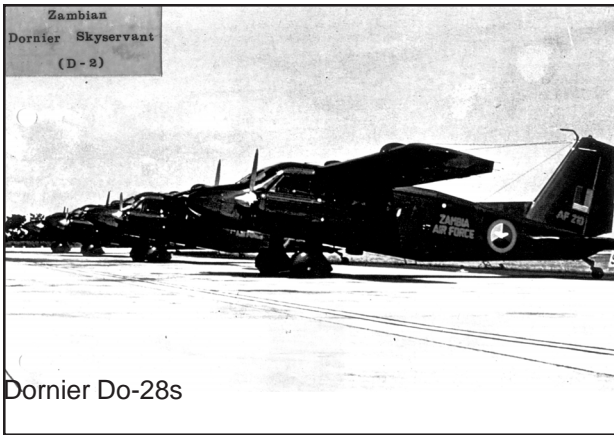
Hunting Pembroke C.1 AF201 at Livingstone.



DHC-1 Chipmunk AF506 is now on display in Livingstone.



ZAMBIA AIR FORCE				
Serial	Type	c/n	dd	Fate
AF101	Douglas C-47 Dakota	15967/32715	1964	ex RRAF703 /RRAF152/KN352/44-76383 dbf 04.08.64 Londozi, Zambia
AF102	Douglas C-47 Dakota	16799/33547	1964	ex RRAF705 /RRAF152/KP245/44-77215 cr 08.08.64, Londasi, Zambia
AF103	Douglas C-47 Dakota	16324/33072	1964	ex RRAF707/RRAF156/KN525/44-76740 derelict Lusaka 1994 & 1995
AF104	Douglas C-47 Dakota	16434/33182	1964	ex RRAF708 /RRAF157/KN564/44-76850
AF105	Douglas C-47 Dakota		1969	ex RAF
AF106	Douglas C-47 Dakota		1969	ex RAF
AF107	Douglas C-47 Dakota		1969	ex RAF
AF108	Douglas C-47 Dakota		1973	ex RAF
AF109	Douglas C-47 Dakota		1973	ex RAF
AF110	Douglas C-47 Dakota			
AF111	Douglas C-47 Dakota	25339/13894		on display Datang Shan Museum China
AF201	Hunting Pembroke C.1	P.66/10	.07.63	ex WV707, SR131(2), SR133, RRAF 700 derelict Livingstone 10.07, since removed
AF202	Hunting Pembroke C.1	P.66/15	.07.63	ex WV711, SR 134, RRAF 701 b/u Livingstone circa 2005
AF203	Dornier Do-28 Skyservant	4042	.09.70	ex D-IBBE
AF204	Dornier Do-28 Skyservant	4040	.09.70	ex D-IBBC
AF205	Dornier Do-28 Skyservant	4044	10.70	ex D-IBBG
AF206	Dornier Do-28 Skyservant	4043	10.70	ex D-IBBF
AF207	Dornier Do-28 Skyservant	4041	.09.70	ex D-IBBD
AF208	Dornier Do-28 Skyservant	4045	10.70	ex D-IBBH
AF209	Dornier Do-28 Skyservant	4046	.01.71	ex D-IBIG
AF210	Dornier Do-28 Skyservant	4047	.01.71	ex D-IBIH
AF211	Dornier Do-28 Skyservant	4048	.01.71	ex D-IBIK
AF212	Dornier Do-28 Skyservant	4049	.01.71	ex D-IBIL
AF213	Harbin Y-12II	0075	.03.94	
AF214	Harbin Y-12II	0076	.03.94	
AF215	Harbin Y-12II	0088	.03.96	
AF216	Harbin Y-12II	0089	.03.96	ex B600L w/o Mongu 18.05.05
AF217	Harbin Y-12II	0090	.03.96	ex B601L
AF218	Harbin Y-12 - MkIV		31.07.06	
AF219	Harbin Y-12 - MkIV		31.07.06	
AF220	Harbin Y-12 - MkIV		31.07.06	ex B802L
AF221	Harbin Y-12 - MkIV		31.07.06	
AF222	Harbin Y-12 - MkIV		31.07.06	
AF301	DHC-4A Caribou	212	1965	Sold as 9J-NAB/ N900NC 11.10.84 to 9Q-CUB .08.92, w/o 17.11.96 Kalem, Zaire
AF302	DHC-4A Caribou	214	1965	possible wfu Lusaka .02.86
AF303	DHC-4A Caribou	216	02.06.65	Sold as 9J-NAA/ N5488R 24.09.84, ran out of fuel & ditched Atlantic Ocean 23.10.84
AF304	DHC-4A Caribou	219	02.06.65	Sold as 9J-NAC/ N999NC 28.07.86, delv to Liberian AF 25.11.89, EL-..., then A8-.. ?
AF305	DHC-4A Caribou	301	.09.71	possible w/o

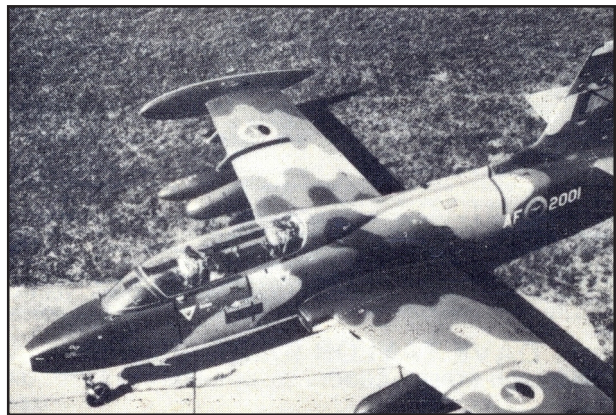


Dornier Do-28s



DHC-2 Beaver AF 401

Aermacchi MB326GBs showing right the incorrect serial AF 2001, and below left the later colour scheme, and right the earlier camouflage scheme



Left - Douglas DC-6B GMB 110, became V5-NCF, and right GMB 111, became V5-NCG



AF314	DHC-5 Buffalo		61	10.02.76	ex C-GGQA
AF315	DHC-5 Buffalo		65	27.04.76	ex C-GGQB wfu .02.86
AF316	DHC-5 Buffalo		66	10.06.76	ex C-GGQC w/o 1976 wfu 02.86
AF317	DHC-5 Buffalo		67	27.05.76	ex C-GGQD
AF318	DHC-5 Buffalo		68	10.06.76	ex C-GGQE to 5Y-TEL dam 16.05.05
					undershot runway southern Sudan
AF319	DHC-5 Buffalo		69	07.07.76	ex C-GGQG w/o 27.04.93
AF320	DHC-5 Buffalo		70	14.10.76	ex C-GGQF w/o 17.02.90 nr Lusaka
					another w/o 25.07.82
AF401	DHC-2 Beaver		1599	1965	fate unknown
AF402	DHC-2 Beaver		1600	1965	Sold as 9J-NAD / N5484U 18.09.84
AF403	DHC-2 Beaver		1601	1965	Sold as 9J-NAE / N54832 18.09.84, to
					9J-AFE, to G-JAFE, to C-FOQW, to N105PB
AF404	DHC-2 Beaver		1606	1965	Sold as 9J-NAF / N5483S 18.09.84, N1CM
AF405	DHC-2 Beaver		1607	1965	Sold as 9J-NAG / N5482Y 18.09.84, C-GXXL
AF406	DHC-2 Beaver		1608	1965	possible w/o
AF407	DHC-2 Beaver		981		ex VP-YOR, VP-ROR, 9J-ROR, Sold as
					9J-NAH / N5482X 18.09.84, N411MC
AF408	DHC-2 Beaver		36		Sold as 9J-NAI / N5482J 18.09.84
AF409	DHC-2 Beaver		1663	1967	Sold as N12372
AF501	DHC-1 Chipmunk	C1/0347 unconf		1965	ex WG283 to VP-KLX to VP-YUX
AF502	DHC-1 Chipmunk	C1/0348 unconf		1965	ex WG284 to VP-YKW
AF503	DHC-1 Chipmunk	C1/0630		1965	ex WK618
AF504	DHC-1 Chipmunk	C1/0631		1965	ex WK619 w/o 13.01.70
AF505	DHC-1 Chipmunk	C1/0354		1965	ex WG299
AF506	DHC-1 Chipmunk	C1/0502		1965	ex WG428 On display Livingstone Museum
AF507	SIAI Marchetti SF260MZ	116/12-01		11.70	ex I-SYAO, AF701
AF508	SIAI Marchetti SF260MZ	117/12-02		11.70	ex I-SYAP, AF702
AF509	SIAI Marchetti SF260MZ	118/12-03		11.70	ex I-SYAQ, AF703, last flight 30.3.76 to
					IMS-509, to Aerotech IPI 1993
AF510	SIAI Marchetti SF260MZ	119/12-04		12.70	ex I-SYAR, AF704 w/o 1972
AF511	SIAI Marchetti SF260MZ	120/12-05		.01.71	ex I-SYAS, AF705, last flight 30.11.75
					to Aerotech IPI 1993
AF512	SIAI Marchetti SF260MZ	121/12-06		.02.71	ex I-SYAT, AF706 w/o 1974
AF513	SIAI Marchetti SF260MZ	122/12-07		.04.71	ex I-SYAU, AF707 w/o 1975
AF514	SIAI Marchetti SF260MZ	123/12-08		.04.71	ex I-SYAV, AF708, last flight 22.03.76
					to Aerotech IPI 1993
AF515	SIAI Marchetti SF260MZ	124/12-09		.02.71	ex I-SYAZ, AF709
AF515(B)	SAAB MFI-15-200A Safari	15-252		19.01.76	{one w/o 31.07.99}
AF516{C}	SAAB MFI-15-200A Safari	15-253		19.01.76	
AF517(D)	SAAB MFI-15-200A Safari	15-254		19.01.76	
AF518(E)	SAAB MFI-15-200A Safari	15-255		30.03.76	
AF519(F)	SAAB MFI-15-200A Safari	15-256		30.03.76	
AF520(G)	SAAB MFI-15-200A Safari	15-257		30.03.76	
AF521(H)	SAAB MFI-15-200A Safari	15-258		30.03.76	
AF522(J)	SAAB MFI-15-200A Safari	15-259		05.05.76	
AF523(K)	SAAB MFI-15-200A Safari	15-260		05.05.76	



A variety of photographs of the DHC-4 Caribous in service



Yak-40 - AF606

Hawker Siddeley HS748 Series 231 - AF 602



AF524(L)	SAAB MFI-15-200A Safari	15-261	05.05.76	
AF525(M)	SAAB MFI-15-200A Safari	15-262	09.06.76	
AF526(N)	SAAB MFI-15-200A Safari	15-263	09.06.76	
AF527(O)	SAAB MFI-15-200A Safari	15-264	09.06.76	
AF528(P)	SAAB MFI-15-200A Safari	15-265	09.06.76	
AF529(Q)	SAAB MFI-15-200A Safari	15-266	12.01.77	
AF530{R}	SAAB MFI-15-200A Safari	15-267	12.01.77	
AF531(S)	SAAB MFI-15-200A Safari	15-268	26.01.77	
AF532(T)	SAAB MFI-15-200A Safari	15-269	12.01.77	
AF533(U)	SAAB MFI-15-200A Safari	15-270	26.01.77	
AF534(A)	SAAB MFI-15-200A Safari	15-251	01.12.75	
AF536	SIAI Marchetti SF260TP	.044?		"reportedly not delivered"
AF537	SIAI Marchetti SF260TP	.045?		"reportedly not delivered"
AF538	SIAI Marchetti SF260TP	.046?		"reportedly not delivered"
AF601	HS 748 Series 231	1600	21.06.67	w/o 26.08.69
AF602	HS 748 Series 231	1688	17.02.71	current
AF603	Agusta Bell 212	5506		w/o 21.11.75
AF604	Yakovlev Yak-40		1977	
AF605	Yakovlev Yak-40	9532042	1977	
AF606	Yakovlev Yak-40		1977	
AF607	AVIC MA-60 (Y-7)		12.09.06	
AF608	AVIC MA-60 (Y-7)	0404		c/n not confirmed
(AF609)	AVIC MA-60 (Y-7)			
AF701	Agusta Bell 205	4106	28.08.69	
AF702	Agusta Bell 205	4107	06.10.69	
AF703	Agusta Bell 205	4108	06.10.69	w/o .01.75
AF704	Agusta Bell 205	4109	02.12.69	
AF705	Agusta Bell 205	4110	02.12.69	
AF711	Agusta Bell 47G-4A	2539	1972	ex AF901
AF712	Agusta Bell 47G-4A	2540	1972	ex AF902
AF713	Agusta Bell 47G-4A	2541	1972	ex AF903
AF714	Agusta Bell 47G-4A	2542	1972	ex AF904
AF715	Agusta Bell 212	5556	1972	
AF716	Agusta Bell 212	5559	1972	
AF721	Agusta Bell 206	8279	1972	w/o prior 1977
AF722	Agusta Bell 206	8281	1972	w/o prior 1977
AF723	Agusta Bell 206	8282	1972	w/o prior 1977
AF724	Agusta Bell 206	8283	1972	w/o prior 1977
?	Agusta Bell 206	8320	?	
?	Agusta Bell 206	8321	?	
AF717	Agusta Bell 47G-4A	2545	1977	
AF718	Agusta Bell 47G-4A	2546	1977	
AF719	Agusta Bell 47G-4A	2547	21.07.77	
AF720	Agusta Bell 47G-4A	2548	21.07.77	
AF721	Agusta Bell 47G-4A	2549	01.08.77	



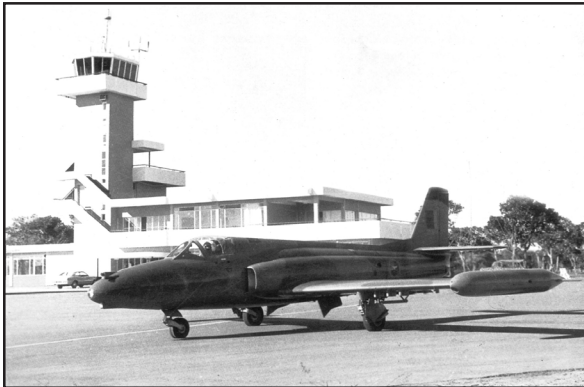
SIAI Marchetti SF260MZ in flight near Livingstone.



These two SF260MZs went to the Philippines



A rare Shenyang BT-6 trainer from China at Mumbwa



Very rare images of some of the SOKO Jastrebs supplied by Yugoslavia



This image of a SOKO Galeb is Libyan, and is shown for the viewer to see it is actually a Jastreb with 2 seats



AF722	Agusta Bell 47G-4A	2550	01.08.77	
AF723	Agusta Bell 47G-4A	2551	01.08.77	
AF724	Agusta Bell 47G-4A	2552	01.08.77	
AF725	Agusta Bell 47G-4A	2553	.04.78	
AF726	Agusta Bell 47G-4A	2554	.04.78	
AF727	Agusta Bell 47G-4A	2555	.04.78	
AF728	Agusta Bell 47G-4A	2556	25.07.78	
AF729	Agusta Bell 47G-4A	2557	25.07.78	
AF730	Agusta Bell 47G-4A	2558	25.07.78	
AF731	Agusta Bell 47G-4A	2559	25.07.78	
AF732	Agusta Bell 47G-4A	2560	1978	
AF733	Agusta Bell 47G-4A	2561	1978	
AF751	Mil Mi-8		1975	by 1994 most were derelect
AF752	Mil Mi-8		1975	due to lack of spares
AF753	Mil Mi-8		1975	
AF754	Mil Mi-8		1975	
AF755	Mil Mi-8		1975	
AF756	Mil Mi-8		1975	
AF757	Mil Mi-8		1975	
AF758	Mil Mi-8		1975	
AF760A	Agusta Bell 205	4461	28.05.80	
AF761B	Agusta Bell 205	4462	28.05.80	
AF762C	Agusta Bell 205	4463	28.05.80	
AF763D	Agusta Bell 205	4464	28.05.80	
AF764E	Agusta Bell 205	4465	11.06.80	
AF765F	Agusta Bell 205	4466	20.06.80	
AF766G	Agusta Bell 205	4467	28.05.80	
AF767	Agusta Bell 205			?? Does this exist ?
AF768	Agusta Bell 205	4177	16.09.06	ex MM80779/ CC-35
AF769	Agusta Bell 205	4208	16.09.06	ex MM80682/ E.I.311
AF770	Agusta Bell 205	4244	16.09.06	ex MM80782/ CC-38
AF801	Aermacchi MB326GB	6479/220	.04.71	ex I-MAOD, AF2001
AF802	Aermacchi MB326GB	6480/221	.04.71	ex I-MAOE, AF2002
AF803	Aermacchi MB326GB	6481/222	.04.71	ex I-MAOF, AF2003 w/o
AF804	Aermacchi MB326GB	6482/223	.06.71	ex I-MAOG
AF805	Aermacchi MB326GB	6483/224	.06.71	ex I-MAOH
AF806	Aermacchi MB326GB	6484/225	.06.71	ex I-MAOI
AF807	Aermacchi MB326GB	6541/282	1972	ex I-MAOJ w/o
AF808	Aermacchi MB326GB	6542/283	1972	ex I-MAOK
AF809	Aermacchi MB326GB	6543/284	1972	ex I-MAOL w/o
AF810	Aermacchi MB326GB	6544/285	1972	ex I-MAOM
AF811	Aermacchi MB326GB	6545/286	1972	ex I-MAON
AF812	Aermacchi MB326GB	6546/287	1972	ex I-MAOO
AF813	Aermacchi MB326GB	6547/288	12.73	ex I-MAOV w/o
AF814	Aermacchi MB326GB	6548/289	12.73	ex I-MAOR
AF815	Aermacchi MB326GB	6549/290	12.73	ex I-MAOS w/o
AF816	Aermacchi MB326GB	6550/291	.05.74	ex I-MAOT w/o
AF817	Aermacchi MB326GB	6551/292	.05.74	ex I-MAOU
AF818	Aermacchi MB326GB	6552/293	25.07.74	ex I-MAOZ w/o



A variety of images of the SAAB MFI-15-200A Safari at Mumbwa in 1985



AF819	Aermacchi MB326GB	6553/294	25.07.74	ex I-MAOX
AF820	Aermacchi MB326GB	6554/295	25.07.74	ex I-MAOY
AF821	Aermacchi MB326GB	6593/332	.09.78	
AF822	Aermacchi MB326GB	6594/333	.09.78	
AF823	Aermacchi MB326GB	6595/334	.09.78	
AF824	NAMC K-8 Karakorum	L83200101	1999	seen
AF825	NAMC K-8 Karakorum	[102]	1999	
AF826	NAMC K-8 Karakorum	[103]	1999	
AF827	NAMC K-8 Karakorum	L83200104	1999	seen
AF828	NAMC K-8 Karakorum	L83200105	1999	seen
AF829	NAMC K-8 Karakorum	[106]	1999	
AF830	NAMC K-8 Karakorum	[107]	1999	
AF831	NAMC K-8 Karakorum	[108]	1999	
AF923 ?	MiG-21UM	516999318	1980	on o/h at IAI Lod 2005
AF924 ?	MiG-21UM	516999319	1980	on o/h at IAI Lod 2005
AF930 ?	MiG-21bis or MF	N75086175	1980	on o/h at IAI Lod 2005
GBM 110	Douglas DC-6B	45563		ex JRV73101/ 7511/ 7451/YU-AFA wfu, sold as V5-NCF to N996DM 04.04.01
GBM 112	Douglas DC-6B	45564		ex JRV73102/ 7512/ 7452/YU-AFB wfu, sold as V5-NCG
AF1072	SOKO G2A Galeb			Sold in USA as NX102SG/AF-107 4.90
003	SOKO Jastreb			photo at Mbala AFB
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	Image Credits : Brent Collection, Morne Boijes-Liewes, Peter W, Dave Becker, John Miller, K Karp via M Magnussen Collection, Chinese internet, and any other individuals whose names are unintentionally omitted.			



Two views of an early Agusta Bell 212 left and above an Agusta Bell 205

The three Agusta Bell 205s to the right are seen in Cape Town before delivery.



DHC-5 Buffalo AF 318 visiting Lanseria, South Africa



Two images of HARBIN Y-12IIs showing two different camouflage schemes





Two Aermacchi MB326GBs accompanied by three NAMC K-8s during a flypast in 2006



During SAAF celebrations in South Africa, Zambia sent 3 NAMC K-8s - AF 824, AF 827 & AF 828



This image of a MiG-21UM at IAI in Israel is reported as being Zambia AF AF 924

These images of AF 607 & AF 608 are two of the three AVIC MA60s delivered

