WORLD'S AIR FORCES

Peruvian Navy Agusta-Sikorsky AS-3H

185s, a Cessna 337, and a VIP Cessna 421. Two Hiller UH-12s comprise the rotary-wing force. The Navy operates an ex-Argentine C-47, four Cessna 150Ms, four Cessna 206s, one Cessna 210 and two Bell 47s, the latter mainly on river patrol duties.

Peru

Fuerza Aerea del Peru Remaining a strong, modern air arm is an expensive business, but external threats such as age-old border disputes do not go away overnight. Peru is faced with such a situation, and recent orders indicate that she at least intends to maintain superiority in numbers and quality over the air forces of neighbouring Ecuador, Bolivia, and Chile, if not Brazil. In 1976, Peru became the first and, to date, the only country in South America to .order Soviet equipment, but problems in oper-ating Russian aircraft have led her to turn back to Western sources for new combat aircraft, in particular to France. Peru was the first Latin American country to order Mirages in 1968, and encouraging financial terms from Dassault have persuaded the FAP to order Mirage 2000s as its future interceptor. Delivery of the first batch of 16 aircraft is expected to begin late next year or early 1985, and a further ten machines currently on option are likely to fol-low. The transfer of ten Mirage 5s to Argentina as a political gesture, and to help replace FAA losses, has prompted an FAP order for 30 Mirage 50s intended for strike and interceptor duties. These are believed to be additional to

three 5Ps ordered in 1981 as attrition replace-ments for the Mirage unit, Grupo 13, based at Chiclayo.
An indigenous aircraft manufacturing com-pany, Indaer-Peru, is producing the Italian MB.339 under licence, initially for the FAP but also for sale to other South American air forces.

The factory is being set up with Aermacchi's assistance and 66 MB.339s will be assembled

over the next six years, involving both the sin-gle and two-seat versions. Other recent acquisi-tions include a single Cessna 421 for liaison duties, three BO105s for oil exploration work, and 12 Bell 214s for coin duties.
Servicio Aeronavale de la Marina Per-

uana Fixed-wing maritime patrol duties are flown by S-2E Trackers and two F.27MPA ver-sions from the Peruvian Navy's main Jorge Chavez air base. The SAMP also has a ship-board ASW capability fulfilled by a helicopter fleet of six AB.212ASW/ASVs fitted with Sea Killer missiles for use from Italian-built

frigates and nine Agusta AS-3Hs armed with Exocet ASMs. A variety of types provide fleet requirements, support, and training for the front-line units.

Ejercito Peruano Peruvian Army Aviation is principally a transport and liaison force equipped with at least 42 Soviet Mi-8s, not all operational, some Alouette Ills, and a few Bell

364

47Gs. Owing to the nature of the Army's com-mitment to operations in jungle areas where helicopters are ideally suited, the EP has fewer than a dozen fixed-wing aircraft in service.

Type No Role

Mirage 2000/B
Mirage 5P/DP
Mirage 50
Su-22 Fitter
Canberra B(l).68/B(l).8
Canberra B.52/56
Canberra T.54
Cessna A-37B
L-100-20
An-26 Curl
DHC-5 Buffalo
DHC-6 Twin Otter
DC-8-62CF
F.28-1000/Falcon 20F
PC-6 Turbo-Porter
C-47/C-54
FH-227

Queen Air
King Air
Learjet 25B
Cessna 421
Bell 47G
Bell 212
Bell 214 (for Army?)
Bell UH-1D
Alouette III
B0105C
Mi-6 Hook
Mi-8 Hip
T-41D
T-37B/C
T-34A
T-33A
MB.339AP

Navy
S-2E
AB.212ASW/ASV
AS-3H Sea King
F.27MPA
C-47
Alouette III
Bell 206
Bell UH-1D/H
T-34C

Army
Mi-8 Hip
Alouette III
Bell 47G
Cessna 185 Skywagon
Helio Super Courier

14/2 ordered
25/5
30
52
22/8
6/6
3
30
7
16
16
10
2
1/1
12
Few
1
23
5

2
1
17
16
12 ordered
9

8

3

6
6
19
26

6
8
1 6+60 ordered

9
6
9
2
5
2
10
6
6

42
7
8
5
5

Int/train
Int/train
Int/attack
Attack
Attack
Attack
Train
Coin
Trans
Trans
Trans

Utility
Trans
VIP

Utility
Trans
Trans
Liaison
Liaison
Survey
VIP
Train
Utility
Coin
Utility
SAP,
Utility
Trans
Trans
Train
Train
Train
Train
Train

ASW
ASW
ASW
MP
Trans

Utility
Utility
Utility
Train

Trans
AOP
Liaison
Liaison
Liaison

Philippines

Philippine Air Force Closely allied to Amer-ica, which leases a number of air and naval bases in the Philippines, the PAF is equipped with a variety of aircraft, mainly of US origin. More modern types are beginning to filter into the squadrons, but the great majority of the defence budget is tied up with fighting the anti-guerrilla war which has been in progress for some years. The acquisition of 18 Bronco Coin

aircraft to replace the useful T-28D Trojans was one positive move to upgrade the Coin units, and the Philippine forces are receiving a further 12 reconditioned UH-lHs and 16 Bell

412s to add to more than 100 already in use. A widely announced order earlier this year was for 17 S-76 multi-purpose helicopters and two S-70A-5 International Black Hawks for the

PAF, delivery commencing in October. This was the first order for the S-76, and involves 12 H-76 utility versions, two SAR machines, two with an eight-passenger layout, and one in a 12-passenger configuration. The two Black Hawks will be used for transport duties. According to unsubstantiated reports, the Army apparently has not formed an Aviation Battalion, owing to budget restraints. Pre-sumably the 60 or so UH-ls are used by the PAF for Army support duties—or the report is
untrue.

Type No Role
F-8H Crusader 34
F-5A/B 16/3
F-5E 11 ordered
OV-10 Bronco 18

T-28D Trojan 32
SF.260WP Warrior 16
AC-47 12
F.27MPA 3
HU-16B Albatross 6
C-130H Hercules 3
L-100-20/30 1/3
F.27-200 Friendship 9
One-Eleven 1
Nomad Missionmaster 9
B-N Islander 16
Cessna U-17 17
Cessna 180/210 6/3
Helio Super Courier 3
UH-1H 67
Bell 412 16
BO105C 10
S-76/H-76 2/15
S-70 Int Black Hawk 2
T-41D 12
SF.260MP 27
T-34A Mentor 12
T-33A 10
Navy
B-N Islander 4
B0105C 2

Army (possibly PAF-operated)
UH-1H 50
BO105 6

Hughes 500D 10

Int
Int/train
Int
Coin
Coin
Coin
Gunship
MP
SAR
Trans
Trans
Trans
VIP

Utility
Utility
Liaison
Liaison
Liaison
Utility
Utility
Liaison
SAR/trans
Trans
Train
Train
Train
Train

Trans
SAR

Utility
Liaison
Scout

Poland

Polskie Wojska Lotnicze Largest of the War-saw Pact air forces besides the Soviet Union's, the PWL operates about 900 aircraft. To these must be added another 350 of the Soviet 37th

Air Army stationed in Poland. As in all WarPac countries, the air arm is seen as a long-range, quick-reacting "artillery" for army use, and the PWL's line-up reflects this. The Service is organised on Soviet Air Force lines with two or three squadrons per regiment, each squadron operating, on average, 15 aircraft, although some two-squadron regiments operate 20 air-craft per squadron. Like its Soviet prototype, the PWL has undergone modernisation with MiG-23s and Su-20s in service, supplementing and in some cases replacing MiG-17s and Su-7s respectively.

The PWL's 160-strong force of Su-7Bs is being supplanted by Su-20s, and it is calculated that up to 120 Su-20s may now be in service in the attack role. The original type in that role, the MiG-17, remains in use in some numbers. Air defence is handled by a large force of 350 late-model MiG-21PF/MF/SMTs, integrated with some 50 SA-2 and SA-3 sites. Recon-naissance elements include 35 MiG-21RF, five Il-28s, and 15 Lim-6 (licence-built MiG-17F). Transport forces include An-12, An-26, 11-14, FLIGHT International, 6 August 1983