WORLD'S AIR FORCES

The PVO also includes extensive ground radar instal-lations and several thousand SAM sites. The ADF has about 1,000 interceptors, including 200 of the latest type, the MiG-31 Foxhound. There are around 200 Su-27 Flankers, which started entering service in 1986, together with 300 Mig-25PD Foxbat E and several hundred MiG-23P/MLD Floggers. The Su-15 Flagon is phased out of service. About 16 A-50 Mainstays are based near Pechora in the Artie north of Russia. A new modified version of this early warning aircraft has been spotted. The ADF has its own sizeable fleet of transport and support aircraft (An-12, An-24/26 and others).

Army Aviation
The service re-established its status independent from the air force in 1990. The long-awaited series produc-tion of the Kamov Ka-50 Werewolf combat helicopter has started at Arsenyev plant in the Far East, but only a few helicopters have been produced so far. Mil appears to have persuaded the Army that it needs the Mil Mi-28 Havoc as well, and series production of the latter type is going to begin at Rostov plant next year. A new Mil helicopter, the Mi-40, is under develop-ment as "an airborne fighting vehicle". It is expected to enter service in late 1990s, but the question of adequate financing for that project remains open.

Border Guards Aviation
Yet another independent military operator use Mil Mi-0 and Mi-24 to patrol the Russian borders and has taken delivery of six maritime patrol An-72 Coalers armed with 23mm twin-barrel gun, bombs and rocket pods. The An-72P substitutes the An-24 in this role.

Strategic Missile Forces Aviation
Stressing the Russian tradition of self-dependence, the strategic missile forces RVSN have their own fleet of several hundred transport and support aircraft not relying on the air force in their everyday needs.

Ukraine
After the collapse of the Soviet Union Ukraine appears as one of the strongest air powers in Europe with the inventor^' of around 2,800 aircraft, 1494 of them of combat types including 18 Tupolev Tu-160 Black-jacks, 24 Tupolev Tu-95 Bears, 220 Sukhoi su-24 Fencers and 210 new-generation tactical fighters (120 Mikoyan MiG-29 Fulcrums and 90 Fukhoi Su-27 Flankers). Around 30 (practically all former Soviet Air Force's) Ilyushin 11-78 Midas tankers are based in Ukraine alongside with six air regiments (around 200 aircraft), of Ilyushin 11-76 Candid heavy transports. The Ukrainian armed forces will be comprised of three services: the land forces, navy and airspace defence force. The land forces include 2-3 brigades of army aviation.
The air Torce will be divided in three groups under the control of operational commands (West, South and Central) and the fourth will be the naval aviation group. 8th air defence army will join the air force structure. There will be only air regiments: the air division command level will be eliminated. The CFE limits agreed for Ukraine are 1090 combat aircraft and 330 combat helicopters.

Belarus
The third Slavic republic of the CIS initially will have about 90,000-100,000 people in the armed forces (45,000 in the army, up to 12,000 in 7-8 air force regiments, 22,000 in air defence force) later reducing the number of servicemen to 75,000.
A bilateral agreement with Russia has been signed on the defence co-operation, defining the status of the Russian troops, first of all strategic, in Belarus. As a former western guard of the Soviet border, the republic is the most militarised state in Europe with one military serviceman for each 43 civilians of population (in Russia military/civilian ratio is 1:643). Around 90% of fighter-bombers and 10% of heavy bombers based on the Belarussian territory have been transferred to the republican air force. The Belarussian
air force will be equipped with the most modern types, and to comply with CFE treaty Belarus has begun to cut for scrap even relatively modern types
like MiG-27. About half of air force units in Belarus have been transferred to Russia's jurisdiction.

Moldova
Moldova has 34 Mikoyan MiG-29 fighters of the former 86th naval fighter air wing stationed at Makuleshty base. Moldova has gathered 14 pilots from all over the former Soviet Union, four of them are qualified to fly the MiG-29, and used the aircraft in air raids on rebellious Pridnestrovskaya republic, the region with the Russian-speaking majority seeking succession from Moldova. Moldova's defence ministry expressed wishes to exchange the Fulcrums for 80-100 combat helicopters and approached Romania with this offer after Russia rejected the deal. Moldo-vian armed forces have 8 Mi-8 Hip helicopters.

Azerbaidjan
Azerbaidjan continues to use aviation in hostilities with Armenian forces over disputed Nagorno-Karabakh area. Azerbaidjan seized 11 Su-24 and 5 MiG-25RB reconnaissance/bomber aircraft, most of them in not flyable condition. Several MiG-25PD interceptors were left at Nasosnaya base after the evacuation of the air defence unit. Armenian forces have shot down several Azeri aircraft and seized two mercenary pilots who will go to court in Yerevan soon. Three MiG-21s are reported to be operational as well as four Mil Mi-24 Hind gunships. Azerbaidjan has seven well-equipped air bases: Dallyar, Nasosnaya, Kyurdamir, Sital-Shai, Pirsagat, Salyany and San-gachaly. The latter one serves as a training centre.

Armenia
There were no Soviet air force units in Armenia. The republic uses several Mil Mi-24s and Mi-8 armed helicopters in its conflict with Azerbaidjan.

Georgia
All combat aircraft and helicopters of the Russian air force were withdrawn from Georgia in 1992. Trans-Caucasian military district has handed over 4 Mi-24 gunships from Telavi air base to the Georgian army. No fixed-wing aircraft have been passed to the Georgians. The republic operates several Su-25 Frogfoots which are manufactured at Tbilisi plant, the only site in the former Soviet Union outside Russia producing combat aircraft. Several Su-25s are claimed to have been shot down by Abkhasian forces and insurgents supporting the ex-president Sviad Gamsakhurdia.

Uzbekistan
In 1992 Islam Karimov, Uzbekistan's president, signed a decree proclaiming republican jurisdiction over the Air Force units based on Uzbek territory. Around 300 aircraft have been declared Uzbek property. Uzbek Defence Law outlines the Uzbek armed forces as consisting of air force, air defence force, land forces and national guard (1,000 men). Armed forces will be 25,000-30,000 people strong. The status of the CIS armed forces on the Uzbek territory is regulated by a bilateral agreement between the republic and the CIS High Command. The units in Uzbekistan include a fighter bomber regiment of MiG-27 Floggers in Chirchik and an air transport regiment of Antonov An-12 Cubs near Tashkent. Uzbek combat helicopters were reported to be used in air operations supporting government forces in the civil war in neighbouring Tadjikistan.

Tadjikistan
A contingent of CIS peace-keeping forces from Russia, Kazakhstan and Uzbekistan is based in this republic supporting government forces in clashed with Moslem rebels. Tadjikistan has declared its intention to form its own air force and to buy Mil Mi-8 and Mi-24 helicopters, but so far Russian units provide air cover for border guards on the border with Afghanistan.

Turkmenistan
This Central Asian republic intends to keep one fighter regiment of 32 combat aircraft to form its independent air force. Now the armed forces based in Tukmenistan are under joint Russian-Turkmeni com-mand. The republic planned to sell abroad about 200 combat aircraft, mostly MiG 23/27s and Su 17s, but
no reports of any successful deals have been heard. Mary combat training range, the Soviet equivalent to

Nellis, is in Tukmenistan. At least one squadron of Mig-29s is based there.

Kyrgizia
Kyrgizia declared its jurisdiction over one air force regiment based at Lygovaya near the capital Rishkek. This base was used for training pilots and engineers for the third world nations, and the republican authorities think it may continue to provide hard currency flow.

Kazakhstan
The republic was the last in the CIS to declare the intention to form its independent armed forces. Kazakhstan agreed with Russia on the division of armed forces on its territory between two republics. The air force units in Kazakhstan apparently are under control of the Russian military command.

COMORES

Comores Military Aviation This small group of islands off the east African coast has a military aviation element comprising a Cessna 402B and an AS.350B Ecureuil, which are used for VIP duties.

CONGO

Force Aerienne Congolaise The Congo air arm received 16 MiG-21s in 1986, and these form the combat element alongside a squadron of MiG-17Fs and a two-seat MiG-15UTI trainer. At least two MiG-21s are known to have been lost in accidents. The main operating bases are at Brazzaville, Dolisie and Point-Noire. The VIP flight has a nominally civilian SN.601 Corvette.

Type
MiG-21 Fishbed
MiG-17F Fresco
MiG-15UTI Midget
AN-24 Coke/An-26 Curl
N.2501F Noratlas
C-47 Dakota
11-14 Crate
SN.601 Corvette

SA.365C Dauphin
Mi-8 Hip
Alouette ll/lll

No
14
8
1
7/1
2
2
2
1
1
2
2/2

Role
int/FGA
FGA
trng
trans
trans
trans
trans
VIP
VIP
trans
comms/liaison

COSTA RICA
Guardia Civil Seccion Aerea Part of the Civil Guard which reports to the Ministry of Public Security, this force is based at J ose Santumaria Airport. Three Cessna 337 Super Skymasters were received in 1986 under a US military aid programme, which began in 1985 with the delivery of five helicopters.

Type
Cessna 337/Soloy 206
Aztec/Seneca
Commander 680
Cherokee Six
Hughes 269C/500E

No
3/4
1/1
1
2
1/2

Role
patrol/comms
comms
comms
comms

liaison/SAR

COTE DTVOIRE

Force Aerienne de Cote d'lvoire The FACI has only one combat unit, operating four Alpha Jets from Bouake.

Type
Alpha Jet
F33C Bonanza
Cessna F150H

F27 Friendship
Fokker 100
Gulfstream 4JI/IV
King Air 200
Cessna 421
SA.330H Puma -..

SA.365C Dauphin,:
Alouette II •.',>-.

No
4
4
2
1
1
1/1
1
1
3
3
1

Role
attack/trng
trng
trng
trans/liaison
VIP
VIP

comms
comms

VIP/trans
comms/VIP
liaison

CROATIA ••';?
Croatian air force Available information suggests that
the Croatian air force operates some Antonov An-2
Colt transports and Mi-8 Hip helicopters left over
from the former Jugoslav air force. Pre-hostilities
details are given under Jugoslavian entry.

FLIGHT INTERNATIONAL 24 - 30 November, 1993 51