CARAVELLE: The Complete Story

Corrections, Updates & Additional Information

Cumulative 27 May 2012 (new entries in magenta)

Page v
Henri Perrier died on May 6, 2012, aged 82.

Page 17

July 2005	Waltair retires Type 10 B3 № 169; last Caravelle in service in the world.

Page 28
Georges Héreil was born on 28 August 1909 in Paris.

Page 34
The Breguet 978 dossier was presented to the SGACC on January 7, 1952.

Page 35
The Latécoère 800-01 dossier was dated 6 December 1951 and was presented by Latécoère to the SGACC on 3 January 1952.

Page 59
FOD damage: as SNCASE and Rolls-Royce technicians worked closely it was not possible to ascertain with certainty any responsibility for the incident. A spare engine was quickly substituted, and the damaged Avon repaired at Derby.

Page 80/84
The diversion to the north from the flight planned (and approved) route was actually instigated by air traffic control about a half hour into the flight. Roger Béteille thinks the reason was nuclear testing at Los Alamos, New Mexico.

Page 84
Correct to Australian National Airways

Page 109
The Distel recording took place on 17 April 1959.

Page 111
There is some doubt that Air France's inaugural service returned to Paris via Milano (see page 444).

Page 133
№ 112/SE-DAF also had the curiously repositioned registration on the lower forward fuselage.

Page 141
Caption to PP-VJD: delete reference to upgrade to Type III; only № 10 (not № 15) was upgraded.

Page 156
Correct name presentation was *Aldebaran*, later *Aldebarán.*

Page 163
UAL's Jack Herlihy evidently had serious reservations concerning the safety of the turboprop and convinced Patterson and the airline's board to consider the Caravelle. He felt that by choosing the Caravelle the Lockheed Electra 'threat' from American and Eastern would be thwarted, and also the use of the Caravelle in the US would force development of more efficient short-haul pure-jets.

Page 165
Vortex generator trials were conducted with № 62/F-WJAP. One test configuration featured 11 generators on the lower surface of the starboard tailplane, about mid-span, extending from the tailplane root.

Page 188 (& 250)
Max Fischl died on 23 January 2006, aged 83.

Page 202
For example, Dassault paid FFR3,000 per Mystère 20/Falcon 20 (515 examples) to Sud Aviation for the rear-engine patent.

Page 204
Douglas studies for an 'Advanced Caravelle' included a wing with a 30º sweepback based on that of the DC-8 (dated March 1960) and a 28º sweepback (March 1960); a T-tail (sketched on 12 April 1960); and (17 February 1960) a tri-jet with Rolls-Royce ARB-963-1 engines (as initially envisaged for the Boeing 727).

Page 213
Georges Héreil died on 4 December 1980 in Genève, and was buried in Cahors.

Page 237
UTA is also reported to have made 17 evacuation flights between Sài Gòn [Saigon] and Bangkok in 1974.

The second Caravelle (№ 222/F-BNRB) was earmarked to begin a Paris–Bamako service but this was postponed because of delays in extending the runway at Bamako. Thus, it was disposed of to SATA.

Page 245: Turcat
Turcat's autobiography *Pilote d'essais* (Le Cherche Midi, 2005) reveals that he was interested in controlling aircraft with a pen instead of a stick or a wheel. He had a controller (joystick) from a SS10 missile installed in 'the prototype Caravelle' (apparently № 01) that transmitted electrical signals to the autopilot (Turcat was familiar with the SS10 as it was produced by Nord, his previous employer). He could thus fly the aircraft. The experiment was not a great success, because as soon as he touched the mini-stick the aircraft moved, but it showed it could be done. (Sud Aviation tested a sidestick in the Concorde simulator, with much better ergonomics—the forerunner of today's Airbus control.)

Page 247
The photo of 01 was taken in February 1963.

Page 249
Sud Aviation documents quote 29 September 1962 as the date of the first automatic landing; however, André Turcat (*ICARE* № 194, 2005/3) says 27 September (№ 01 flight 779).

In July 1962 Turcat visited the USA to fly a DC-3 and Convair C-131 to evaluate a Sperry head-up display and the Bendix Microvision system.

The first AWLS test made elsewhere than Toulouse was at Marseille-Marignane on 3 December 1962, followed by Brétigny, Orly, and Le Bourget. On 7 February 1963 a demonstration was made to Najeeb Halaby, head of the FAA, at Orly in torrential rain, turbulence, and crosswinds. Later that month, a first tour was made to airports outside France equipped with ILS Cat III: Genève, Zürich, Köln, Düsseldorf, London (Heathrow & Gatwick), and Bedford.

Page 250
Turcat's historic first automatic landing in 'zero-zero' conditions was № 01's 896th flight.

The tour of № 136 visited Milano, Roma, Basel, Zürich, Wien, Frankfurt, Köln, Düsseldorf, København, Stockholm (Arlanda & Bromma), Helsinki, Trondheim, Bergen, Oslo (Fornebu & Gardemoen), Bruxelles, London (Heathrow & Gatwick), Bournemouth, and Paris (Le Bourget, flights 85 to 101).

Page 251
At 28 December 1964, Caravelle № 136 had made 1,279 automatic approaches of which 332 ended with an automatic landing and 156 with a manual landing; confirmation of the Cat II production system was realized that autumn, with Cat III prototype equipment cleared early in 1966.

The total figure of 3,500 automatic approaches was realized at the end of 1964. № 01 confirmed the prototype Cat II system by spring 1964.

Caravelle № 87 made nine automatic landings and three automatic approaches with a go-around at 6m (20ft) at Wright-Patterson AFB on 5 January 1965. A similar number of automatic landings and approaches was made the

following day at Dulles. Representatives of American Airlines, Delta Air Lines, Eastern Air Lines, and Pan American were present.

Turcat (*ICARE* № 194, 2005/3) indicates that on 1-2 October 1964, he visited Chicago, Cleveland, Newark, and Minneapolis with United's № 87, but does not specify whether these were automatic approaches or landings (or both).

Page 253
Using Type № 187, Jacques Guignard made demonstrations to Finnair 14-16 February 1965 at Helsinki, Oulu, and Rovaniemi.

Page 256
№ 217 was used for final certification of the Cat IIIA production equipment 21-24 February 1967, including a demonstration to a Soviet minister, Demantiev. This was followed up by an Aeroflot evaluation in the USSR (four flights) for possible installation of the AWLS in the Tupolev Tu-134—which did not transpire.

Page 284
Caption: correct Steward Didier Bazez
While C/C Josiane BRIET is believed correct, the logbook page for F-BHRY clearly shows Brief. The full routing for F-BHRY on 28Mar81 (with the same crew) was CDG-FRA-CDG-AMS-CDG (AF744/745, AF916/917).

Pages 286-287
Dassault's nomenclature of the future Fan Jet Falcon was Mystère 20 (not XX). (Dassault used Roman numerals only for military aircraft; the Mystère XX project became the Super Mystère B1 & B2.)

Page 292
In November 1978, an Air Inter Type III (№ 54/F-BHRS) was the first Caravelle to have the wing ribs supporting the main undercarriage replaced by SNIAS at Nantes in a 20-day process; the aircraft had accumulated 32,064hr and 29,288 landings. № 50/F-BHRR followed in December 1978.

Page 306 (see also p481)
The FMV-F (Försvarets materielverk, Swedish Defence Materiel Administration) decided on 25 November 1970 to buy two Caravelles; the date of agreement was 30 November 1970.

Page 322
Aérotour
Aérotechnique Internationale was founded in 1970 by Yves Doaré, and two years later bought much of the Caravelle spares stock from SNIAS. In turn, Doaré created Aérotour.

Page 326
EAS
Francis Lagarde was the brother of Bernard Lagarde, who later became one of the lawyers of Bernard Tapie in his contentions with the Crédit Lyonnais. On 27 December 1991 the commercial court of Perpignan transferred the bankrupt EAS to Francis Lagarde, already known for his nebulous stock exchange operations, for a symbolic FFR1. Saint-Fiacre was the holding company.

In 1993, with the support of the commercial court and Altus Finance, a subsidiary of Crédit Lyonnais, Francis Lagarde split up EAS. The company's funds went to COGES, and the aircraft became the property of Alter Bail Aviation. As well as Air Toulouse, Lagarde purchased other companies in difficulty, such as TEA France, Stellair, and Jet Freight. To these airlines he leased, through Alter Bail, aircraft at rates some 30-50% higher than market prices.

Lagarde then promoted competition between the personnel of TEA France and EAS. Eventually, the EAS crews were told they would have to double their productivity through wage reductions of 30-50%. After 92% of employees rejected this proposal, an auditor was hired who discovered the dubious operations of Lagarde. On 12 January 1995, Lagarde dismissed 300 employees, and the personnel went on strike; EAS was placed under legal administration on 25 January. The workers' council then requested 'an extension of liability' for the company, to include Alter Bail and COGES. This was refused by the commercial court of Perpignan, which argued that the three companies were independent and thus non-interdependent. On 3 March 1995, at the request of the administrator, the court pronounced the liquidation of the company.

Page 331
SAT
The three ex-LTU Caravelles were first flown in a Y84 layout, which was subsequently changed to Y99. A condition of the sale was that SAT move its base to Köln/Bonn within three years.

SAT was soon in financial difficulties and the company was acquired for a symbolic DM1 by Hinrich Bischoff, previously with Hapag-Lloyd.

In September 1981 it was reported that SAT was looking to add two more Caravelles; however, two 131-seat Boeing 727-100s (actually built before the Caravelles) were acquired from competitor Hapag-Lloyd in 1983, although leased back to that airline for two years. With the availability of the 727s, two of the Caravelles were retired and sold in February 1986. Four months later, a new subsidiary company called Germania was formed to take over SAT's assets and operations.

Page 334
Shareholding in Sultan Air was held by Turkish (51%), Swedish (39%), and Dutch interests. The company's main markets were West Germany, Austria, Greece, and Israel. Revenue service began on 5 August 1989, with a flight from Antalya to München via İstanbul (operated by № 259/TC-JUN).

Page 339
Inex Adria had suffered the loss of a DC-9 in Aden, Yemen, in March 1972, hence needed replacement capacity.

Coastal-LWA
Caravelle VI N № 106/EL-AIW landed at Thessaloníki en route from Schönefeld, East Germany [DDR]. On 12 July 1983, the Caravelle arrived at Schönefeld on a 'dubious' cargo flight. However, the departure was delayed until 19 July because of technical problems. During its stay at SXF it was under close guard.

Page 341
IAC did not acquire a second ex-Altair/Air Inter Type III.
ATS acquired a second ex-Altair Type III in 1985.

Page 342
Intercontinental caption: the 'retired captain' was most probably Joël Denis, who had flown for Bokassa (p303, p305). His female co-pilot was probably Catherine David (possibly the only French female type-rated in a Caravelle). Denis and David were the founders of STAIR (p368).

Page 344
Sheik Zharan was a jeweller living in Qatar. When Zharan heard that a group of Frenchmen was trying to restore Bokassa to power, he offered FFR2 million in financial support on the condition that he would be able to control the jewel business in the Central African Republic. This was agreed, and *Operation Scorpion* began.

The restoration group had the use of Zharan's Caravelle III EL-OSZ (№ 254). This featured a VIP cabin layout. In front was a comfortable salon with beige carpet, a large sofa, a white leather armchair, and four blue velvet armchairs; the rear section contained a bed and six chairs.

On 27 November 1983 the Caravelle took off from Paris-Le Bourget at 0650 with 13 passengers on board: four reporters, a captain, a lieutenant, advocate Raymond de Geouffre de la Pradelle, a Russian choreographer named Vladimir Tcheremissinoff (who carried Bokassa's military uniform and decorations), seven well-built young men, and two private security men. André Vergniole (ex-l'Armée de l'air) was the pilot, accompanied by a co-pilot, and two hostesses.

The filed flight plan was from Paris to Abidjan (with a fuel stop at Tamanrasset at 1130), and then to Khartoum. During the stop in Abidjan (at night), Bokassa was to join the party, disguised as a pilot. After takeoff for Khartoum, the aircraft would declare technical trouble over the Central African Republic and land at Bangui-Mpoko. Thus Bokassa would take over the presidency.

At 1740 the Caravelle landed at Abidjan and the pilot went outside alone to pick up Bokassa. A few minutes later, he returned and said: "The journey is

over, everybody outside”. The occupants found the aircraft surrounded by the Ivory Coast army.

Page 348
The CEV undertook more flight testing with № 193 from October 1978 until February 1979, for a total of 191 hours.

Page 353
№ 105/F-BJTI was also used in the UK to check the system integration of digitized radar equipment and displays.

During 1981, a Cossor Electronics ADSEL (address-selective) transponder was tested on behalf of Eurocontrol.

Page 356
Credit for the Aerotourix photo should be Michel Gilliand.

Page 368 (& 476)
STAIR was headed by Joël Denis.
The directors of the company were nominated on 02Oct89 and comprised Catherine Alice Henriette David (married name Martin) and Joël Marie Alphonse Ernest Denis; in addition FFR50,000 of the total FFR500,000 capitalisation was held by EURL Sirius, a company whose managing director was Catherine Martin (née David). STAIR’s address was also the address of Martin. The company began trading on 9 October 1989 and was registered on 6 November 1989.

Page 376
FAM
The two FAM Caravelles were offered for scrap (along with a Convair 580) by government tender in November 2004. They were moved in 2006 to Jilotepec, Estado de México, for use as attractions.

Page 385
Waltair retired Type 10 B3 № 169 in July 2005, marking the end of Caravelle service.

Caravelle 11 R № 240 is believed not to have been flown since August 2004, and is unairworthy.

Waltair was one of 33 RDC airlines that was notified (since April 2005) by the ministry of transport and communications that its operating license would not be renewed, and it was officially banned from RDC airspace effective 7 September 2005.

APPENDICES

Caravelle Type Specifications
Type I / I A
All were converted to Type III except № 14 & № 15

Type III
Maximum weights, note (1): 39 aircraft are known to have been modified from 46t to 48t

Caravelle Airline Operators: First Services
Page 441
05 August 1989 Sultan Air Antalya–İstanbul–München (TC-JUN)

APPENDIX: CARAVELLE OPERATORS & OWNERS
PART I: ORIGINAL COMMERCIAL CUSTOMERS

Page 442
AEROLINEAS ARGENTINAS
Fleet summary
VI N LV-HGX 19 Mar62-Apr73 *Aldebaran*, *Aldebarán*

AIR AFRIQUE
Notes
№ 78 TU-TXR was offered to CEFOPAD by SABENA; ferried BRU-DKR by CDB Jean (Toto) Guerin.
№ 199/TU-TCN, the name *Nouakchott* was removed because of the objection of the République Islamique de Mauritanie to naming the aircraft after its capital city.
№ 201 F-BNRA was re-registered as TU-TXQ to avoid the need for a third cockpit crewmember (OMN).

Page 443
AIR ALGÉRIE (AH)
Fleet summary
I A/III F-OBNI 28 Mar60-Sep73 r/r 7T-VAI, *Djebel Tlemcen/Monts de Tlemcen*

Maintenance: Major checks (*les grandes visites*) and other work were performed by Air France at ORY until 1969.
Notes: At one time, on Saturdays, 'aerial baptism' (*baptème de l'air)* flights were made between Lyon (Bron) and Geneva; prices were competitive and the service

was very popular.
Training: A Redifon cockpit procedures trainer was delivered in 1960.

Page 444-445
AIR FRANCE
Inaugurals/route development
06May59 ORY-CIA-ATH-IST*-ATH-CIA-ORY AF604/605 (F-BHRA)
The published schedule indicated a 4/7 schedule with the return via LIN as AF615; however, philatelic evidence indicates that the first northbound LIN-ORY service (at least with mail) was delayed a week until 13May59; a first flight cover CIA-ORY on 06May59 was issued

14Dec59 ORY-ALG AF2327/2326 (return 15Dec59, 2:07, F-BHRH)

24Feb60 TXL
The first visit to TXL by a Caravelle was on 08Feb59 by F-BHRA, before its delivery to Air France. Several proving flights were operated into TXL in Feb60 before service began on 24Feb60. Internal German services (between TXL and FRA and MUC) were dropped after 31Mar69.

28Jun75 CDG-OPO AF503/502 (F-BHRX, CDB Montagnon) (2/7)

Page 446
Miscellaneous
An Air France Caravelle held the commercial aircraft speed record between London and Paris (37min) until 06Jun79 when a time of 31min 31sec from takeoff to touchdown was recorded by an Air France Airbus A300B.

Page 447
AIR INTER
Ignore first two lines after heading:
(Compagnie Nationale Air France)
(Paris-Orly & Roissy/CDG, République Française [French Republic]
SEFIPROM became AIR BAIL (Paris)

Fleet summary

III	F-BNKF	227	Dec67-Apr81	
III	F-BNKL	260	Feb70-Apr81	lsd fr SNIAS (-1974)
III	F-BSRY	258	Jan71-Mar74	lsd fr SNIAS
III	F-BSRR	21	Mar71-Apr73 Dec73-Jan75	lsd fr SNIAS

Page 449
ALITALIA
Inaugurals/route development

01Apr68	LIN-ATH	AZ482/483	(until 30Sep)
01Jul68	FCO-IST	AZ700/701	
28May66	FCO-ALG	AZ442/443	(philatelic evidence indicates start date was delayed until 11Jun; until 29Oct, 1/7)

Maintenance: The four Type IIIs were maintained by Air France at ORY until 06Jun61.

Page 450
Photo credit: Caz Caswell

Page 451
FINNAIR
Utilisation
Caravelles also carried 54 million kg (*119* million lb) of cargo and 21 million kg (*46.2* million lb) of mail.

Page 452
IBERIA
Inaugurals/scheduled route development

14Jun69	BCN-EDI	EC-AVZ (1/7); EC-ARJ on 21Jun, EC-AVY on 28Jun; remaining flights for the season diverted to GLA (Abbotsinch) because of operational problems at Turnhouse.

Page 453
INDIAN AIRLINES CORPORATION
Miscellaneous: correct spelling is Gandhi.

Page 454

KINGDOM OF LIBYA AIRLINES
HQ was Benghazi

Fleet summary

VI R	5A-DAE	221	May67-Mar75

Maintenance: All maintenance was contracted to Air France at ORY. Each week one of the Caravelles would be scheduled for a BEN-TIP-FCO-ORY service. There, AF would perform any required maintenance and if the work took more than 48hr an aircraft would be leased from AF. AF mechanics were also based in

BEN and TIP.
Miscellaneous: Flight crews were drawn from AF, as well as UTA; AF pursers were accompanied by bilingual Lebanese and Algerian hostesses, based in BEN, which was also the administrative and technical headquarters.

LAN-CHILE
Inaugurals/route development

May64	ULC-ARI	
May64	ULC-ANF	
May64	ULC-PMC-PUQ	(1/7)

Page 455
MIDDLE EAST AIRLINES (MEA)
Fleet summary

III	CN-CCY	154	Jan69-Feb69	lsd fr Royal Air Maroc

Page 456
PANAIR DO BRASIL
Configuration: In Oct64, F20Y49
№ 118/PP-PDU operated first service GIG-CGH

Page 457
SABENA
Configuration: In 1964, SABENA perfected a new type of seat with a modified tilting mechanism so that the seat moved independently of the structure. A passenger behind a reclined seat was thus undisturbed. Because of the smaller area occupied by the seats, tourist class capacity could be increased from 85 to 94.

SATA
Miscellaneous: The MBA service operated in 1972 routed GVA-ZRH-BEN-KRT-MBA (VS590/591).

Page 458-459
SCANDINAVIAN AIRLINES SYSTEM (SAS)
Inaugurals/route development
add

15Jul59	CPH-MXP-CIA	SK683/684 (1/7)
	(despite philatelic evidence that this service operated, there is also philatelic evidence that the first CPH-MXP air mail was on 12Aug59)	

delete entry for 14Aug59

21May60	CPH-STR-NCE-MAD-LIS	SK583/584 (2/7)
	(philatelic evidence indicates first MAD service was delayed until 30May60)	
01Nov60	BMA-CPH-AMS-BRU	SK551/552 (7/7)

01Apr61	BMA-GOT	SK121/122 (philatelic evidence indicates SK128 GOT-BMA)

add

01Apr69	FBU-HAM	SK649/

A SAS Caravelle I was the first jet aircraft to land at Berlin-Schönefeld (SXF) on 04Dec59.

Page 460
SWISSAIR
Inaugurals/route development

26Nov61	ZRH-BMA/DUS/VIE routes completely taken over (from DC-7C)	
1962	ZRH-PMI	(first with mail, 02Apr66)

Page 462
TAP
Fleet summary: delete:

III	F-BHRK	26	Jan62-Jan62	lsd fr Air France
III	F-BHRS	54	Mar63-Mar63	lsd fr Air France
III	F-BHRM	37	Jun63-Jun63	lsd fr Air France (2 days)
III	F-BJTO	148	Feb62-Feb62	lsd fr Air France
III	F-BLKF	42	Feb73-Feb73	lsd fr Air France

TUNIS AIR
Fleet summary: add:

III	F-BHRK	26	Jan62-Jan62	lsd fr Air France
III	F-BHRS	54	Mar63-Mar63	lsd fr Air France
III	F-BHRM	37	Jun63-Jun63	lsd fr Air France (2 days)
III	F-BJTO	148	Feb62-Feb62	lsd fr Air France
III	F-BLKF	42	Feb73-Feb73	lsd fr Air France

Configuration: TS-IKM had a maximum passenger capacity of 80 throughout its career; TS-TAR was 94 in 1965-66, then 86 until 1977; TS-MAC & TS-ITU were maximum 94 for their careers.

Page 463
UNITED AIR LINES
Inaugurals/route development

11Sep61	EWR-ORD	(1st jet service from EWR)
29Oct61	MSP-YIP-EWR	UA640 (N1005U)

(a ‘special christening flight’ to YIP was made on 19Oct61)

26Apr64	EWR-TOL	UA435/434 (1st jet service TOL)

Add:

31Oct65 (BWI)-CLE-MSP-(BWI) UA407/414 (6/7)

Training: The two procedures trainers were also supplied by Redifon.

Page 464
VARIG
Fleet summary
№ 15 PP-VJD was not converted to Type III

PART II: SUBSEQUENT AIRLINE OPERATORS

Page 466
AEROTAL
Fleet summary
VI R HK-2402 161 Nov79-Dec81

AEROTOUR
Fleet summary
F-BYCY lsd fr Aéro-Centre Limoges

№ 241/F-BVSF was converted by SASMAT (Dinard) to Y99; the aircraft was based in Dinard with Aérotour and Aérot'ex crews for nine months.

Note: Aéro-Centre was created in 1977 to use two Caravelles for charter flights, initially on a Limoges–Palma de Mallorca–Clermont Ferrand–Palma de Mallorca–Limoges rotation; Aérotour had a 20% shareholding, with the balance held by the Chambre de commerce de Limoges, Crédit agricole, Voyage conseil, and Havas.

Aérotour flew 790hr and carried 29,000 passengers in 1976; 3,515hr and 158,000 passengers in 1977; 7,820hr and 287,600 passengers in 1978.

In 1979, new destinations included North Africa, Turkey, and Greece.

Page 468
AIR VIET NAM
Inaugurals/route development
Sep65 schedule:
SGN-KUL-SIN-SGN VN648 (1/7) (KUL dropped by Sep66)
Dec66 SGN-HKG-TSA (VN/CI flight numbers, VN690/691, 2/7)
May67 SGN-BKK VN686 (1/7)

By Jun68 the Caravelle was not scheduled on any international or domestic flight.

Nov74:
SGN-DAD-SGN VN706 (3/7) is noted in an AVN timetable as operated by a Caravelle, but the *OAG* indicates a Boeing 727.

Configuration: FY (1964-68); Y only (1974-75).

Page 469
AMERICANA DE AVIACION
A company called Global Aerofinance was also registered in Paris and took title to № 189/F-BJTU in Aug94.

ATS AIRLINES
Fleet summary

III	9Q-CCP	229	Jul85-1996

AVENSA
Inaugurals/route development

20Nov64	CCS-MAR	(14/7, including VE561/562, a night coach service)
20Nov64	CCS-BRM-MAR	VE551/552 (7/7)

Page 470
CATAIR
In 1976, using four Caravelles, CATAIR carried 176,166 passengers and 6.6t of freight.

Page 471
CORSE AIR INTERNATIONAL
(Corsair)

Page 472
EURALAIR
Caisse Nationale de retraite des ouvriers du bâtiment et des travaux publics held title to № 136/F-BTDL Feb79-Jan80 & № 167/F-BSEL Mar79-Apr80

EUROPE AERO SERVICE (EAS)
(Europe Aéro Service/Division Aéro Sahara)

F-GBMJ named *Valentinois* on 26Apr79 by Georges Masurel.

Caravelles took over from Dart Heralds on the Valence-Paris route in Oct78. In Mar79, Caravelles (as well as Heralds and Vanguards) were used on scheduled flights between Nîmes and Palma de Mallorca.

FONTSHI AVIATION SERVICES (FAS)
Fleet summary

III	9Q-CMK	254	Jun88-Jul91	r/r 9Q-CFN

Page 473
IAC AIRLINES
Fleet summary
delete

III	9Q-CCP	229	Jun85-1990

ISTANBUL AIRLINES
Inaugurals/route development
14Mar86 IST-ADB (1st service, TC-ARI)

Charter flights IST-CGN began 01May86; charters to FRA converted to scheduled services 01Nov88.

Page 474
LÍNEAS AÉREAS SURAMERICANAS
HK-3932X lsd fr Flying Cargo

Page 475
MINERVE
The company received authorization on 09Mar76 and flew 960hr the first year. In 1977, with two Caravelles, 2,070hr were flown and 24,528 passengers carried; 4,329hr flown in 1978 and 103,480 passengers carried.

In 1979, five Caravelles flew 5,650hr, 148,760 pax, 78t of freight; F-GATP Y109

Page 476
SAT (JO/ST) was based first at Düsseldorf, then Köln/Bonn; Germania also used the IATA designator ST.
Configuration: Y84, Y99.

Page 477
SULTAN AIR
Note: Started operations 02Aug89, but first revenue service 05Aug89, AYT-IST-MUC (TC-JUN).

Page 478
WALTAIR
Fleet summary

10 B3	9Q-CPI	169	Nov96-Jul05
11 R	9Q-CNA	240	Mar00-Aug04

Page 481
KONUNGARIKET SVERIGE
Dassault had offered the Falcon 20 D as an ECM platform to Sweden at the end of 1968; however, in Oct69, SAS offered two or three Caravelles at a price of $500,000-$700,000 each, well below Dassault's quote of $1.4 million per aircraft (including modifications). On 26Aug70, two representatives from Sud Aviation/SNIAS visited Stockholm and gave assurances that the Caravelle would be supported for another 15 to 20 years (the Swedish estimate of utilisation was 300hr per aircraft for 15 years), and that the required antennae and radomes could be installed.

On 25Nov70 the FMV-F decided to buy two Caravelles. Besides price, other factors of the decision included a six-hour endurance (compared to the Falcon's 3hr 30min), a larger cabin to house equipment and personnel, and the ability to operate as military transports for Kron Flyg.

Page 482
insert:
AEROLÍNEAS ELDORADO
Santiago de Cali, Valle del Cauca, República de Colombia

Guillermo Bernal Rubio, previously chief pilot of Lloyd Aéreo Colombiano (and formerly with AVIANCA and the Royal Air Force), filed an application with Aeronáutica Civil on 23Oct73 to import four 76-seat ex-ALITALIA Type VI Ns. The plan was for Aerolíneas Eldorado to operate from Bogotá to Cartagena, Barranquilla, and San Andrés, Cali to Medellín, Medellín to Cúcuta, Cúcuta to Barranquilla, Cali to Bogotá and Tumaco, and from Cúcuta to Miami.

Following a public hearing in 1974, the application was denied by Aerocivil, which stated that it was not in the public interest to establish a new airline when existing service was sufficient. More surprisingly, Aerocivil declared that the Caravelle was banned for import in accordance with Resolution nº 2878 of 25Oct72. This, in fact, referred to the Type I and III, and after challenges by Aerolíneas Eldorado, on 08Aug74 Aerocivil issued Resolution nº 1471 that amended the terms of the ban and allowed the import of the Type VI R.

Another public hearing was convened on 14Nov74 to reapply for approval, this time on the following routes: Cali–Medellín–Cúcuta–Barranquilla, Pasto–Cali–Bogotá–Cúcuta, Bogotá–San Andrés, Cali–Tumaco, and Cúcuta– Miami. Approval to import four aircraft was granted on 30Dec74, but by that time there were no VI Rs available. (Templewood Aviation was involved in the acquisition, hinting that the source was probably Iberia.)

Eldorado Ltda (Aerolíneas El Dorado), which was established on 16Jul75, subsequently intended to acquire four HS Trident 1Cs—with three Boeing 727-100s leased from United Air Lines on an interim basis—and then ex-Braniff International 727s. Political pressure and objections from established operators, particularly AVIANCA, ensured that the proposed operation never became airborne. In 1980, the company name was changed to Líneas Aéreas Eldorado; Capt Bernal sold his interest the following year, and the new owners were successful in operating Douglas DC-3s.

ANSETT- ANA
Australian National Airways

Page 483
insert:
BULAIR
Sofia, Narodnaja Respublika Bolgarija [People's Republic of Bulgaria]

Created in 1967 by the Teksim trading company, for political and practical reasons (including international traffic rights) this inclusive tour venture operated as a charter arm of the state-owned TABSO (qv), using Ilyushin Il-18s. Teksim attempted to acquire Caravelles, and a Type VI R (reportedly № 221 that went to Libya) was flown to Sofia-Vrazhdebna in Apr67 in preparation for an announcement, but Soviet intervention ensured Western equipment was not an option. Several Teksim directors were subsequently jailed for displaying capitalist economic behaviour, and the Bulair name disappeared in 1972.

CAPITAL AIRLINES
Morten S Beyer of the operations and maintenance department (later a founder of consulting company Avmark) had worked out a 20-aircraft Caravelle programme but the airline's president, Major General David A Baker (USAF, retired), spurned the idea, declaring there were three things wrong with the Caravelle: "First, it is a two-engine aircraft; second, the engines are in the back; and third, and worst of all, it's French!"

Page 484
TABSO, see also BULAIR

Page 485
VASP
A blueprint dated 07Dec62 for the intended Caravelle color scheme indicates that the registration PP-SRT would be used for the first aircraft (№ 158). This registration was subsequently allocated in 1967 to a VASP BAC One-Eleven.

Page 486
Add
APEL (Aerolíneas Petroleras del Llano)
Bogotá, República de Colombia (Republic of Colombia)

Created by SAEP (Servicios Aéreos Especializados En Transportes Petroleros), APEL was due to receive Type 10 B1 R № 232/HK-3676X from Aerosucre late in 1993, but this transaction was not completed.

PART VI: NON-OPERATING AIRLINES

page 490
LUFTHANSA

№ 31/F-BHRL has been confirmed as wearing LH stickers at one time, making a total of seven aircraft.

PART IX: MISCELLANEOUS OWNERS

Page 496
Add
JOUBERT, DAVID
Montazeau, Dordogne, Aquitaine, République Française [French Republic]
This Air France pilot acquired Type 10 B1 R № 176/D-ACVK from the Conservatoire de l'Air et de l'Espace d'Aquitaine in April 2005, but saved only one section of it for display in the garden of his property.

Add
LIXXBAIL
Issy-les-Moulineaux, République Française [French Republic]

Formerly known as Ste Lyonnais de Crédit Bail (SLIBAIL), this financial services group held title to the following aircraft at various times according to DGAC records, although this may be a case of post-dating a subsequent company name to earlier records:

№ 54/F-BHRS; № 182/F-GDFY; № 185/F-BJEN; № 189/F-BJTU;
№ 211/F-GDFZ; № 229/F-BNKG

Page 497
SLIBAIL held title to only three ex-Finnair Type 10 B3s acquired by Europe Aéro Service (delete reference to № 185/F-BJEN).

SOLNA SKROT (correct name)
This local scrap dealer also purchased Type III № 29/OY-KRC, № 49/OY-KRE, and № 56/SE-DAE from SAS (Technical Materials department) in Apr75 for SKR4,000 each (plus VAT) [$600]. There was an understanding that the aircraft may be transferred from Solna Skrot to Luftfartsverket/LFV for use as fire trainers.

TAXE, RICHARD
The 'local story' is that the Caravelle was traded for jewels; however, the owner felt he had been cheated and removed the engines.

TUCSON INTERNATIONAL AIRPORT AUTHORITY
Although Doug Scroggins retained the first option on the aircraft, at the last minute a scheduled move in 2005 failed to take place. Meanwhile, № 87 remained in use by the fire section and was occasionally bathed by water cannons. In 2009, legal title of the airframe was transferred from Turbo Aire Holdings (p492) to the airport authority, and it was scrapped in the July-September 2010 time period.

APPENDIX: Caravelle Accidents & Incidents

Page 498
Index
Add:
I-DAXA 35 31Aug64

(I) AIRCRAFT WRITE-OFFS

Page 499
06Sep61 VARIG correct Type: **I /PP-VJD (15)**
(also caption)

Page 499
04Sep63 Swissair III/HB-ICV (147)
The captain's name was Eugen Bohli (not Hohli), and the FO's first name should be spelled Rudolf (not Rudolph; in Swiss German it was shortened to Ruedi).

In his book, *Swissair im Kampf und Aufstieg*, Robert Fretz, a captain and then vice-president operations, says that the fog dispersal procedure was developed by the sector chief pilot for Europe, Charles Ott, and the Caravelle technical chief pilot, Peter Baumann (p271).

That the heat from engine exhausts was able to disperse fog on the runway had already been discovered in DC-7 operations, and United Air Lines, among others, used this technique to improve visibility (p270). The procedure developed for Swissair's Caravelles was used successfully in almost 50 cases between 1960 and 1962. What was proscribed was the continuous use of brakes

while taxiing along the runway. The procedure was to stop two or three times on the way to the threshold (ie opposite to the take-off direction), run the engines up to 7,500rpm for 15 seconds, then taxi for another 1,500ft, repeat the run-up, then possibly repeat it again. Each time a tunnel about 1,500 to 2,500ft long, 130ft wide, and 30m high (100ft) was created and these tunnels joined together to cover the runway length required.

On 04Sep63, it was not certain that the crew actually executed the fog dispersal procedure because apparently the airplane never stopped on the way to the threshold. Voice recordings show that the main purpose was to reconnoiter the visibility over the whole length of the runway (which the crew reported to be very patchy). The aircraft was guided by a follow-me car, but the crew did address the pilots of a Convair 440 that was preparing for take-off after them that the jet blast on taxiing down the runway had probably made a difference. They then reported turning around to return to the beginning of the runway for departure.

A reconstruction under the auspices of the Eidgenössische Materialprüfungsanstalt (EMPA, federal materials testing institution) showed that wheel temperatures never exceeded 40°C (118°F), but Air France and SAS had experienced tire blowouts because sometimes only one of the wheels on a bogie provided all the braking force and therefore overheated (p273). However, never had a wheel overheated to the point of the wheel rim disintegrating as was the case with HB-ICV. The crew, as well as the airline, was exonerated in the accident investigation.

Page 501
04Nov67 Iberia 10 B1 R EC-BDD (202)
A memorial stone, honouring 19 of the victims, is at Plot 109 in Brookwood Cemetery, Surrey.

Page 502
04Jan71 Air Inter III/F-BNKI (214)
Destroyed by fire on ground at Paris-Orly at 0200LT, probably because of a short-circuit in the water heater in the rear galley.

20Nov71 China Airlines III/B-1852 (122)
Crashed into Formosa Strait at approximately 2140LT, operating CI825 OSA–TPE–HKG; departed TPE at 2102; last radio transmission at 2133.

14Mar72 Sterling Airways 10 B3/OY-STL (267)
Another contributory factor (not mentioned in the accident report) was that the aircraft would not have had a reliable navigational fix since leaving Bombay. At least one ATC controller recognised the potential hazard and brought flights overhead Sharjah at FL70, then gave further descent clearance, but this was not a published procedure and on the day of the accident the duty controller issued a straight-in approach clearance.

Photo of F-BNKI should be credited to: Jean-Claude Brabant

Page 503
20Aug73 AVENSA III/YV-C-AVI (20)
The Caravelle was operating VE542 MAR–BRM–CCS, and landed at 1840LT; Capt José Rafael Mármol, Co-pilot Carlos Acuña, Stewardesses Elena, Blanca, and Moreila, plus 20 passengers unhurt.

13Oct76 Indian Airlines VI N/VT-DWN (231)
The captain's lack of action was caused, partly at least, by fatigue. On the morning of 12Oct he had flown a Boeing 737 service, then attended to office work through the day before operating the late-night flight to Madras.

Page 504
18Dec77 SATA 10 B1 R /HB-ICK (200)
In October 2011, two Portuguese divers, Armando Ribeiro and José António Marques of the In-Silence closed circuit rebreather team, released video of the wreck that they had discovered whilst searching for sunken ships 2km off the coast. The cockpit section has not yet been located, but otherwise the airframe is intact at a depth of 110m.

Page 504
08Oct85 African Air Charter VI N/9Q-CMD (74)
Based on eye-witness accounts from the crew of a Héli Union Dauphin, another version is that the left main undercarriage collapsed on landing and the Caravelle slid on its belly, coming to rest on the ramp within 20m of the Dauphin. On the other side of the field, the crew of a FAZ SA 330 Puma attempted to take off but the nosewheel was not locked and the helicopter rolled over, caught fire, and killed the two pilots—again sparing the Dauphin.

The Dauphin was en route from Madagascar to Gabon. Because of a lack of kerosene in Zaïre the crew had arranged for an IAC Airlines Caravelle III (№ 229/9Q-CCP) to carry an extra 800l (210USg/175Ig) of Jet A1 to Mbuji-Mayi on a scheduled passenger flight from Kinshasa. However, as the runway was closed after the two accidents, the Dauphin made a rendezvous with the Caravelle at Kananga, where the transfer of fuel took place.

Page 505
31Jan01 Líneas Aéreas Suramericanas 10 B1 R/HK-3932X (201)
The first impact occurred on approach to Runway 01 at Mitú; the second at 1649LT, 3.5km from Runway 05 at El Yopal-El Alcaravan.

Probable cause of the initial impact was the poor situational awareness of the pilot in command in the final stages of the approach. The second impact was the result of inadequate emergency procedures by the crew (fuel on board was

3hr 00min, and the aircraft had been airborne for 3hr 05min when power was lost). Contributing factors were the passive attitude shown by the crew, particularly the captain, in a critical situation, inadequate CRM, and the inexperience of the captain (Alberto Martinez Cespedes, 320hr on type) and co-pilot (Juan Manuel Rozo Carreño, 320hr total).

28Aug04 Transair/TAC Air Service 11 R/3D-KIK (251)
Delete reference to Waltair in heading.
The aircraft was chartered to Celtel.

(II) OTHER ACCIDENTS & INCIDENTS

Page 508
add
25Mar63 Royal Air Maroc III/CN-CCX (57)
Unspecified damage.

add
31Aug64 ALITALIA VI N/I-DAXA (35)

Experienced severe vibration caused by turbine failure in № 1 (left) Avon at 100ft after takeoff from Nice at 1540LT, operating AZ361 from Barcelona to Roma (Fiumicino). Rpm were reduced but the vibration persisted and the engine was shut down. The vibration lasted for about 4sec; 2sec at maximum rpm and 2sec at reduced rpm. Aircraft continued to climb and completed a circuit and landed withour further incident. No injuries to 67 passengers and 7 crew (Capt Claudio Vezzi).

A turbine blade had been pulled out radially, an unusual occurrence, rather than forced forward. The blade caused the loss of the noise suppressor and exhaust nozzle and structural damage to the nacelle.

Page 509
21Jan68 Thai International III/HS-TGL (30)
It was suspected that a loss of power on one engine had caused a yaw towards the Caravelle.

Page 510
21Feb68 Air Inter III/F-BNKB (208)

22Aug68: delete entry

Page 512
01Jul70 Cruzeiro do Sul VI R/PP-PDX (126)
Capt Harro Cyranka (who became one of the high time Caravelle pilots in Brasil, and retired as Cruzeiro's director of operations).

Page 513
06Nov75 Air Afrique correct Type: **10 B1 R /TU-TCN (199)**
Approximately 20min from Abidjan, en route from Lomé, the crew experienced fumes in the cockpit caused by the thermal overload of the stand-by battery. A safe landing was made at Abidjan-Port Bouet, and an evacuation carried out; the forward slide failed to inflate and passengers used the rear stairs; CDB Jean Catherine.

Appendix: Caravelle Production

Type I /I A list
All but № 14 & 15 converted to III

Registration/MSN Index

Page 518

Argentina
delete
LV-PVT 127
add
LV-PUQ 127

Brasil
Add: (PP-SRT) 158

Add:
Canada: 'C-GCVL' 273

France
Add
F-WJAM 221

page 519
Zaïre

Add
9Q-CMK 254

According to the official Congolese register, ten more registrations for Caravelles are quoted, although no photo evidence is known for these allocations, neither are any contemporary reports. Given that other errors appear against Caravelle entries in the official register, the Congolese records must be considered suspect.

9Q-CAL	240	[?]
9Q-CAU	?	(R 07Sep88)
9Q-CCK	240	[?]
9Q-CDR	254	[?]
9Q-CMB	169	[?]
9Q-CMO	?	(R as a Caravelle)
9Q-CMR	229	[?]
9Q-CMY	254	[? see 9Q-CMK, above]
9Q-CQR	183	[?]
9Q-CUG	264	[?]

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01 F-BHHH R 23May56
ferried Melun-Toulouse 07Apr62 (flight № 720) after overhaul; cvtd Apr-May62 for autoland tests until spring 1964 (total 1,500 automatic approaches/landings), including 40 evaluation flights Jun-Sep62 (flights 736-778 for CEV), first automatic landing 29Sep62 (also quoted as 27Sep62, flight № 779), 120 flights Oct62-Feb63, first automatic landing in 'zero-zero' conditions 05Mar63 (flight № 896); wfu 1964

02 F-BHHI R 21Mar57
tests of production Cat IIIA AWLS were conducted mid-1966-Jan67; the airframe was scrapped in autumn 1976

Page 521

1 sold Apr11 to PS Aero; to move to Baarlo, Limburg, Nederland
5 believed scrapped c 2007
9 F-BHRE R recorded 31Jul59 by DGAC
10 cvtd to Type III/46t 1962
was painted XV-NJA by 28Jul64

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12 scrapped winter 2005/06
13 F-BHRG R recorded 10Nov59 by DGAC
15 delete references to Type III (never converted)
16 F-BHRH R recorded 18Dec59 by DGAC
17 F-BHRI R recorded 04Jan60 by DGAC

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19 F-BJAQ R recorded 05Apr61 by DGAC
LV-HGX named *Aldebaran*, later *Aldebarán*

20 AVENSA YV-C-AVI: i/s 20Nov64 CCS-MAR
21 F-BSRR lsd to Air Inter 19Mar71-03Apr73
(TT 26076/TL 17490)
lsd to Air Inter 27Dec73 (TT 26266)-20Jan75 (TT 28249)
lsd to Air Inter 06Jun75, deld to ORY 07Jun75 (TT 28256), i/s 09Jun75.
sold 22Dec76 to Air Inter (01Jan77 also quoted, TT 30956)
l/s 31Aug80 LRT-ORY (TT 34954/TC 26885/TL 26879)
22 F-BJTR R recorded 28May65 by DGAC
25 Nose extant (Mar09)
26 Air France SELCAL: EK-BD [although this is a conflict with No 23]
lsd to Tunis Air 17-29Jan62
27 Sud Lear autoland evaluated by CEV 1965
F-BJTS R recorded 15Jun65 by DGAC

Page 524
28 F-OBNI R recorded 18Mar60 by DGAC
re-flown 11Feb61 as **F-WBNI**
7T-VAI named *Djebel Tlemcen*/*Monts de Tlemcen*
29 sold Apr75 by SAS to Solna Skrot for scrap
31 F-BHRL R recorded 27Apr60 by DGAC
32 cvtd to 48t 1966
TT 22417 when written-off
35 I-DAXA to ORY 30Apr60 (TT 23) for work by Air France
37 F-BHRM R recorded 03Jun60 by DGAC
lsd to Tunis Air 16-17Jun63
scrapped 12Aug10

Page 525
39 F-BHRN R recorded 22Jun60 by DGAC
40 I-DAXI to ORY 14Jun60 for work by Air France
41 F-BHRO R recorded 04Jul60 by DGAC
42 lsd to Tunis Air 13-21Feb73
43 deld ZRH-AMS 11Nov69 (wearing both HB-ICY & PH-TRP)

Page 526
45 F-BHRP R recorded 12Aug60 by DGAC
46 F-BHRQ R recorded 25Aug60 by DGAC; R 26May72 to Air Inter
49 sold Apr75 by SAS to Solna Skrot for scrap
50 F-BHRR R recorded 23Sep60 by DGAC; R 14May73 to Air Inter
51 F-OBNJ R recorded 09Sep60 by DGAC; R 07Dec61 to Air France;
F-BLCZ R recorded 09Aug63 by DGAC
52 F-BHRZ R recorded 17Mar61 by DGAC; R 12Sep72 to Air Inter
53 F-BJTA R recorded 07Apr61 by DGAC
54 F-BHRS R recorded 26Oct60 by DGAC
lsd to Tunis Air 10-24Mar63

R 02Sep74 to Air Inter
R 06May83 to Ste Lyonnaise de Crédit Bail, later to Lixxbail
55 F-BHRT R recorded 14Oct60 by DGAC
56 sold Apr75 by SAS to Solna Skrot for scrap

Page 527
57 also dmgd 25Mar63
dmgd 13Oct64, rts 05Mar65 (TT 7470)
cvtd to Type III/48t 23Mar-05Apr66 (TT 9595)
scrapped 2010
58 F-BHRU R recorded 10Nov60 by DGAC
59 F-BHRV R recorded 22Nov60 by DGAC
60 F-BHRX R recorded 29Nov60 by DGAC
61 F-BHRY R recorded 16Dec60 by DGAC
confirmed ferried ORY-ENC 14Nov81 (18Nov81 probably AF official disposal date)
62 F-BJAP R 23Aug61
66 F-BYCA R 09Apr76;
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara
67 F-BYCD R recorded 03Jun76 by DGAC;
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara; R 13Nov85 to Corse Air International

Page 528
The photo of I-DAXT should be credited to Alex Reinhard

68 F-BJTB R 29May61
73 F-OBNK R recorded 02May61 by DGAC
74 wreck extant Oct06
75 F-OBNL R recorded 23Jun61 by DGAC
76 F-BXOO R 14Jun78 to Europe Aéro Service /Division Aéro Sahara
79 moved early in 2001 to Montebello della Battaglia (PV) for display by ALGA

Page 529
83 F-BKGZ R 15Dec61
F-BSGZ R 31Dec75
84 cvtd to 48t after 1969
30Aug61 was AF acceptance flight for Tunis Air
87 deld to AMS 04May70, via SNN 03May70
sold (BofS) 22Oct09 by Turbo Aire Holdings to Tucson Airport Authority; scrapped Jul-Sep10
88 scrapped Oct-Nov10; cockpit preserved by Leveille's Auto Recyclers, Somers, CT

Page 530
94 F-BUZC was received by Minerve 08Nov75 following overhaul
97 F-BTON R 22Apr77 to CRB-LOGEMAT
99 F-GAPA R 09Feb78

Page 531
102 N98KT was named *the Flying Tigress* [sic] in 2008; dismantling/scrapping began by 10Jun10
105 F-BJTI R recorded 21May62 by DGAC
R 24Jan89 to Pascal Sahuque, owner of Air Transport Service

Page 532
111 F-BJTE R recorded 12Jan62 by DGAC
114 scrapped 03Feb06
115 F-BJTG R 05Mar71 to Air Charter/SAFA
9Q-CLP R 06Sep84
119 F-BJTJ R recorded 28Mar66 by DGAC
R 05Mar71 to Air Charter/SAFA

Page 533
123 F-BUFH R recorded 31May74 by DGAC
124 F-BJTH R 05Mar71 to Air Charter/SAFA
scrapped 24Jun10
125 deld to UIO Nov75 (as CS-TCB)
127 correct LV-PVT to **LV-PUQ**

Page 534
135 YU-AHB l/s 19Apr76
136 F-BLKI R 23Jan64
F-BTDL R 07Mar72 to Euralair International;
R 07Jun74 to Société Civile de la Caravelle, and then same day to Euralair International;
R 26Feb79 to Caisse Nationale de retraite des ouvriers du bâtiment et travaux publicile
F-OGJD R 21Jan80 to SATAIR
139 YU-AHA l/s 05Jan77
F-BYAI R 05May81 to Corse Air International

Page 535
143 F-BJSO R 09Jan63
144 9U-BTA extant 2009
148 lsd to Tunis Air 06-21Feb66
F-BJTO was named *Nivernais* at Nice by Princesse Grace de Monaco; re-named *Pays Basque* 05May69 at BIQ
F-BJTO R 05Mar71 to Air Charter/SAFA

nose and tail to Air France Centre d'Instruction de Vilgénis (CIV), Massy, Aug81
fuselage to Centre de Formation de Air France, CDG (extant)
nose transferred early in 2006 from CIV to Musée de l'Air et de l'Espace, LBG; tail section sold for scrap Apr06

149 F-GBMJ later re-regd to Europe Aéro Service/Division
Aéro Sahara

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151 (YU-AHC originally intended, but JAT requested to avoid use of 'C' because of superstition following accidents with Douglas C-47A YU-ABC, Junkers Ju 52/3m YU-ACC, Douglas C-47A YU-ACC, and Convair 340 YU-ADC).

154 cvtd to Type III/48t 01Sep-23Oct66 (TT 5878)
lsd to Middle East Airlines 23Jan69-Feb69 (415hr)
TT 32098 when wfu by RAM

158 (Intended as PP-SRT by VASP)
F-BLHY R 07Oct63
wfu 01Apr75, TT 17395

161 OE-LCA deld ORY-VIE 20Feb63
F-BUFC R 21Mar78 to Euralair International
wfu Dec81 at CLO following hydraulic problem operating a BOG-CLO-BOG rotation
scrapped Oct-Nov05

162 F-BJTD R 18Sep64
wfu BEN (TT 15653/TL 11306); hulk extant Nov08

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167 F-BSEL R 19Jan72 to Euralair International;
R 07Jun74 to Société Civile de la Caravelle, and then same day to Euralair International;
R 12Mar79 to Caisse Nationale de retraite des ouvriers du bâtiment et travaux publics
F-OGJE R 09Apr80 to SATAIR

168 Along with Panair do Brasil aircraft, this was also impounded on 11Feb65 with demise of Panair because it was on Panair property, undergoing servicing.

169 F-BLKJ R 03Jul64
R 9Q-CPI 17Dec96
wfu cJul05, FIH (last operational Caravelle); broken up at Kinshasa from cJul07 (gone by Jan08)
According to the official Congolese register, R 18Dec00 as 9Q-CMB, although also R 18Dec00 as 9Q-CPI (erroneously quoted as № 163 in the register); no known photo evidence of 9Q-CMB applied to the airframe and the Congolese records must be considered suspect

170 F-BUOE R 15Feb74
172 purchased 30Apr71 by FMV; cvtd to 48t

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176 F-BLKS R 22Apr65
D-ACVK Hulk sold Apr05 to David Joubert and one section retained for display at Montazeau; remainder scrapped
178 cvtd to 48t between 1966-67
180 F-GBMK [R recorded 13Jul79 by DGAC]
181 R 27Mar81 to Lixxbail
R 30Apr87 to EAS/Division Aéro Sahara
R 01Mar93 to Alter Bail Aviation
R 13Mar96 to Air Toulouse International (SNATI)

Page 539
182 F-GDFY R 10Mar82 to Slibail, later to Lixxbail;
R 29Apr88 to Europe Aéro Service/Division Aéro Sahara;
R 24Feb93 to SNC Alter Bail Aviation
183 F-GDJU R 07Apr83 to SEDEMA, later to Europe Aéro Service/Division Aéro Sahara
9Q-CPI R 09Dec92; de-regd 13Dec96
According to the official Congolese register, R 10Dec96 as 9Q-CQR; no known photo evidence of this registration applied to the airframe and the Congolese records must be considered suspect
184 F-GEPC R 12Jun86 to Air Calédonie International
R 13Feb90 to Soder Bail
185 F-BJEN R 27Feb81 to Lixxbail
R 30Apr87 to EAS/Division Aéro Sahara
R 01Mar93 to Alter Bail Aviation
R 13Mar96 to Air Toulouse International (SNATI)
forward fuselage to Aéro-Club du Haut-Bugey, Corlier, Sep97
186 No trace of airframe at DAM Apr06
187 F-GELP R 10Apr87 to EAS/Division Aéro Sahara
lsd to Air Toulouse International (SNATI) May92
R 01Mar93 to Alter Bail Aviation
R 13Mar96 to Air Toulouse International (SNATI)

Page 540
189 F-BJTU R 30Jan81 to Slibail, later to Lixxbail;
R 30Apr87 to Europe Aéro Service/Division Aéro Sahara; R 25Apr89 to BNP Bail;
R 16Feb94 to Negocéquip;
R 25Aug94 to Global Aerofinance (Paris)
190 Extant Apr06

192 F-BYAU R 29Apr77
194 YU-AHE l/s 01Apr75 (TT 23046); scrapped Apr84
195 cvtd to 48t 1966
scrapped 2010
196 OO-SRK [R 16Apr65]
F-BVPU R recorded 22Mar73 by DGAC
R 25Jan80 to Aéro Tour
200 F-BNFE R 09Dec65
201 F-BNRA R 18May76 to UTA (not painted as such)
Leased by Líneas Aéreas Suramericanas from Flying Cargo (JT8D-7A);
TT 24072:34 at time of accident

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205 F-BYAT R 24Mar77 to Aéro Tour; R 05May81 to Corse Air International
206 F-BNKA sold/R 23Jan75 to Air Inter (TT 16817)
207 cvtd to Type III/48t between 1967 and 1968
TT 26640 when wfu
208 F-BNKB deld to ORY 15Apr66
dmgd 21Feb68 (TBT 4044), rts 14Mar68
sold/R 23Jan75 to Air Inter (TT 16942)
TT 26472/TC 28604 at l/s with Air Inter
209 YU-AJE r/t SNIAS 04Dec72
F-BUFM R recorded 22Mar73 by DGAC
210 purchased 27Sep71 by FMV
211 F-GDFZ R 03Feb82 to Slibail, later to Lixxbail;
R 19May88 Europe Aéro Service/Division Aéro Sahara;
R 24Feb93 to Alter Bail Aviation
FAM 10506 dismantled airframe was still at NLU Jun05
moved to Parque Aviacuatico los Manantiales, near Jilotepec de Abasolo,
Estado de México, by Sep06, and re-assembled for display

Page 542
214 F-BNKI R 21Jun68 to Sud Aviation; deld to ORY 25Jun68, modifications
to IT standard until 02Jul68; was not registered to Air Inter until 17May71
(after w/o 04Jan71)
217 F-BNKC R recorded 28Feb67 by DGAC, to Sud Aviation; autoland tests
21-24Feb67; R 21Mar67 to Air Inter
218 YU-AHF l/s 31Dec76
F-BVPZ formal lease date from Aéro-Centre to Aérotour was 15May78;
R 05May81 to Corse Air International
220 F-BNKD R recorded 01Mar67 by DGAC;
TT 23726 at l/s with Air Inter

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221 F-WJAM
5A-DAE deld to ORY 29Apr67, modifications to KLA standard until 06May67;
wfu TIP (TT 14047/TL 9965)

222 F-BNRB R recorded 09Mar67 by DGAC, i/s 08Mar67

224 F-BNKE R recorded 06Apr67 by DGAC
TT 23188 at l/s with Air Inter
deld ORY-MRS 01Dec80 (also correct caption)

227 F-BNKF R recorded 27Nov67 by DGAC; TT 15 on delivery to ORY, modifications to IT standard until 04Dec67
dmgd 15Nov68, rts 03Apr69

229 F-BNKG R recorded 26Dec67 by DGAC;
modifications to IT standard until 09Jan68;
R 25Aug83 to Slibail, later Lixxbail
TT 23380/TL 24705 at l/s with Air Inter
sold Apr85 to ATS (Air Transport Service)
9Q-CCP R 19Jun85
wfs 1990, rts cJan92
According to the official Congolese register, R 12Jul89 as 9Q-CMR; no known photo evidence of this registration applied to the airframe and the Congolese records must be considered suspect

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232 Aerosucre HK-3676X was due to go to APEL Colombia, but the transaction was not completed
dismantled airframe was still at NLU Jun05; moved to Parque Aviacuatico los Manantiales, near Jilotepec de Abasolo, Estado de México, by Sep06

233 YU-AHG l/s 31Dec76
F-BYCY R 11Apr78 to Aéro Tour (formal lease date from Aéro-Centre to Aérotour was 31Mar78)
R 05May81 to Corse Air International
converted c2006 into a *gîte* (lodging)

234 F-BRGX R recorded 26Jun75 by DGAC, to SNIAS

237 F-BRGU R 26Aug75; R 28May76 to Minerve

240 9Q-CNA R 05Dec98 to Liberty/Malu
9Q-CNA R 09Jun00 to Waltair
wfu Aug04, FIH. Extant (May09)
According to the official Congolese register, R 06Dec02 as 9Q-CCK (one day after being registered 9Q-CNA, according to the register); no known photo evidence of these marks being applied to the airframe; R 10Jun04 (as per register) as 9Q-CAL (same day that № 264/9Q-CUG was registered); no known photo evidence of these marks applied to the airframe and the Congolese records must be considered suspect

241 F-BVSF R 11Feb82 to Corse Air International

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243 F-GFBA R 13Mar86 to EAS/Division Aéro Sahara
R 01Mar93 to Alter Bail Aviation
R 13Mar96 to Air Toulouse International

246 Type III/48t
deld to TUN 19Feb68
hulk sold for scrap 2010

248 F-BNKH R 05Apr68 to Sud Aviation;
deld to ORY 17Mar68, modifications to IT standard until 22Mar68;
R 27Dec76 to Air Inter
TT 24048/TL 24642 when wfu by Air Inter

249 F-GCJT R 16Apr80; R 07May86 to SEDEMA
F-GHMU R 26Jun91 to Europe Aéro Service/Division Aéro Sahara
R 15Mar93 to Alter Bail Aviation
R 13Mar96 to Air Toulouse International (SNATI)

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251 hulk extant Jul07

252 modifications to IT standard until 18Oct68;
F-BNKJ R 27Dec76 to Air Inter;
TT 21135 at l/s with Air Inter

254 cvtd to 48t 1972
sold to Fontshi Aviation Services as 9Q-CMK;
r/r 9Q-CFN 26Jan90
According to the official Congolese register, R c1993 as 9Q-CMY, then R 27Jan94 as 9Q-CDR; no known photo evidence of either of these marks applied to the airframe and the Congolese records must be considered suspect

255 F-GGKD R recorded 23May89 by DGAC
scrapped by Dec06

256 F-BNKK R 21Mar77 to Air Inter
deld to ORY 02Dec69, modifications to IT standard until 20Dec69
dmgd 30Sep77, rts 01Nov77
TT 18567/TC 21056/TL 19522 at l/s with Air Inter

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258 official completion date Jan70
F-OCPJ R 05Jun70
F-BSRY deld to ORY 28Dec70 (TT 983), modifications to IT standard until 21Jan71

259 F-GATP R 22Nov79
Sultan Air TC-JUN, i/s 05Aug89 AYT-IST-MUC

260 F-BNKL R 19Feb70 to SNIAS;
deld to ORY 24Jan70 (TT 9), modifications to IT standard until 12Feb70
R 21Mar77 to Air Inter
TT 18536/TC 20240/TL 18802 at l/s with Air Inter

263 SE-DEC de-regd 15Jan07
hulk scrapped late Apr12
264 last noted Feb06; believed scrapped
According to the official Congolese register, R 10Jun04 as 9Q-CUG (four years after reported retired); no known photo evidence of this registration applied to airframe and the Congolese records must be considered suspect

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269 F-BNOH R 19Dec80; fuselage section extant Apr06
270 F-GCVM R recorded 21Sep83 by DGAC
R 08Apr91 to Ste Commerciale des Métaux et Minerais René Aumas/SCMM and same day changed to Société Minière de Trabas and then Air Provence International
R 26Jun97 to Jacky Fresse; stripped for spares
271 F-BNOG R 21Apr80
272 F-GCVI R recorded 24Mar81 by DGAC
273 F-GCVL R 13Apr83 by DGAC
Air Canada colours applied and registration modified to 'C-GCVL' for film production work 18-22Oct07

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274 F-BTOA R recorded 23Oct72 by DGAC,
to SEFIPROM, later to Air Bail;
R 17Jan83 to Air Inter
275 F-GCVJ R recorded 23Dec81 by DGAC
276 F-GCVK R recorded 26Mar82 by DGAC
277 F-BTOB R recorded 21Dec72 by DGAC,
to SEFIPROM, later to Air Bail;
R 17Jan83 to Air Inter
hulk scrapped after Sep97
278 F-BTOC R 19May83 to Air Inter
forward section moved to Bonneuil-en-France by Jan05 for use by Thales Université Coopération; scrapped c2007
279 F-BTOD R recorded 22Feb73 by DGAC,
to SEFIPROM, later to Air Bail;
R 21Mar83 to Air Inter
280 F-BTOE R recorded 19Mar73 by DGAC,
to SEFIPROM, later to Air Bail;
R 19May83 to Air Inter

Caravelle Census

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Introduction

Type 11 R № 240/9Q-CNA is believed to have been retired in Aug04 (extant Dec11); Type 10 B3 № 169/9Q-CPI was retired in Jul05, and scrapped in 2007.

In 2012, as many as 47 airframes exist, although only a quarter are well-preserved and even less are protected from the elements. The significant remains (nose or fuselage sections) of perhaps another 20 are extant.

République Française [French Republic]

Aquitaine: Gironde (33): Bordeaux-Mérignac (BA 106)
In April 2005 № 176 was sold to David Joubert, an Air France pilot, who preserved only the forward section for display. The remainder was recovered by Decons, which intended to re-sell certain parts to an artist in Annecy (Haut-Savoie); however, a handling mistake damaged the sections that interested the artist and the remains were scrapped. CAEA had a precondition of sale to remove all useful parts in order to support № 234. № 176 was in poor condition following the collision with the Dassault Mercure of the IMA during the storm of 27Dec99, then with Airbus A300B at the time of another storm on 15Jul03 (page 514). In addition, the CAEA had noted that the fuselage had been scarred by a projectile and eventually learned that it was a result of an erroneous firing by the GIGN (Groupe de Sécurité et d'Intervention de la Gendarmerie Nationale), or a similar service.

Add
Aquitaine: Dordogne (24): Montazeau
David Joubert, an Air France pilot, acquired the airframe of Type 10 B1 R № 176 from the Conservatoire de l'air et de l'espace d'Aquitaine (CAEA) in April 2005, but preserved only the forward section for display at his country house.

Add
Alsace: Bas-Rhin (67): Molsheim
A main undercarriage is displayed at the Messier-Dowty factory where such units were manufactured from 1963; reportedly, this is from the 'Caravelle présidentielle' (№ 141).

Île-de-France: Essonne (91): Athis-Mons & Paray-Vielle-Poste
№ 218/F-BVPZ is currently (May12) undergoing restoration and will be repainted.

Île-de-France: Essonne (91): Massy
Early in 2006 the nose of ex-Air Charter International Type III № 148/F-BJTO

Pays Basque was transferred to the Musée de l'Air et de l'Espace at Le Bourget; by Apr06 the engines were removed from the tail section, which was sold for scrap. (The 707-328, F-BHSL, was scrapped in Jul/Aug06, with the forward fuselage going to Le Bourget.)

№ 1/F-BHRA *Alsace* was retired from 'service' early in 2006, and Air France closed CIV at the end of 2009 and gave the site to the city of Massy.

Air France hoped that the Caravelle would go to the Musée de l'air et de l'espace at Le Bourget, and the museum was happy to have it; however, the estimated cost to disassemble, transport, and reassemble the airframe was €485,000. A museum in Germany (Sinsheim or Speyer), was interested but considered the costs too high. In 2011 it was sold to **PS AERO**, and in April preparations began to move the Caravelle to Baarlo, Limburg, Nederland (qv).

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Île-de-France: Seine-Saint-Denis (93): Paris-Le Bourget
On 09Oct05 Type 12 № 273/F-GCVL wore a 'Need for speed most wanted' sticker, apparently in a promotion for a car video game company.

In Oct07 the Caravelle was transformed briefly into Air Canada colors as 'C-GCVL' using self-adhesive plastic sheets. The Caravelle is a co-star in a French film, *L'Instinct de mort*, by Jean-François Richet, with Vincent Cassel, about Jacques Mesrine, a notorious French criminal who was also active in Canada early in the Seventies. The scheme was applied on 18Oct07, filming took place the following day, and the covering was removed on 22Oct07.

Early in 2006 the nose of ex-Air Charter International Type III № 148/F-BJTO *Pays Basque* was transferred to the Musée de l'Air et de l'Espace at Le Bourget. This was displayed on the Place de la Concorde/Champs Elysées 4-12Oct08 as part of an exhibition to mark the 100th anniversary of GIFAS (Groupement des Industries Françaises Aéronautiques et Spatiales).

The interior of № 141/F-RAFG was stripped in 2009 and the wings cut off outboard of the undercarriage in July 2010; under restoration for eventual display in the Hall Concorde at Le Bourget.

Île-de-France: Val-d'Oise (95): Bonneuil-en-France
THALES UNIVERSITÉ COOPÉRATION
The cockpit and undercarriage of a former Air Inter Type 12 (№ 278/F-BTOC), previously kept at Toussus-le-Noble, used for instructional purposes by **SODETEG FORMATION**, an engineering and consultancy services arm of Thales (ex-Thomson), were scrapped c2007 to free up more space in the hangar, and nothing remains.

add

Île-de-France: Val-d'Oise (95): Roissy-en-France
The centre fuselage section of a former Air Charter International Type III (№ 148/F-BJTO *Pays Basque*) is used for cabin crew training within the **CENTRE DE FORMATION DE AIR FRANCE**, at the airline's headquarters at CDG.

Lorraine: Vosges (88): Xertigny (Moyenpal)
In August 2006 the Caravelle was advertised for sale for €122,000. Subsequently, Denis Duchêne transformed the Caravelle into a *gîte* (lodging).

Midi-Pyrénées: Haute Garonne (31): Toulouse (St Eloi)
The archives of Aérothèque will go to AEROSCOPIA (see below).

Midi-Pyrénées: Haute Garonne (31): Toulouse-Blagnac
Both the Caravelle and Concorde were due to be moved to Pinot for display in a proposed MUSÉE AÉRONAUTIQUE RÉGIONAL. However, in 2007 the project had become known as AEROSCOPIA, officially described as an 'aeronautical discovery park'. Aéroscopia was officially launched in May09 and is due to open in 2011 near the Jean-Luc Lagardère (A380) factory complex. This will incorporate the collection of LES AILES ANCIENNNES DE TOULOUSE, including № 249.

№ 280 was moved from its display position at the Clément Ader factory area to St Martin on 21Nov08 in preparation for repainting by Pôle Peinture, Airbus France. Pending the opening of Aéroscopia, the airframe is stored at zone Aéroconstellation.

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Picardie: Somme (80): Albert

Air France Type III № 61/F-BHRY *Touraine* was ferried 14Nov81 from Orly to Nancy by CDB Jean-Pierre Ravet, OPL Pierre Boissonade, and OMN Jean-Pierre Violle.

Poitou-Charentes: Deux-Sèvres (79): Coulonges-sur-l'Autize
№ 17/F-BHRI remains here but the night club, *le retro*, closed sometime after October 2008; some seats were advertised for sale in December 2009.

Provence-Alpes-Côte d'Azur: Alpes-Maritimes (06): Nice-Côte d'Azur
Type III № 124/F-BJTH *Franche Comté* was moved to the eastern end of the airport, but scrapped on 24 June 2010 and only some seats were saved.

Provence-Alpes-Côte d'Azur: Bouches-du-Rhône (13): Marseille-Marignane
F-GCVM was registered in Jun97 to JACKY FRESSE of Essonne (91): Lisses, then passed to Pringault.The aircraft has been stripped for spares and may be considered only a hulk.

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Rhône-Alpes: Ain (01): Corlier
The forward section was acquired in Sep97, after 18 months negotiation and preparation.

Photos are posted at:

http://corlier.altiport.free.fr/Historique/
http://altiportcorlier.free.fr/pages/histoirepag.html

Rhône-Alpes: Loire (42): Roanne
Type III № 12/F-BHRF *Auvergne*) was scrapped in winter 2005/06 (see http://victormike.free.fr/caravelle/caravelle.htm).

Rhône-Alpes: Rhône (69): Lyon-Saint-Exupéry
Type III № 37 F-BHRM, which had been used by the airport fire service (SSLIA, Service de Sécurité et de Lutte contre l'Incendie des Aéronef) since 1990, was scrapped on 12 August 2010 to make way for an extension to the parking ramp.

Locations unknown

The fuselage section was apparently in a railway car in 1990 (http://www.confino.com/train_cinema/f_dossier.html)

The late sculptor Richard Baquié possessed the cockpit shell from Type III № 193, and made a sculpture from the fin. These may be in the Marseille area, where he lived, or in Paris.

Bundesrepublik Deutschland [Federal Republic of Germany]
Nordrhein-Westfalen: Velbert
The fuselage of № 230/D-AAST was scrapped in 2004 but the nose was saved and is in open storage (Apr09). The cockpit simulator is no longer used (Mar08).

Repubblica Italiana [Italian Republic]
Lombardia: Pavia (PV): Voghera
The actual location is Montebello della Battaglia.
Caravelle VI N № 79/I-DAXU and a large collection of transport artifacts, including other aircraft and various vehicles, were seized by the Tribunale di Milano for sale at public auction, with the last reported one held in April 2006.

Marche: Ancona (AN): Loreto
№ 208/I-GISE was noted at the former Airpark site in April 2002; subsequently moved south to
Abruzzo: Teramo (TE): Sant'Egidio alla Vibrata
to serve as the PIZZERIA RISTORANTE CARAVELLE at 40 via Metella (SP 58).

Toscana: Siena (SI): Rosia
№ 114/TR-LWD was scrapped on 03Feb06. The owners failed to obtain the required authorisation to convert the airframe to a restaurant and, after almost three decades in the open, the condition was such that it was considered dangerous and any kind of restoration work uneconomical.

add
Veneto: Verona (VR): Cavalcaselle
Two main undercarriage units are held by GAMBINI, an industrial scrap merchant, at 41 via XXV Aprile.

Koninkrijk de Nederlander [Kingdom of the Netherlands]
add
Limburg: Peel en Maas: Baarlo

PS AERO, owned by Piet Smedts of BMW Autobedrijf Piet Smedts, acquired Type III № 1 F-BHRA *Alsace* from Air France in 2011 to add to a large collection of ex-military aircraft, engines, and spares. Some airframes are on display, and the owner's intention is to develop an aviation museum. The aircraft is being dismantled at Massy for transport to Baarlo (June 2011).

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Konungariket Sverige [Kingdom of Sweden]

Stockholm-Arlanda
On 27May05 Caravelle III № 210/SE-DAI of Le Caravelle Club was towed to the main terminal and lunch was served on board to sponsors and invited guests to celebrate the 50th anniversary of the Caravelle's first flight; the engines were started in the afternoon. For the occasion, the legend 'Caravelle 1955-2005' was applied, as well as the insignia of the Caravelle Club on the tail.

In Mar12 the Caravelle was repainted as Finnair's Super Caravelle (Type 10 B3) OH-LSB *Tampere* to star in a production about the hijacking on 30Sep78 of the real OH-LSB.

The hulk of Type 10 B1 R № 263 was scrapped late Apr12.

AFRICA

Republika Y'Uburundi [Republic of Burundi]
Bujumbura
№ 144/9U-BTA extant November 2010.

République Démocratique du Congo [Democratic Republic of the Congo]
Kinshasa-N'Djili
Type 11 R № 240/9Q-CNA extant (March 2011); Type 10 B3 № 169/9Q-CPI was scrapped in 2007; Type 11 R № 264/3D-AUG is believed to have been scrapped in 2006.

Al Mamlakah al Maghribiyah [Kingdom of Morocco]
Casablanca-Anfa
№ 57/CN-CCX & № 195/CN-CCZ were scrapped in 2010 (and only the Lockheed Constellation and Boeing 727-200 CN-CCG remain). One or both Caravelles were earmarked to go to **Ben Slimane** for a proposed aviation museum, plans for which appear to have been abandoned.
CN-CCZ appeared briefly in the 2008 German movie *Mogadischu.*

The forward fuselage of one Caravelle is used as a cabin simulator by Ecole Mohammedia d'Hôtellerie et Tourisme Privée, 273 lotissement Yasmina, Bd Hassan II, 20800 **Mohammedia**.

République du Sénégal [Republic of Senegal]
Dakar-Yoff
№ 5/6V-AAR was no longer present in 2007 and is believed to have been scrapped.

République du Tchad [Republic of Chad]
N'Djamena
The damaged Avon engines of № 100/TT-AAM survive at the 'La Caravelle' restaurant and campground in the city near the Chari River (Sep07).

Al Jumhuriyah at Tunisiyah [Republic of Tunisia]
Tunis-Carthage
The hulk of № 246/TS-ITU sold in 2010 to local metal recyclers.

Republic of Uganda
Entebbe
At the end of 2004, the left side of Type VI N № 71/9Q-CRU was painted with 'Motorcars' to promote a local dealer.

A visitor in Aug06 noted that the Caravelle was being used by squatters,

who were cooking in the gutted cockpit and sleeping in beds placed along the walls of the cabin.

The location has since become the 'Aero Beach', with a bar and buffet; in 2011 the tail of the Caravelle received an image of US President Barrack Obama and the slogan 'Yes We Can'.

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ASIA
Al-Jamhuriya al-Arabya as-Suriya [Syrian Arab Republic]
Dimashq [Damascus]
Only № 190/YK-AFB was present in Apr06.

Prathēt tai [Kingdom of Thailand]
Bangkok International Airport-Don Muang
The nose of № 25/HS-TGI reappeared behind the training area at the CATC by Mar07, and had recently been repainted.

North America
Estados Unidos Méxicanos [United States of México]
México: Santa Lucía (Base Aérea Militar № 1)
Both Type 10 B3 № 211/FAM 10506 and Type 10 B1 R № 232/FAM 10507 were at Santa Lucía Jun05 with wings and tail removed. The two were offered for scrap (along with a Convair 580) by government tender in November 2004.

They were moved in 2006 to Parque Aviacuatico los Manantiales, 15km southwest of Jilotepec de Abasolo: Carretera Jilotepec-Ixtlahuaca KM 39, El Puerto 2da, Sección Chapa de Mota, Edo de México, CP 54350 (19.8777N 99.6520W); http://aviacuaticolosmanantiales.com. № 211/10506 is open to visitors and № 232/10507 is displayed in a parking lot.

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United States of America (USA)
California: Mojave
№ 87/N777VV has not yet been moved to Mojave and remains at **Tucson, Arizona**. Although the move was scheduled as noted, the process was delayed by a period of heavy rain. Doug Scroggins maintains an option on the aircraft, but now needs to provide another airframe (preferably a Douglas DC-9, or a Boeing 727) to replace it.

Moved to Ascent (former Hamilton) complex by August 2009, and scrapped by Ascent in the July-September 2010 period.

California: Van Nuys Airport
Type VI R № 102/N98KT was no longer used for display and photo shoots by 2006, and Syncro Aviation expressed a wish to dispose of it. However, by Mar07 Syncro titles had been applied to the right side and in Apr07 Jet Fleet International titles were applied to the left side to promote this Van Nuys-based corporate aircraft owners alliance. In Mar08, the left side was painted to promote

Lifetime Television with the name *the Flying Tigress* [sic].

Presumably to attract even more business operators, Los Angeles World Airports has been anxious to 'clean up' Van Nuys and scrapping of the airframe began by 10Jun10.

Connecticut: Windsor Locks: Bradley International Airport

In a rationalization of its collection, and to make space for a new building, the NEW ENGLAND AIR MUSEUM offered Type VI R № 88/N902MW for disposal without success. Consequently, the airframe was scrapped in October and November 2010 by Leveille's Auto Recyclers of Somer, CT. The museum had earlier stripped the cockpit of instruments and Leveille retained some parts, including overhead switch panels, the RCA nav/comm radio and avionics boxes, oxygen masks, boxes, O_2 tanks, emergency doors, and galley door, for sale. Also at least temporarily spared were the two Avons, along with the fin and rudder. The cockpit was saved and is intended for display at Leveille's premises.

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SOUTH AMERICA

República de Colombia [Republic of Colombia]

Valle del Cauca: Cali-Aeropuerto Internacional Alfonso Bonilla Aragon

Type VI R № 161 HK-2402 was parked by Aerotal in December 1981 after it suffered a hydraulic problem operating a rotation from Bogotá and was not repaired. Aerotal ceased operations in 1983 and was seized by Aerocivil for unpaid landing and airport fees. As the aircraft was subject to legal process, Aerocali, the airport authority, was unable to dispose of it. In 1995, the airframe was moved to a more remote area of the airport and was subsequently taken over by a colony of African killer bees, which frequently attacked airport workers. The hulk was sold without the permission of Aerocivil for COP12 million ($5,000) and scrapped October-November 2005.

República del Ecuador [Republic of Ecuador]

Imbabura: Otavalo

The Hacienda Pastavi, which features a hotel and restaurant, intended to use the Caravelle as a coffee bar. Although it is not clear whether this was accomplished, the interior of the aircraft is reported intact.

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With thanks to: Flávio Amaral, Alain Arpino, Louis Attenoux, Alexandre Avrane, Wolfgang Bergemann, Roger Béteille, Philippe Boulay, Ian Callier, Vito Cedrini, Andrea & Alessandro Cini, Steve Darke, André Austin du Pont Rocha, Jean-Pierre Dubois, Vital Ferry, Malcolm P Fillmore, René Francillon, Olivier Gilles, Michel Gilliand, Laurent Gruz, Jacques Guillem, Michael Hooker, Marc Idsinga, Michael Kubatz, Steve Kinder, Tommy Lakmaker, Malcolm Nason, Pierre Parvaud, Pierre Pécastaingts, Michel Pele, Ognjan M Petrović, Andres Restrepo, Jean-Yves Richard, Giovanni Francisco Rodriguez, Don Rogers, Douglas Rough, Doug Scroggins, Mike Shreeve, Peter Skipp, David H Stringer, Roger Thiedeman, Alain Truffaut, Stéphane Tuchscherer, Guy van Herbruggen, Aad van der Voet, Urs Weidmann, Percy Wood (ex-UAL), Stipe Zivaljic