

## **CARAVELLE: The Complete Story [2005]**

### **Corrections, Updates & Additional Information**

*Cumulative 27 May 2017 (new entries in magenta)*

#### **Page v**

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

#### **Page 11**

By 2001, it was estimated that the Caravelle fleet had flown eight million hours and carried 300 million passengers.

#### **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 79**

The full-size wooden Caravelle fuselage mock-up was also installed at the entrance to Orly, from 21 June 1959; on 5 October 1959, 100,000 visitors had been recorded. In a lottery, the Aéroport de Paris offered two tickets from Paris to Nice by Caravelle. The mock-up was again open from 1 April to 30 September 1960.

#### **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 99 *et seq***

Jean Dabos died 19 September 2012 at Isle sur la Sorgue, aged 89.

## **Page 101**

The FAI visit to Vnukovo also included delegation members from Belgium, the UK, Portugal, Italy, and East Germany. Two demonstration flights were made on 27 May 1959, and the following day the Caravelle was visited by several technical delegations. On 29 May, the aircraft was available exclusively to Aeroflot and visited by Andrej Tupolev.

## **Page 105**

Caption, centre: New chine tyres were developed by Kleber-Colombes in 1962.

## **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 114**

During 1959, 134,795 Caravelle passengers were recorded.

Air France carried 1,475,000 passengers on the Caravelle in 1961, some 41% of total traffic. An example of usage that year (for F-BHRY *Touraine*) was 2,150hr, 1,320 flights (four per day on average) to 36 cities, carrying 80,000 passengers over 1,500,000km.

The seven millionth passenger was Jean-Jacques Belet, who travelled on AF665 to Orly.

Roger Moore flew on AF811.

The nine millionth passenger was Japanese businessman Asakura Koichi, who flew between London and Paris on 19 September 1964.

№ 60/F-BHRX *Savoie*, painted with '10.000.000' titles on the forward fuselage and operating AF685 on 6 February 1965, flew Republican congressman John V Lindsay to Paris.

Turkish businessman M. Eczacibasi became the eleven millionth on 23 May 1965, between İstanbul and Orly; M. Feline was feted as the twelve millionth at Marseille later that year; and on 2 January 1966 M. Van Bulck from Antwerpen/Anvers was named the fourteen millionth upon boarding AF450 at Nice for Bruxelles/Brussel.

'15.000.000 Passagers Caravelle 1959-1966' titles were applied to № 111/F-BJTE *Grenoble* on 11 August 1966 for a Danish businessman flying from Paris to København.

On 30 July 1968, № 115/F-BJTG *Roussillon* marked '20.000.000 Passagers Caravelle 1959-1968', when Lebanese businessman Samir Ghandour travelled on AF145 from Bayrūt to Orly.

On the 12<sup>th</sup> anniversary of service (6 May 1971), 29.5 million passengers had been carried on 481,600 flights over 425 million kilometres.

### **Page 116**

Box, revise:

From 1 April 1969, 97-seat BEA 'Super One-Elevens' (Series 500s) operated Air France's services to Berlin from Frankfurt (ten flights daily) and München (five flights a day) under AF flight numbers, with AF hostesses. BEA and Air France operated in pool between Tempelhof and Bremen, Düsseldorf (dropped summer 1964 by AF), Hamburg, Hannover, Köln/Bonn, and Stuttgart. Air France continued operations at Tegel with a daily nonstop service from and to Paris, as well as charter flights. Cooperation with BEA ended on 31 October 1972, and from 1 November 1972 the Paris service was re-routed via Köln/Bonn to preserve Air France's German domestic traffic rights.

### **Page 117**

Caption:

№ 60/F-BHRX *Savoie* is pictured on 30 December 1966, marking the start of a major overhaul (*grande visite*) line at Montaudran, supplementing two lines in hangar N 5 at Orly.

### **Page 118**

By the end of 1961, Air Liban envisaged adding a Type VI to expand service to East Africa.

### **Page 133**

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

### **Page 134**

Captions:

*Five Swissair Caravelles were named after the country's cantons (Uri, Schwyz, Aargau, Schaffhausen, and Solothurn) and three after the capitals of cantons (Chur, Lausanne, and Bellinzona). № 43/HB-ICY, seen here leaving Paris-Orly, was Ville de Lausanne.*

*White engine nacelles and red 'Caravelle' titles were adopted in 1964, but these soon gave way to polished nacelles and dark blue/black titles.*

### **Page 141**

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

**Page 146****Mid-air at Orly**

The owner of the Stampe was Club Aéronautique Universitaire.  
(CDB Emile-Louis Moussou, OPL Gilbert-Xavier Lafargue, OMN Jean-Bernard Girault)

**Page 156**

Correct name presentation was originally *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 (c December 1960) featured 11 generators on the upper and lower surfaces of the right tailplane, about mid-span, extending from the tailplane root; another had a similar configuration on the left tailplane.

Possibly in connection with a proposal to secure FAA type certification of the Type VI N, № 67/F-WJAK (OO-SRE for SABENA) had ten vortex generators installed on both the upper and lower surfaces of the left tailplane by mid-February 1961. It is not certain whether this configuration was air-tested.

The Type VI N was delivered with the same vortex generator layout as the Type VI R.

**Page 188 (& 250)**

Max Fischl died on 23 January 2006, aged 83.

**Page 188**

Chile suspended trade relations with France in September 1963 because of French nuclear testing in the Pacific. Although the Caravelle order was unaffected, the action may have caused the slippage in delivery.

**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 30° sweepback based on that of the DC-8 (dated March 1960) and a 28° 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 Hérel died on 4 December 1980 in Genève, and was buried in Cahors.

### **Page 237**

F-BNRA was ferried from Nouméa to Bangkok via Townsville, Darwin, and Singapore 14-16Aug75. Between 19Aug75 and 13Sep75, under the joint flight number UTAF 170/171, 17 roundtrips were made between Bangkok and Sài Gòn [Saigon] to evacuate more than 1,000 people. The crew comprised CdB Marc Moureaux, OPL André Giauffer, OMN Jean Girault, C/C Clain, Hostess Tilge, and Steward Turpin, plus a mechanic, André Rafini. On 14Sep75, F-BNRA left Bangkok for Colombo and Dubai, arriving at Le Bourget the following day after a stop in Ankara.

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'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.)

Turcat died on 4 January 2016 at his home in Aix-en-Provence.

### **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 896<sup>th</sup> 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 10 B3 № 187, Jacques Guignard made demonstrations to Finnair 14-16 February 1965 at Helsinki, Oulu, and Rovaniemi.

In connection with the development of an AWLS, during the installation of the system in Caravelle 02 in 1964 a CSF L-191 head-up display (HUD), derived from Dassault Mirage fighter gunsights, was fitted to the co-pilot's position. Following favourable initial tests by the CEV, an improved CSF L-193 model was developed. Between 5 July 1967 and 16 November 1968, the CEV, with participation by Air France, conducted 810 approaches with this HUD fitted to 02.

From 13 December 1969 Air France evaluated a model L-193 F on № 27 / F-BJTS during regular flights (and subsequently on a Boeing 707, F-BLCA), with the HUD in the captain's position. The objective was to ensure that the good results obtained by the CEV in a Caravelle equipped with an AWLS were not due to the latter's source information, and that the HUD would be compatible with Air France's Z5 calculator to achieve Cat II certification. The initial 300 approaches confirmed the CEV's results, and certification of the equipment for Cat II approaches in the manual mode was awarded by the SGAC on 15 October 1970.

Because pilots disliked the large amount of data presented and the

inability to see the data and the ground at the same time, further display refinements were incorporated in the 193 V (Velocity Vector) model. Compared to the AWLS, the CSF L-193 HUD would have been half the cost of the AWLS and 20 units were ordered but were never completed by Thomson-CSF, which went on to produce the TC 121 and TC 125.

### **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.

Bâle-Mulhouse was upgraded to Cat IIIA in April 1970, and Lille and Strasbourg were compliant by 1971.

### **Page 276**

**STARLINE SpA** was formed 18Dec75 to operate from Roma-Ciampino; directors were Lars Anders Helgstrand (Sterling Airways) and Roberto Grecchi, previously with Società Aerea Veneziana (SAV) / Aeropa that had ceased operations in Feb75.

### **Page 281**

Caption, add:

*By mid-1976, the operation was Bangkok-based, with no refuelling possible in Viêt Nam. The humanitarian service was operated between Tuesday and Saturday. French citizens and those with authorisation to leave Viêt Nam connected at Bangkok with Air France Boeing 707 and 747 flights to Paris. Diplomatic mail and medicines were transported from Bangkok. Configuration was Y80, with first class replaced replaced by a baggage area.*

### **Page 284**

Caption: correct Steward Didier Bazez

While C/C Josiane BRIET is believed correct (and quoted by AF), 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-SPL-CDG (AF744/745, AF916/917).

### **Page 286**

Caravelle Junior

SNECMA signed a cooperative agreement with Pratt & Whitney in 1959 for development of the JTF10, and this engine was commonly referred to in France as the SNECMA JT 10.

### **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 300

№ 116 was involved in:

- test programme, LORAN C navigation, 1965-67
- test programme, F 500 INS (for Concorde), 1967-68
  - test programme, Sperry SGN 110 INS, 1967-68
- test programme, Sagem S 108 & S 111 INS, 1968
- survey UK, Iceland, and Denmark, 16-20 June 1969
- test programme, Kalman filter, 1972
- test programmes in Africa and Greece, 1972 onwards
- first flights of Sagem MGC-30 INS (intended for Airbus A300B), 1972, with further tests 24 October-21 December 1972; additional testing 1974
- point sampling tests of Doppler RDN 72 DRAN 2 radar
- first flights of the Sagem EMD CNM 2 computer (intended for the Atlantic Mk 2 system), 1973
- endurance tests of Doppler RDN 72 J radar, 1973
- first flights of the EMD CNM 1 computer, 1973
- avionics testing at BA Orléans Bricy, Opération CESAR, 1973 (overhaul and upgrades at end of 1973)
- test programme Doppler Crouzet SFIM type 131 INS, 1974
- scientific flights for Institut National d’Astronomie et de Géophysique (INAG), 1974
- survey and operations from Sondrestrom AB, 1974
- missions to Keflavík, Marrakech, and Portugal 1974
- test programme Crouzet type 10 and Jaeger altimeters, 1974
- avionics testing at BA Reims Champagne, *Opération CESAR*, 1974
- first flights of Omega Marconi receiver, 1974
- test programme Doppler EMD, 1974
- first flights of Omega Sercel, 1974
- avionics testing at Marseille Marignane, Toulouse Blagnac, and Istres, 1974
- evaluation of Omega Sercel for possible installation in C-160 Transall, 1975
- Omega location transmitters operational from 1 September 1975
- test programme, Doppler RDN 72 equipped with ITT solid state transmit-modules, 1975
- flight testing of transmission equipment for Aérostat programme, 1975
- Singer Kearfott SKN-2600 INS installed, 1975
- first tests of differential Omega receivers, 1976
- test programme of Thompson-CSF TC 125 collimator head and flight controller (HUD), manual approaches, 1977
- testing of Omega, Sercel, and Crouzet Equinox INS equipment, 1977

(SELCAL code requested 1977)

- System tests SIGMA multiplex digital transmission
- mission to Base Aérea Lajes and Athínai, 1977
- first campaign mission OSIRIS II (Optical, Spectroscopic, and InfraRed Remote Imaging System), 1977
- flight tests of SFIM GV 76 vertical gyroscope, 1977
- observation mission to Marrakech 18-19 April 1978 for INAG
- second campaign mission OSIRIS II, 1978
- test flights of OMERA type 51 aerial photography camera, 1979
- test programme for mission STRATOZ II atmospheric chemistry sampling, 1980
- (installation of measuring equipment, 1980)
- testing of tyre deflections during taxiing because of tyre deformations associated with Messier Hispano Bugatti automatic braking system, 1980
- test of Omega Crouzet Equinox INS, 1980
- test programme for mission OSIRIS III, 1980
- test programme for IRS (Institut de Recherche Stratégique) n° 1 SV 2, 1982
- test programme for mission to Grønland, 1983
- test programme for Doppler RDN 72 T and RDN 72 BT radars, 1984
- STRATOZ III mission, 1984
- evaluation of gyrolaser navigation systems, 1984
- tests of first prototype SIS 84, 1985
- flight tests of Navstar receiver, 1985
- flight acceptance of the inertial unit Sagem Uliss 45 n° 35, October 1985
- testing the digital brake control system ACX, 1985
- testing the digital brake control system, type Rafale, 1986
- tests of GPS Navstar Magnavox two-channel receiver (RPU-2) and hybrid inertial Navstar developed by Sagem, 1986
- tests of Navstar Magnavox phase II, 1986
- evaluation of hybrid inertial Navstar, 1986
- testing of hybrid inertial GPS for ATL 2 (Atlantique, second generation), 1987
- test programme for STRATOZ IV mission, 1988
- trials of a cavity incorporated in the aircraft capable of housing an infrared telescope, 1988
- tests of Sextant Avionique GPS NSS 100S

### **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 SA Aéro Tour.

## **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.

Thus Société Nouvelle Europe Aéro Service (SNEAS) was created, with a court-decreed deadline of transferring assets by 27 January 1993. Lagarde's Financière St Fiacre held 60%, with 30% in the hands of SASMAT (Société Auxiliare de Services et Materiel Aéronautiques, parent of Groupe TAT).

In 1993, with the support of the court and Altus Finance, a subsidiary of Crédit Lyonnais, Francis Lagarde split up SNEAS. The company's funds went to COGES (Commissariat Général des Expositions et Salons du GICAT), 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 SNEAS. Eventually, the SNEAS 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; SNEAS 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. All maintenance activities were halted until revived by EAS Industries.

## **Page 331**

### **SAT**

Correct names of founders were *Günter Kurfiss* and *Wilhelm Stiber*.

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 332**

#### **Aero Lloyd**

Correct founder names were *Christian von Kaltenborn-Stachau* and *Wilhelm Stiber*; the company was formed on 6 September 1979.

### **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.

**Afro-Cargo** reportedly also traded as **Charter Kinshasa**. Presumably there was a joint venture with **Nakulines**, which was a clearing and forwarding agent, an associated company of a Kenyan government entity called the Industrial and Commercial Development Corporation (ICDC), which held a 6% interest. Perishable goods, such as eggs, beans, mangoes, pineapples, and flowers, comprised most cargoes. Nakulines was placed into receivership on November 20, 1980, by the Continental Bank of Africa, and subsequently declared bankrupt.

#### **Coastal-LWA**

Coastal Airways was headed by Wolfgang Wohlmuth, a West German national reputed to be 'an expert in smuggling of weapons', who was previously involved in Pearl Air and later involved in the sale of former BCal Airbus A310s to Libya.

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.

A pressurisation problem forced the diversion to Thessaloníki. While the cargo consignment notes listed Seoul as the final destination, there was speculation that it was a Middle East country, suspected to be Iraq. The German pilots, Friedrich Keim and Friedheim Kuhnig, were sentenced to four years and two months detention.

According to German authorities, the Caravelle had not been registered in Liberia since spring 1982.

### **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 17 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.

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 Gilliland.

## 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 374

№ 232 also wore HK-3869X and Transapel titles in January 1994.

On the night of 20/21 September 1979, Bokassa was deposed by Operation *Caban* (CentrAfrique-BANgui), a French military operation led by the SDECE (Service de Documentation Extérieure et de Contre-Espionnage) that was soon renamed Operation *Barracuda*.

Bokassa, who was visiting Muammar Gaddafi in Tripoli to seek financial help, intended to return to Bangui in his Caravelle III (TL-AAI), but the aircraft was intercepted and diverted to Evreux (BA 105). There, Bokassa was quarantined on the aircraft, along with 26 members of his entourage. At 2200 on 23 September, the occupants were disembarked, some 50 hours after arrival, and accommodated at the base. Awoken at 0200, they were given the option of exile with Bokassa or return to Bangui. Some, with dual citizenship, sought political asylum in France. Only the head of protocol and an aide-de-camp chose to stay with the former emperor. At 0400 on 24 September, a DC-8 of ET 3/60 Estérel transported the trio to Abidjan, where President Houphouët gave them refuge. The Caravelle III was ferried to Orly, where it was scrapped in 1983.

Bokassa's Super Caravelle (TL-ABB), which had been transferred to Centraficair and was receiving maintenance attention by Air Inter at Orly, was also confiscated by the French government and sold to Europe Aéro Service.

## 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 18 March 2005 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; it remained intact until scrapped in September 2012 in a clean up of old airframes at Kinshasa.

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 Orders**

#### **Page 437**

(21Oct69) around the same time, the Trans-Union lease of a second former SAS Type III was also counted by Sud Aviation as an order, raising the contemporary sales number to 269.

### **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	<i>Aldebaran</i> [sic], <i>Aldebarán</i> [sic]
VI N	I-DAXT	80	Dec67-Jan68	<i>Canopo</i> , Isd fr ALITALIA

##### Inaugurals/route development

25Feb62	EZE-BRC-CRD	route proving (?) (LV-HGX)
17Jul62	EZE-CRD-BHI-EZE	('technical flight', LV-HGY)
1965	AEP-MDZ	(LV-HGZ)
29Oct68	AEP-BHI-CRD-RGL	(LV-HGX)
Feb69	AEP-REL	

**Miscellaneous:** On 25Jan71 LV-III realized a flight time record between Neuquén and Bahía Blanca of 44min (normal time 55min).

#### 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, <i>Djebel Tlemcen/Monts de Tlemcen</i>
---------	--------	----	-------------	--

**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' (*baptême de l'air*) flights were made between Lyon (Bron) and Genève; prices were competitive and the service very popular.

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

## AIR CONGO

### Inaugurals/route development

Caravelle rotation w1967/68 with one aircraft (+ BAC 111)

Day 1

FIH-KGL-BJM-FIH 1005-1645

Day 2

FIH-EBB-NBO 1030-1655

Day 3

NBO-EBB-BJM-FBM-NLA-LUN-NLA-FBM 0925-1820

Day 4

FBM-FIH 0900-1015

Day 5

0

Day 6

FIH-BJM-EBB-NBO-DAR 0745-1715

Day 7

DAR-NBO-EBB-FIH 0800-1210

## Page 444-446

### AIR FRANCE

#### Fleet summary

III	F-BHRA	1	[Feb76-2010 ground instruction, CIV]
III	F-BJTQ	177	named <i>Principauté de Monaco</i> then <i>Champagne</i>
III	F-BOHC	245	named <i>Aquitaine</i> then <i>Pays Basque</i>

#### 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

27Jul59 ORY-LHR\*-NCE\*-LHR\*-ORY replaced TAI DC-6B F-BHVA; other ORY-LHR services operated for several months with 1049G, Caravelles on ad hoc basis

14Dec59 ORY-ALG AF2327/2326 (return 15Dec59, 2:07, F-BHRH) [delayed from 07Nov59]

02Jan60 ORY-ZRH AF682/683 (F-BHRI)

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.

01Nov60	ORY-PRG-WAW	
02Nov60	ORY-BCN	AF527/526 (2/7) (F-BHRB)
+ Nov60	ORY-LIN	
+ 15Oct61	MLH-MRS-ALG	(1/7)
+ 15Oct61	STR-NCE-ORN	(1/7)
09Feb62	ORY-MRS-HME	(2/7)
04Apr62	ORY-CZL	
01Apr63	MRS-PMI	AF591/590 (1/7)
13Apr63	ORY-NAP	AF630/631 (3/7)
03Apr64	NCE-FRA	AF710/711 (3/7) (until 30Sep64)
03Apr64	NCE-BRU	AF450/451 (2/7-5/7 peak, in pool with SN)
+ S 1964	ORY-HAM-SVO	(2/7)
W 1964	ORY-AGP	(2/7), resumed 03Dec65
02Apr66	ORY-AMS	AF910/911 (7/7), AF916/917 (7/7)
+ 01Nov66	ORY-BRU	(Y) (12/7)
05Nov67	ORY-CAS-AGA	AFAT2045/2044 (1/7)
14Nov67	FDF-PTP-ANU-SJU-PAP-MIA	AF242/243 (F-BJTA) (replaced DC-4s) (3/7, delayed from 01Nov67)

During summer 1968, the 727-200 progressively replaced the Caravelle to London, Madrid, Barcelona, Lisboa, Milano, Genève, Düsseldorf, Athínai, Cairo, and Tel Aviv.

S 1969	ORY-STR	(7/7) (delete reference to S 1977)
01Apr69	ORY-TXL	AF750/751 (7/7) (became via CGN 01Nov72)
+ 01Apr69	ORY-ZAG-SOF	(2/7)
+ Apr69	ORY-AHU (Al Hociema)-CAS	(1/7, seasonal)
01Apr70	ORY-CPH-FBU	AF796/797 (7/7) (F-BJTH, CDB Ricq) [replaced by 727 30Sep80]
+ 04May70	RJK	1st flight to RJK (opened 02May) by overseas company (charter)
04Apr72	SXB-LIN	AF644/645
+ S 1972	ORY-FEZ-RAK	
01Nov72	ORY-CGN-TXL	AF752/753 (7/7) (moved to CDG 01Nov74)
+ Nov72	MRS-LOUD-AGA	(1/7) (extension of MRS-LOUD)
+09Mar74	LEJ-ORY	AF5951 Leipzig Messe special

(CDG opened 13Mar74; the first tranche of European routes moved 20Mar74, with the remainder on 01Nov74; Air France split its Caravelle operations between ORY and CDG until the end of 1980)

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

+ Apr77 AJA-FNI-LHR AF1828/1829 (1/7, Y), resumed 02Apr-30Sep78  
 + 04Apr77 MRS-FCO (5/7)  
 01Nov77 LYS-FCO service resumed (5/7)

**Identified last services**

[+ 27Mar81 MRS-FCO (F-BHRF)  
 CDB Hubert Evin, OPL J-M Blin, OMN J-C Montéard, C/C Elisabeth Dupas, Steward Ignis Dicenta, Hôtesse Nicole Heiz]

**Configuration:** Y94 was introduced from 01Nov65 for ORY-LHR flights on two aircraft allocated for wet-lease to Air Inter.

F-BHRS was the first with 'Harmonie' cabin, Espace seating, early in 1965.

**Miscellaneous**

On 21Aug64, F-BHRX set a record flight time of 33min for a commercial flight between London and Paris, departing LGW at 1032 and arriving at ORY at 1105. The Caravelle, on charter to Parfums Christian Dior, was commanded by CDB Raymond Terry.

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

**Training:** A Redifon cockpit procedures trainer was delivered in 1960. SEA (Société d'Electronique et d'Automatisme) delivered the first simulator in 1960; official presentation at Orly on 21Jun60.

**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	Isd fr SNIAS (-1974)
III	F-BSRY	258	Jan71-Mar74	Isd fr SNIAS
III	F-BSRR	21	Mar71-Apr73	Isd fr SNIAS
			Dec73-Jan75	

**Inaugurals/route development**

**Air France wet-lease**

06Mar64 ORY-MRS IT613/614, IT925/908 (7/7), increased to 3 rotations/day 15May-17Oct64)

Apr65	ORY-TLS	(Y86)
Apr65	ORY-LYS	(Y86)
<b>Air Inter operated</b>		
+ 01Jun68	ORY-LDE	(3/7)
1968	ORY-PUF	

**Configuration:** Type III: Y99 (SIPA Espace B spécial) from Mar67

**Training:** A Thomson-CSF Caravelle III simulator entered service in 1974. The former Sterling (United) simulator was converted to a Type 12.

## Page 449

### ALITALIA

#### Inaugurals/route development

28May66	FCO-ALG	AZ442/443 (philatelic evidence indicates start date was delayed until 11Jun; until 29Oct, 1/7)
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)
11Aug69	NAP-FCO-NUE	AZ424/425
02Jun75	PSA-FRA	AZ456/457

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

## Page 450

Photo credit: Caz Caswell

### AUSTRIAN AIRLINES (AUA)

#### Inaugurals/route development

16Jun63	VIE-STR-ORY	OS701/702 (OE-LCE)
01Sep63	VIE-BRU	(effective 01Nov63, operated in pool with SABENA using SN Caravelles and cabin crews from both airlines, 5/7)

## Page 450

### CRUZEIRO DO SUL

#### Fleet summary

VI R PP-PDZ 131 Feb66, Jun66-Jun75

#### Inaugurals/route development

03May63	GIG-POA (1 <sup>st</sup> service)
---------	-----------------------------------

**Miscellaneous:** On 13Mar70, PP-PDX departed from CGH at around 1730 en route to MEX (with four stops), arriving early on 15Mar70. On board were five members of a leftist urban guerrilla group, the Vanguardia Popular Revolucionária (VPR), previously held in custody, and who were exchanged for the release of the Japanese consul general in São Paulo whom the VPR had kidnapped on 11Mar70. The prisoners included Sister Maurina (Borges da Silveira) and Shizuo Osawa (*Mário Japa*), a Japanese-Brasilian.

#### 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.

VT-DUI 'featured' in the Hindi movie called *Humraaz* (1967).

#### JAT

#### Fleet summary

VI N	YU-AHA	139	Apr63-Jan77
VI N	YU-AHB	135	Apr63-Apr76
VI N	YU-AHE	194	Jul65-Apr75
VI N	YU-AHF	218	Jun67-Dec76
VI N	YU-AHG	233	Jan68-Dec76

#### Inaugurals/scheduled route development

05Apr67      BEG-TUN-TIP      JU450/451 (1/7) (cancelled early in 1968 because of low volume of traffic)  
+ Apr68      BEG-BEY      JU472/473 (1/7)

**Configuration:** Initially F12T67 \*; F12Y69 \* Y86 (1967), Y91 (Jan68 on YU-AHG; all aircraft when relegated to domestic and charter services \*). contemporary press reports quote 79 passengers, although registration documents reportedly state a capacity limit of 72 until 1964, when this was raised to 78; according to JAT, capacity increased from 81 to 86 in 1967 when the five Caravelles accounted for 88% of international and 7% of domestic traffic; 85

seats also quoted in 1968

**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	
09May64	ULC-PMC	(1/7)
18May64	ULC-PMC-PUQ	(1/7)(route proving to PUQ 11May)
28Aug64	ULC-ACM-LIM-PTY-MIA	route proving
06Jan67	PMC-BRC	(pool with Austral, which operated DC-6B)

**Miscellaneous:** In 1967, the Lear Sud AWLS was installed in the Caravelle fleet with the work undertaken at Los Cerrillos under the supervision of Ingeniero Jefe de Electrónica de LAN Carlos Ugalde Diaz. Because there was no ILS in Chile, tests were undertaken in October at Lima by LAN captains Patricio Puga, Marcelo Cisternas, Hector Araya, Lautaro Hauyon, Raul Corthon, and José Enei, plus Sud Aviation chief engineer electronics Humbert Guyonnet and test pilot Max Fischl. This was the first autoland in South America.

**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

## ROYAL AIR MAROC

### Inaugurals/route development

+18Feb72 CMN-RBT-FCO

Page 457

## SABENA

### Inaugurals/route development

18Feb61	BRU-NCE	SN643/644 (OO-SRB)(in pool with AF from 01Apr64)
22Feb61	BRU-LBG	SN631/632 (delayed from 20Feb because of fog, CV-440 substituted; OO-SRC)
24Feb61	BRU-AMS-CPH-ARN	SN173/172 (delayed from 21Feb because of fog, return 25Feb, OO-SRB, CdB A Moureau)
05Nov65	BRU-TUN	SN579/580 (return 07Nov, 1/7)

**Notes:** Effective 01Nov63, SABENA operated in pool with AUA between VIE and BRU, using SN Caravelles and cabin crews from both airlines.

**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)

### Fleet

[I/III] SE-DAB 11 name: *Ingmar Viking*, then re-styled *Ingemar Viking*

### 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)

17Jul59 CPH-DUS-GVA-CIA-ATH-BEY-BGW-THR SK845/846

(OY-KRA)

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)  
 + 01Apr69 FBU-HAM SK649/

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

Caption: last line should read: *and immediate cure was to press the stall warning test button.*

**Page 460**  
**SWISSAIR**

**Fleet**

III	HB-ICX	38	operated until Jan71
III	HB-ICY	43	name: <i>Ville de Lausanne</i>
III	HB-ICZ	48	name: <i>Citta di Bellinzona</i>

**Notes:**

HB-ICR officially purchased from Air France on 10Feb64 with a return clause  
 HB-ICV allocated originally to № 112, but ntu

**Inaugurals/route development**

26Nov61	ZRH-BMA/DUS/VIE	routes completely taken over (from DC-7C)
1962	ZRH-PMI	(first with mail, 02Apr66)
03Feb64	ZRH-LIN	delayed until 04Feb64 because of fog
Apr64	ZRH-NCE	seasonal service began 05Mar63, resumed Apr64
01Apr64	GVA-LIN	(mail from 03Nov64)
28May65	ZRH-BUD	SR278/279
02Nov65	GVA-BRU	
02Apr66	ZRH-PMI	
01Apr67	BSL-GVA-FCO-ZRH-BSL	SR608/609
01Apr67	ZRH-ARN-HEL	SR410/411
[23Mar71	VIE-ZRH	SR433, final Caravelle service: HB-ICS, Capt Heinz Zürcher, FO Bernhard Kummer]

**Page 462**

**TAP**

**Fleet summary:** delete:

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

## TUNIS AIR

### Fleet summary: add:

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

#### Fleet summary:

VI R N1005U 90	name presentation	<i>Ville De Grenoble</i> [sic]	May67
VI R N1008U 93	name presentation in 1965 was	<i>Ville De Rochefort</i> [sic]	
VI R N1013U 98	name presentation in 1965 was	<i>Ville D 'Arles</i> [sic]	
VI R N1015U 100	name presentation	<i>Ville de Saint Nazaire</i> [sic]	

#### Inaugurals/route development

11Sep61	EWR-ORD	(1 <sup>st</sup> 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 (1 <sup>st</sup> jet service TOL)
+ 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 465

### AEROTAL

#### Fleet summary

VI R	HK-2402	161	Nov79-Dec81
------	---------	-----	-------------

**Page 466**

## **AERO TOUR**

### **Fleet summary**

F-BYCY Isd fr Aéro-Centre Limoges

Nº 241/F-BVSF was converted by SASMAT (Dinard) to Y99; the aircraft was based in Dinard with Aéro Tour 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; SA Aéro Tour had a 20% shareholding, with the balance held by the Chambre de commerce de Limoges, Crédit agricole, Voyage conseil, and Havas.

Aéro Tour 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.

## **AFRO-CARGO**

add: (Charter Kinshasa)

## **AIR CHARTER INTERNATIONAL**

**Notes:** ACI first based the Caravelles at Le Bourget, then at Orly from 01Oct70, returning to Le Bourget 01Apr71; all flights transferred to Orly Nov74.

In 1971, the Caravelles flew some 12,600hr and carried 420,000 passengers; 44% of flights were to Spain, 15% Tunisia, 9% Corsica, and 7% each to Morocco, Italy, and Greece.

**Configuration:** Type III: Y99 (Y94 for some ad hoc chartering)

**Page 468**

## **AIR TOULOUSE INTERNATIONAL**

### **Fleet summary**

10 B3 F-GDFZ 211 intended for operation by Air Toulouse International and painted as such (Jun92-Apr93) but not taken up

## **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)

**Configuration:** F10Y72

**Page 470**

**CATAIR**

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

**Page 471**

**CORSE AIR INTERNATIONAL**

(Corsair)

**Fleet summary**

VI N F-BYCD 67 correct name: *Ajacciu*

**Notes:**

F-GEPC = Paul Casanova, head of Corse Air.

In 1984, a regular Paris-Malta service was operated.

**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 Vanguardes) 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**

### **Fleet summary**

10 B1 R TC-ASA 222 name: *Nergis* [sic]

### **Inaugurals/route development**

14Mar86 IST-ADB (1<sup>st</sup> service, TC-ARI)

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

### **Page 474**

## **LÍNEAS AÉREAS SURAMERICANAS**

HK-3932X Isd 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

## **PUSHPAKA**

Miscellaneous: one Caravelle featured in the Hindi film *Yeh Nazdeekiyan* (1982).

#### **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).

##### **TRANSAVIA HOLLAND**

**Configuration:** Originally 94 Rumbold seats, with the aft jump-seat and wardrobe moved backwards to accommodate 18 x 3-2 rows and one 2-2 row; an additional 3-2 row increased the seat count to 99 (rows 1-21, with the omission of '13').

#### **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 n° 2878 of 25Oct72. This, in fact, referred to the Type I and III, and after challenges by Aerolíneas Eldorado, on 08Aug74 Aerocivil issued Resolution n° 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!"

### **CIVIL AVIATION ADMINISTRATION OF CHINA (CAAC)**

Negotiations for Caravelles were underway by May 1962, according to US intelligence reports.

#### **Page 484**

insert:

#### **LAKE CENTRAL AIRLINES**

Indianapolis, Indiana, United States of America

Lake Central applied to the CAB in 1964 for the right to fly between Cleveland and Chicago non-stop, in competition with United (United Air Lines Competitive Service Case), and proposed operating Caravelles on the route. The application was denied.

**TABSO**, see also BULAIR

The prototype Type 10 B1 R was demonstrated to TABSO and **TAROM** in 1965.

#### **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**

#### **ALIDAIR**

At around the same time, apparently there was also interest in the Type 11 R, and a model of a 'cargo' Caravelle was exhibited.

insert:

#### **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.

#### **Page 489**

**JET EUROPE** was formerly known as Europe Air, created independently of EAS in 1987 to operate a SAAB SF340A on behalf of Air France. The aircraft was acquired by SAVELMA (Société d'Achat et de Vente et de Location de Matériel Aérien), a financial instrument registered on 1 February 1987 by Georges Masurel.

Type 10 B3 № 181/F-BMKS was delivered to VAF on 09Feb90, and returned to PGF on 21Sep90. Jet Europe was dissolved on 26Dec91.

**Page 490**

**LUFTHANSA**

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

**Page 491**

**ZAS AIRLINE OF EGYPT**

The wet-leases of both Type 10 B3 ended prematurely in Jan91; Nº 182/F-GDFY was operated from Oct90 and returned to PGF 04Jan91; Nº 211/F-GDFZ returned to PGF 18Jan91.

**PART VII: NON-OPERATING COMPANIES**

**Page 492**

**LA CINQ**

F-GFBA arrived at Barcelona on 25Dec88 and returned to Orly from Dakar via Sevilla. During the rally, a studio set up in the cabin handled satellite transmissions from a COTAM Transall C-160 to Europe, Japan, and the USA, via Intelsat and the Pleumeur-Bodou (Brétagne) and Paris telecommunications centers.

**Page 493**

**PARIS MATCH** chartered Nº 115/F-BJTG *Roussillon* (CDB Claude Xoual) to carry 50 journalists to Tel Aviv via Athínaí, Ammán, and Nicosia; the magazine's logo was applied to the forward left fuselage.

**Page 494**

**PART VIII: NON-OPERATING: GOVERNMENT ENTITIES**

**UNITED NATIONS: OFFICE OF THE HIGH COMMISSIONER FOR REFUGEES**

A Sterling Airways Type 12 (Nº 269/OY-SAC) was chartered by the UNCHR in Feb76.

**PART IX: MISCELLANEOUS OWNERS**

**Page 495**

Add

**CARAVELLE “LA LEGENDE”**

Viriville, Isère, Rhône-Alpes, France

This entity filed for association status on 15Feb00, which was granted on 11Mar00, with the object of restoring Nº 270/F-GCVM to airworthy condition.

## 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 on-line 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

### **SIGAREX, ANSTAL**

More likely this was **ANSTALT SIGAREX**, or Signarez. (*Anstalt*, or The Establishment, is a corporate form unique to Liechtenstein.) In the 1960s, the US Central Intelligence Agency had used a similar instrument, Anstalt Wigmo, as a front for CIA operations in the Congo.

**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 when Taxe was out of the country. US court filings link Taxe with mining, mineral, and jewel interests. The original intention was reportedly to operate charters between Van Nuys and Las Vegas, Nevada.

## 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

Write-Offs

Add:

TL-KAB        42        [May]90

Identified Incidents

Add:

CC-CCO	140	21Feb66 12Nov69 08Jun72
CC-CCP	164	12Nov69
CC-CCQ	160	06Feb70
F-BHRK	26	03Dec68
F-BHRN	39	12Aug67
F-BJTF	113	06Feb69
F-BJTS	27	23Dec73
F-BOHB	244	Sep68
F-OBNI	28	19May61
I-DAXA	35	31Aug64
LV-HGZ	149	30Aug71
T-93	180	16Jan75
OO-SRF	76	05Oct64
OY-KRA	6	15Feb61
PH-TRH	96	12May73
PH-TRM	21	20May69
PH-TRN	191	11Jun69 18Jun70
PH-TRO	33	30Mar74
PH-TRP	43	19Sep70 21Jan71 20Jan72
PH-TRR	48	11Nov73
PH-TRS	100	03Apr71

		23Jun71
		15Oct71
		06Aug72
PH-TRU	102	17Apr74
PH-TRX	92	12Dec73
PH-TRY	87	23Dec73
SE-DAB	11	23May60
SE-DAG	172	29Jan69
SE-DAH	193	29Mar68
TL-ABB	249	20Sep77
VT-DPO	128	24Jan69

## (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 Widmer's first name should be spelled Rudolf (not Rudolph; in Swiss German it was shortened to Ruedi). The cabin crew comprised Steward Alfred Schlüchter and Air Hostesses Irene Ruschmann, Gertrud Streuli, and Binia Martin.

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.

*SOS in Dürrenäsch*, by Lotty Wohlwend (May 2009) is a full-length book account of the tragedy.

A memorial stands at Hallwilerstrasse 34, 5724 Dürrenäsch.

### Page 500

**15Feb66 Indian Airlines VI N/VT-DPP (130)**

The accident occurred at 0400 on Runway 28.

**04Sep66 Indian Airlines VI N/VT-DSB (134)**

The four crew comprised flight instructor, two trainee pilots, and a flight engineer.

### 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.

**11Sep68 Air France III/F-BOHB (244)**

CDB Michel Salomon

### 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.

Photo of F-BNKI, correct credit: Jean-Claude Brabant

**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.

**07Jan72 Iberia VI R/EC-ATV (163)**

FO Jesús Montesinos Sánchez-Real, FE Vicente Rodríguez Mesas

A chapel, Capilla de Ses Roques Altes, with the names of the victims engraved

on four panels, stands on the site at 38°54'13.47"N 1°15'04.50"E at an elevation of 362m.

**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.

*Radial 084°*, by Jørgen Dahl-Sørensen, an 'on-demand book', is available.

**01Jun73 Cruzeiro do Sul VI R/PP-PDX (126)**

Flight SC109, Cmdte Alexandre de Casrilevitz

**03Jul73 Indian Airlines VI N/VT-DPO (128)**

The accident occurred at 2030 IST.

**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.

**22Jun74 Transavia VI R/PH-TRH (96)**

Left wing tip struck blast fence at Amsterdam-Schiphol while taxiing in darkness onto stand following a rejected take-off.

**17Jun75 Indian Airlines VI N/VT-DVJ (216)**

Overran on landing at 0833IST at Bombay-Santa Cruz operating a scheduled flight from Delhi; 86 passengers and 6 crew uninjured; one passenger sustained a leg injury during the evacuation.

The aircraft was making a precision radar approach at the time of heavy rain showers. When the glideslope was lost the Caravelle landed long on the wet runway at an excessive speed. Despite the application of full brakes and deployment of the drag chute, the aircraft could not be stopped. Emergency braking resulted in skidding of the aircraft on locked wheels and all main undercarriage tyres burst. The captain initiated a sharp turn in the overrun area causing the left main undercarriage to shear off and structural damage to the airframe; there was no fire.

**13Oct76 Indian Airlines VI N/VT-DWN (231)**

The Caravelle was operating the 12-hour-delayed IC171 (scheduled for a Boeing 737 that developed engine problems). Among the casualties was actress Rani Chandra and her mother and three of her sisters.

The captain's lack of action was caused, partly at least, by fatigue. On the morning of 12Oct76 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.

**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 (No 229/9Q-CCP) to carry an extra 800l (210USg/175lg) 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**

**[May]1990 République Centrafricaine III/TL-KAB (42)**

**Overran at Bangui-M'Poko following rejected take-off.**

**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, near the village of Manantiales.

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 Martínez Cespedes, 320hr on type) and co-pilot (Juan Manuel Rozo Carreño, 320hr total); Mechanic Jesús Córdoba was killed.

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

## **OTHER ACCIDENTS & INCIDENTS**

add

**23May60 SAS III/SE-DAB (11)**  
Burning brake drum on stand six minutes after landing at Amsterdam-Schiphol.

**14Sep60 Finnair I A/OH-LEB (22)**  
Bird (seagull) ingestion at Amsterdam-Schiphol and take-off rejected (the first such incident in the company's history).

### **Page 506**

add

**15Feb61 SAS III/OY-KRA (6)**  
After taxiing to the stand after landing at Amsterdam-Schiphol, operating SK551 from Stockholm (Capt A.B. Sjögren), a left main wheel detached and rolled into the left rotating propeller of a Swissair Convair-Liner; the propeller was damaged.

add

**19May61 Air Algérie III/F-OBNI (28)**  
Overran runway at Alger-Maison Blanche; recovered from soft ground with help of Marine (French navy) personnel.

### **Page 507**

**25Apr62 Swissair III/HB-ICT (122)**  
Captain Eugen Heiz (1926-2011)

### **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 without 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.

add

**05Oct64 SABENA VI N/OO-SRF (76)**

When taxiing away from the stand at Amsterdam-Schiphol the left wing struck a baggage cart parked underneath the tail of a KLM Douglas DC-8 (PH-DCK).

**Page 509**

add

**21Feb66 LAN-Chile VI R/CC-CCO (140)**

During taxi from parking position to the ramp exit at Puerto Montt, Avon engine exhaust damaged the tailplane of Douglas DC-3 CC-CLB of Aerosur-Aeroaysen, as well as some cockpit instruments.

add

**12Aug67 Air France III/F-BHRN (39)**

Shortly after arrival at Basel (MLH), AirBP tanker collided with right wingtip.

**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)**

add

**29Mar68 SAS III/SE-DAH (193)**

Upon landing at Bergen-Flesland, operating SK325 from Oslo, the left wingtip struck the ground which resulted in damage to flaps.

**22Aug68:** delete entry

add

**Sep68 Air France III/F-BOHB (244)**

Right-hand Avon 527B suffered bird strike; replaced on 08Sep68.

add

**03Dec68 Air France III/F-BHRK (26)**

Undershot and bounced on left main undercarriage on approach to Runway 19R at Amsterdam-Schiphol, operating AF916, and damaged approach and threshold lights. After inspection, aircraft operated back to Paris-Orly (CDB C Branlard, Santucci [PF], OMN Masselin, P2 Gay).

add

**24Jan69 Indian Airlines VI N VT-DPO (128)**

A woman who had strayed onto the runway at night was hit and killed at 2214 IST by the Caravelle during its landing roll.

add

**29Jan69 SAS III/SE-DAG (172)**

Air traffic incident at Stockholm-Arlanda involving Swissair Convair 990A HB-ICE.

add

**20May69 Transavia III/ PH-TRM (21)**

Wing tip damaged at Eelde (Groningen) by grass mower operating too close to the runway.

add

**11Jun69 Transavia III/PH-TRN (191)**

While taxiing on the runway at Beek (Maastricht) the right main undercarriage collapsed.

**12Nov69 LAN-Chile VI R/CC-CCP (164), CC-CCO (140)**

CC-CCP was operating LA87, and was replaced by CC-CCO.

**01Jan70 Cruzeiro do Sul VI R/PP-PDZ (131)**

Hijacked by four men (James Allen da Luz, Cláudio Galeno Magalhães Linhares —first husband of current Brazilian President Dilma Rousseff, Athos Magno Costa e Silva, Nestor Guimarães Herédia) and two women (Isolde Sommer and Marília Guimarães Freire) at about 2000lt, 4min after take-off from Montevideo, operating SC114 to Rio de Janeiro, via Porto Alegre and São Paulo; 26 'regular' passengers and 7 crew (Cmdte Mário Amaral, FO Sílvio Eduardo de Carvalho Fróes, SO Hélio Borges, Chefe dos comissários Nerly Baradel, Comissários José Omar da Silveira Morais, Eliete Dias de Carvalho Soares, and Ogier Passos Soares).

Marília Guimarães Freire (24), a member of the Vanguarda Popular Revolucionária (VPR), had boarded in Montevideo with her two boys (aged 2 and 3 years, seated on her lap), several carry-on bags, and six concealed revolvers. As she weighed only 42kg, Marília was assisted in boarding by the Uruguayan police.

The aircraft was released after three days and returned to Rio on 07Jan70, via San Juan, Puerto Rico (where the crew were interviewed by the FBI), Manaus, and Brasília.

**06Feb70 LAN-Chile VI R/CC-CCQ (160)**

Hostess Scarlet Burgos was paralysed for life.

The hijackers belonged to MIR (Movimiento de Izquierda Revolucionária).

**Page 512**

add

**18Jun70 Transavia III/PH-TRN (191)**

Nose radome severely damaged by hail while landing at Amsterdam-Schiphol on a flight from Tarbes (Lourdes).

**01Jul70 Cruzeiro do Sul VI R/PP-PDX (126)**

The hijackers were brothers Eiraldo Palha Freire, Fernando Palha Freire, Colombo Vieira de Souza Júnior, and his wife Jesse Jane Vieira de Souza, members of the Comando Reinaldo Silveira Pimenta of the Ação Libertadora Nacional (ALN).

Capt Harro Cyranka (who became one of the high time Caravelle pilots in Brasil, and retired as Cruzeiro's director of operations).

add

**19Sep70 Transavia III/PH-TRP (43)**

Bird ingestion № 2 engine shortly after take-off from Karachi en route Tehrān; returned and engine changed.

(On 02Oct70, one hour after departure from Beograd, oil pressure on № 2 began to fluctuate and the engine shut down; continued to Amsterdam where an oil leak in the front bearing was discovered.)

add

**21Jan71 Transavia III/PH-TRP (43)**

Leading edge of wing, flap hinges, and aileron damaged at Amsterdam-Schiphol when the driver of an airside Land Rover attempted to drive under wing.

add

**03Apr71 Transavia VI R/PH-TRS (100)**

Left wing tip damaged in collision with a blast fence taxiing out at Amsterdam-Schiphol.

add

**23Jun71 Transavia VI R/PH-TRS (100)**

Right wing tip struck blast fence while taxiing from stand A1 at Amsterdam-Schiphol; the tip was damaged and fuel leaked from the outer tank.

**29Aug71 Air France III/F-BJTI (105)**

Struck mound of earth while taxiing at București-Otopeni, operating SF4660; no injuries, damaged, rts 10Sep71.

add

**30Aug71 Aerolíneas Argentinas VI N/LV-HGZ (149)**

Overran at Bahía Blanca (Aeroestación Civil Comandante Espora) after forced to use the 1,500m-long Runway 16/34 (once part of the former Aeropuerto de Villa

Harding Green) because of climatic conditions, en route to Comodoro Rivadavia. The aircraft landed in heavy rain and ran off into the mud, despite using the braking parachute; it was recovered in three days (Cdte Oscar Rosito).

add

**15Oct71 Transavia VI R/PH-TRS (100)**

The parked aircraft was hit by a Cuisinair truck at Amsterdam-Schiphol and the tailcone broke off at the hinges.

add

**20Jan72 Transavia III/PH-TRP (43)**

Weather diversion to Beek (Maastricht). Upon landing the brakes had little effect and, on the third attempt, the braking parachute was deployed. The aircraft was slightly damaged when it overran the runway by 100m; the pilot was forced to steer to the left to avoid an ILS antenna. Passengers were able to deplane at the site.

**08Jun72 LAN-Chile VI R/CC-CCO (140)**

Upon touchdown on Runway 17 at Santiago-Pudahuel, operating LA60 from Iquique, the aircraft veered off the centreline and the left main undercarriage ran off the edge of the runway. The left rear tyre exploded and the right nosewheel similarly disintegrated as a consequence of the attempt to return to the runway; the aircraft was stopped 1,140m (3,740ft) from the runway threshold.

Investigation concluded the cause was poor crew coordination and pilot error. Damage was estimated at 24% to the engines and 2.80% to the aircraft.

add

**06Aug72 Transavia VI R/PH-TRS (100)**

Before rolling on Runway 24 at Amsterdam-Schiphol, the pilot of another aircraft reported a main undercarriage wheel was missing. The Caravelle returned to the parking stand; a broken wheel rim caused the loss of a tyre.

add

**12May73 Transavia VI R/PH-TRH (96)**

After take-off the nozzle cone of the № 1 engine detached and fell into a greenhouse at Rijsenhout, missing a gardener.

**Page 513**

add

**11Nov73 Transavia III/PH-TRR (48)**

Wing damaged at Roma.

add

**12Dec73 Transavia VI R/PH-TRX (92)**

Damaged, extent and location unspecified.

add

**23Dec73**      **Transavia**                      **VI R/PH-TRY (87)**  
                  **Air France**                      **III/F-BJTS (27)**

Taxiing collision at Amsterdam-Schiphol.

add

**30Mar74**      **Transavia**                      **III/PH-TRO (33)**

Unspecified damage at Paris.

add

**17Apr74**      **Transavia**                      **VI R/ PH-TRU (102)**

Left wing tip struck blast fence when taxiing off stand at Tunis-Carthage due to a misunderstanding between the marshaller and the captain; significant damage.

add

**16Jan75**      **Fuerza Aérea Argentina**              **VI N/T-93 (180)**

Collided with fuel truck taxiing at Bahía Blanca (Base Aeronaval Comandante Espora) for flight to Río Gallegos.

**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.

add

**20Sep77** **Empire Centrafrican**              **10 B3/TL-ABB (249)**

Left wingtip damaged while parked at Paris-Orly when struck by an Air France fire service truck. Responding to a fire alarm at 0200 regarding an electrical power unit adjacent to an Air France Caravelle, the vehicle struck the wingtip with considerable force, moving TL-ABB some 3m. The driver, Bernard Martin, was killed, and another mechanic in the vehicle was injured; a mechanic working inside TL-ABB was thrown to the ground by the impact.

## Appendix: Caravelle Production

### Type I / I A list

All but № 14 & 15 converted to III

### Registration/MSN Index

#### Page 518

add:

**Canada:** 'C-GCVL' 273

#### France

add

F-WJAM 221

#### Page 519

#### Schweiz/Suisse/Swizzera/Svizra (Switzerland)

(HB-ICV 112)

#### Argentina

delete

LV-PVT 127

add

LV-PUQ 127

#### Brasil

add: (PP-SRT 158)

#### Sverige [Sweden]

add

(SE-DAD 33)

(SE-DAE 64)

#### Zaire

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	[?]

### Page 520

- 01** delete reference to r/t TLS 18May56; painted in Air France colours and r/o TLS 12May56 (as per caption page 67); cabin seating installed by 18May56  
F-BHHH R 23May56  
displayed Salon du Bourget, May-Jun57  
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 and the nose section moved to Le Bourget after Mar77

### Page 521

- 1** sold Apr11 to PS Aero, moved Jun11 to Baarlo, Limburg, Nederland
- 3** named 29May59 at ORY
- 4** hulk acquired c2013 by Novair and converted into a cabin crew trainer
- 5** 6W-SBC Air France also quotes dely 28Dec71 & also 29Dec71 (CDB Roland) with dely from TLS after overhaul at XYT  
believed scrapped c 2007
- 9** F-BHRE R recorded 31Jul59 by DGAC on-line
- 10** cvtd to Type III/46t 1962  
was painted XV-NJA by 28Jul64  
impounded EVX 21-24Sep79, ferried to ORY Sep79
- 11** original name *Ingmar Viking*; cvtd to Type III May60; re-styled *Ingemar Viking* by 1961

### Page 522

- 12** l/s 28Mar81 FCO-LYS  
scrapped winter 2005/06
- 13** F-BHRG R recorded 10Nov59 by DGAC on-line
- 15** delete references to Type III (never converted)
- 16** F-BHRH R recorded 18Dec59 by DGAC on-line
- 17** F-BHRI R recorded 04Jan60 by DGAC on-line

## Page 523

- 19 F-BJAQ R recorded 05Apr61 by DGAC on-line; de-regd 17Nov61  
LV-HGX named *Aldebaran*, later *Aldebarán*  
scrapped Feb84
- 20 AVENSA YV-C-AVI: i/s 20Nov64 CCS-MAR
- 21 PH-TRM press photos of delivery/handover at TLS are dated 17Feb69  
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 on-line  
named *PRINCIPAUTE DE MONACO* [sic] 09Jun65 [by Princesse Grace  
de Monaco at Nice], restyled *PRINCIPAUTÉ DE MONACO* [sic, by June  
1967], restyled *Principauté de Monaco* [sic, by May76]
- 25 Nose extant (Mar09)
- 26 Air France SELCAL: EK-BD [although this is a conflict with № 23]  
lsd to Tunis Air 17-29Jan62
- 27 Sud Lear autoland evaluated by CEV 1965  
CSF 193 F HUD evaluated December 1969-1970  
F-BJTS R recorded 15Jun65 by DGAC on-line

## Page 524

- 28 F-OBNI CdN 17Mar60, R 23Mar60 [BEA report], recorded 18Mar60 by  
DGAC on-line  
re-flown 11Feb61 as **F-WBNI**  
incident 19May61  
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 on-line
- 32 cvtd to 48t 1966  
TT 22417 when written-off
- 33 (SE-DAD R reserved by ABA 16Mar59 for Type I A, cancelled)  
HB-ICW R reserved 12Apr60; de-registered 14Oct69
- 35 I-DAXA to ORY 30Apr60 (TT 23) for work by Air France
- 37 F-BHRM R recorded 03Jun60 by DGAC on-line  
lsd to Tunis Air 16-17Jun63  
sold by Chambre de Commerce Lyon to an individual c83  
scrapped 12Aug10
- 38 HB-ICX R reserved 12Apr60; de-registered 27Apr71  
F-BSRD de-registered 26Mar73

### Page 525

- 39 F-BHRN R recorded 22Jun60 by DGAC on-line  
dmgd 12Aug67
- 40 I-DAXI to ORY 14Jun60 for work by Air France
- 41 F-BHRO R recorded 04Jul60 by DGAC on-line
- 42 Isd to Tunis Air 13-21Feb73  
CdN expired 07Jul89, r/r **TL-KAB WO BGF [May]1990**
- 43 HB-ICY R reserved 12Apr60; de-registered 10Nov69  
named *Ville de Lausanne*  
deld ZRH-AMS 11Nov69 (wearing both HB-ICY & PH-TRP)

### Page 526

- 45 F-BHRP R recorded 12Aug60 by DGAC on-line
- 46 F-BHRQ R recorded 25Aug60 by DGAC on-line; R 26May72 to Air Inter
- 48 HB-ICZ R reserved 12Apr60; de-registered 25Mar70  
named *Citta di Bellinzona*
- 49 sold Apr75 by SAS to Solna Skrot for scrap
- 50 F-BHRR R recorded 23Sep60 by DGAC on-line; R 14May73 to Air Inter
- 51 F-OBNJ R recorded 09Sep60 by DGAC on-line; R 07Dec61 to Air France;  
F-BLCZ R recorded 09Aug63 by DGAC on-line
- 52 F-BHRZ R recorded 17Mar61 by DGAC on-line; R 12Sep72 to Air Inter
- 53 F-BJTA R recorded 07Apr61 by DGAC on-line
- 54 F-BHRS R recorded 26Oct60 by DGAC on-line  
Isd 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 on-line
- 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 on-line  
cockpit sold to Nils Alegren and moved to Oberschlessheim 19-21Nov12  
for restoration and conversion into a simulator; moved to Ismaning  
28Sep15; formal inauguration 27May16
- 59 F-BHRV R recorded 22Nov60 by DGAC on-line
- 60 F-BHRX R recorded 29Nov60 by DGAC on-line
- 61 F-BHRY R recorded 16Dec60 by DGAC on-line  
named *Touraine* 15Dec60 at Tours-Saint Symphorien (TUF)  
confirmed ferried ORY-ENC 14Nov81 (18Nov81 was probably AF official  
disposal date)
- 62 F-BJAP R 23Aug61  
N901MW de-registered 11Mar13 (expired)

- 64 (SE-DAE R reserved by ABA 19Sep60 according to notification by Sud Aviation, cancelled 20Sep60)
- 66 F-BYCA R 09Apr76;  
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara  
wfu PGF 12Feb82; scrapped 15Oct87
- 67 F-BYCD R recorded 03Jun76 by DGAC on-line;  
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara;  
R 13Nov85 to Corse Air International  
correct name: *Ajacciu*

**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 on-line
- 74 wreck extant Oct06
- 75 F-OBNL R recorded 23Jun61 by DGAC on-line
- 76 F-BXOO R 14Jun78 to Europe Aéro Service /Division Aéro Sahara  
scrapped 12Feb88
- 79 sold to Anstalt Sigarex  
moved by 1999 to Montebello della Battaglia (PV) for display by ALGA;  
believed to have been sold for scrap c2006

**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
- 85 SELCAL JM-EK
- 87 deld to AMS 04May70, via SNN 03May70  
sold (BofS) 22Oct09 by Turbo Aire Holdings to Tucson Airport  
Authority; scrapped Jul-Sep10
- 88 deld TLS-PIK-KEF-YYR-YUL-ORD 02-03Jul61  
scrapped Oct-Nov10; cockpit preserved by Leveille's Auto Recyclers,  
Somers, CT [extant Oct2014]
- 90 N1005U name presentation *Ville De Grenoble* [sic] May67

**Page 530**

- 92 N1007U was delivered with 'IT' in large letters on the left side of the nose,  
presumably an insider joke; 'In Transit', perhaps
- 93 N1008U name presentation *Ville De Rochefort* [sic] 1965
- 94 F-BUZC was received by Minerve 08Nov75 following overhaul
- 97 F-BTON R 22Apr77 to CRB-LOGEMAT
- 98 N1013U name presentation *Ville D 'Arles* [sic] 1965
- 99 F-GAPA R 09Feb78

### Page 531

- 100 N1015U name presentation: *Ville de Saint Nazaire*
- 102 N98KT was named *the Flying Tigress* [sic] in 2008; dismantling/scraping began by 10Jun10
- 105 F-BJTI R recorded 21May62 by DGAC on-line  
dmgd 29Aug71  
R 24Jan89 to Pascal Sahuque, owner of Air Transport Service

### Page 532

- 111 F-BJTE R recorded 12Jan62 by DGAC on-line  
5N-AWG named *Maugarma*; overhauled Jul84 by EAS at PGF
- 112 (HB-ICV) R reserved 30Jan62 for Swissair; ntu
- 114 scrapped 03Feb06
- 115 chartered by *Paris Match* 03-05Jan64  
F-BJTG R 05Mar71 to Air Charter/SAFA  
9Q-CLP R 06Sep84
- 119 officially purchased, with return clause, on 10Feb64 by Swissair, R  
28Feb64 and delivered same day; de-registered 04Mar66  
F-BJTJ R recorded 28Mar66 by DGAC on-line  
R 05Mar71 to Air Charter/SAFA

### Page 533

- 121 HB-ICS R reserved 30Jan62, R 17Mar62; l/s 23Mar71 ZRH-VIE-ZRH; de-registered 10Apr71
- 122 HB-ICT R reserved 30Jan62, R 18Apr62; de-registered 14Jan71
- 123 HB-ICU R reserved 30Jan62; de-registered 06Jul71  
F-BUFH R recorded 31May74 by DGAC on-line  
Aéro Tour, delete i/s 06May76 (visited Luton 22Apr76)
- 124 naming ceremony at ORY 30May62  
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**
- 128 incident 24Jan69
- 129 deld TLS-CAS-DKR 21Dec62  
scrapped 28Mar13
- 131 PP-PDZ recorded 37hr/29 landings Feb66, wfs Mar-May66, resumed service with *Cruzeiro do Sul* Jun66
- 133 deld TLS-CAS-DKR 21Dec62

### Page 534

- 135** YU-AHB I/s 19Apr76
- 136** F-BLKI R 23Jan64  
to CEV 02Jun-23Sep64; autoland tests completed 08Dec65  
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 I/s 05Jan77  
F-BYAI R 05May81 to Corse Air International
- 140** dmgd 08Jun72

### Page 535

- 143** F-BJSO R 09Jan63
- 144** 9U-BTA extant 2015
- 146** deld FCO-PIK-KEF-MIA 25Jan77 (as I-DABV)
- 147** HB-ICV R provisionally 18Sep62, R 23Oct62; de-registered 12Sep63
- 148** lsd to Tunis Air 06-21Feb66  
renamed *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** LV-HGZ incident 30Aug71  
F-GBMJ later re-regd to Europe Aéro Service/Division  
Aéro Sahara  
believed wfu PGF 05Dec83 [01Jul84 assumed a SNIAS inventory date];  
scrapped 27Jun88

### Page 536

- 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
- 156** correct typo: lease-purchase to Luxair 02May72

- 158** (intended as PP-SRT by VASP)  
 F-BLHY R 07Oct63  
 delete reference to Salon du Bourget May64  
 lsd to AdIA for GTLA 1/60  
 wfu 01Apr75, TT 17395
- 160** CC-CCQ deld via DKR 09Jul64, arrived ULC 11Jul64
- 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)

**Page 537**

- 164** CC-CCP arrived ULC 06May64
- 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  
 HB-ICJ Air City i/s 10Mar88  
 deld 26May92 ex-PGF to Aero Jet, i/s Jun92  
 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

**Page 538**

- 176** F-BLKS R 22Apr65  
 D-ACVK permit to fly first issued 07Oct80; reissued 26Feb81 and ferried  
 BOD-FRA 06Mar81 [R/CofA 25Mar81 to DAL Mobilien Vermietungs], i/s  
 04Apr81; wfs Sep81-spring82; ownership transferred Jan84 to Aero-Lloyd  
 Flugreisen.  
 Hulk sold Apr05 to David Joubert and forward fuselage retained for display  
 at Montazeau; remainder scrapped

- 177 F-BJTQ originally named *Principauté de Monaco* [until Aug64]  
 178 cvtd to 48t between 1966-67  
 180 T-93 dmgd 16Jan75  
 F-GBMK [R recorded 13Jul79 by DGAC on-line]  
 5N-AOY wfu PGF 17Nov88; scrapped 18Dec90  
 181 OH-LSA deld TLS-ORY-HEL 25Jul64 as AY024  
 F-BMKS R 27Mar81 to Lixxbail  
 R 30Apr87 to Europe Aéro Service/Division Aéro Sahara  
 R 01Mar93 to Alter Bail Aviation  
 R 13Mar96 to Air Toulouse International (SNATI); de-registered  
 13Oct11  
 optd for Air Charter International Mar81-Dec89  
 lsd to Jet Europe Feb90-Sep90  
 tfd to ATI 21Jun91

**Page 539**

- 182 F-GDFY R 10Mar82 to Slibail, later to Lixxbail;  
 R 29Apr88 to Europe Aéro Service/Division Aéro Sahara;  
 wfu PGF 04Jan91 after ZAS wet-lease  
 R 24Feb93 to Alter Bail Aviation SNC  
 183 F-GDJU R 07Apr83 to SEDEMA, later to Europe Aéro Service/Division  
 Aéro Sahara  
 wfu PGF 21Jan92  
 9Q-CPI applied 19Sep92, to FIH 28Sep92, 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)  
 wfu PGF 22Dec90; scrapped 23Aug97  
 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  
 wfu PGF 22May91  
 lsd to Air Toulouse International (SNATI), deld 04Jun92  
 R 01Mar93 to Alter Bail Aviation  
 R 13Mar96 to Air Toulouse International (SNATI)  
 188 OH-LSF, originally named *Citta' di Ponti Sul Mincio* [sic], name revised to  
*Città Ponti Sul Mincio* [sic]

## 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** YK-AFB disappeared between Feb12 & Apr12 and presumed scrapped
- 192** F-BYAU R 29Apr77
- 193** dmgd 29Mar68  
sold 14Apr72 to STAé (STPA)
- 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 on-line  
R 25Jan80 to Aéro Tour
- 199** arrived PGF on or about 15Sep87; scrapped 16Mar90, forward section of fuselage trucked to ORY
- 200** F-BNFE R 09Dec65
- 201** F-BNRA ferried LBG-TUN-CAI-BSR-KHI-CCU-SGN-JKT-DRW-BNE-NOU Nov-Dec66; ferried BKK-CMB-DXB-ANK-LBG 14-15Sep75;  
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

## Page 541

- 205** I-DABG chartered to SAM May-Sep71 [stickers]  
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-BUFG R recorded 22Mar73 by DGAC on-line
- 210** purchased 27Sep71 by FMV  
painted Mar12 to represent Finnair's OH-LSB *Tampere* for *Kaappari (The Hijack That Went South)*, a production about Finnair's sole hijacking;  
right side painted in SAS titles and named *Alrik Viking* 29Jun12 for production of *Monica Z*; subsequently name revised to *Alrik*

**211** F-GDFZ R 03Feb82 to Slibail, later to Lixxbail;  
R 19May88 Europe Aéro Service/Division Aéro Sahara;  
wfu PGF 18Jan91 after ZAS wet-lease  
intended for operation by Air Toulouse International and painted as such  
Jun92-Apr93 but remained stored and not taken up  
R 24Feb93 to Alter Bail Aviation  
FAM 10506 dismantled airframe moved 18Mar05 from NLU to  
Parque Aviaticuatico los Manantiales, near Jilotepec de Abasolo, Estado de  
México, and re-assembled for display by Sep06

**Page 542**

**212** engine-less and stored BOG by May97  
**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 on-line, to Sud Aviation; autoland  
tests 21-24Feb67; R 21Mar67 to Air Inter  
**218** YU-AHF I/s 31Dec76  
F-BVPZ formal lease date from Aéro-Centre to Aérotour was 15May78;  
R 05May81 to Corse Air International  
moved to ORY 23Apr13; hulk moved night of 21-22Jul15 to the fire  
brigade training area  
**220** F-BNKD R recorded 01Mar67 by DGAC on-line;  
TT 23726 at I/s with Air Inter

**Page 543**

**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 on-line, i/s 08Mar67  
TC-ASA named *Nergīs* [sic]  
**224** F-BNKE R recorded 06Apr67 by DGAC on-line  
TT 23188 at I/s with Air Inter  
deld ORY-MRS 01Dec80 (also correct caption)  
**227** F-BNKF R recorded 27Nov67 by DGAC on-line; TT 15 on delivery to  
ORY, modifications to IT standard until 04Dec67  
dmgd 15Nov68, rts 03Apr69

**229** F-BNKG R recorded 26Dec67 by DGAC on-line; modifications to IT standard until 09Jan68; R 25Aug83 to Slibail, later Lixxbail TT 23380/TL 24705 at I/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]

**Page 544**

**232** Aerosucre HK-3676X was due to go to APEL Colombia, but the transaction was not completed noted BOG 17Jan94 as HK-3869X with Transapel titles FAM 10507 dismantled airframe moved 18Mar05 from NLU to Parque Aviaticos los Manantiales, near Jilotepec de Abasolo, Estado de México, and re-assembled for display by Sep06.

**233** YU-AHG I/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** LX-LGE R 16Mar70, wfs 06Mar72, ferried LUX-TLS 07Mar72 HB-ICP R 23Mar72 (TT 3650.40, TL 2750), de-registered 13Feb73 F-BRGX R recorded 26Jun75 by DGAC on-line, to SNIAS, de-registered 03Feb77 as 'sold abroad' sold 31Dec76 to SPAé, delivered TLS-LFPY 21Jan77 (as F-BRGX) ferried LFPY-BOD Aug95

**236** arrived PGF on or about 15Sep87; scrapped Dec89-09Feb90

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

**238** remains removed by truck on 03Jun15 for scrap

**240** 9Q-CNA R 05Dec98 to Liberty/Malu

9Q-CNA R 09Jun00 to Waltair

wfu Aug04, FIH; scrapped Sep12

[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

**242** F-BOHA repainted Oct12, name *Capt. F. Andréani* applied to left side of nose

## Page 545

- 243** F-GFBA R 13Mar86 to EAS/Division Aéro Sahara  
ferried ORY-PGF 20Mar89 and wfu  
R 01Mar93 to Alter Bail Aviation  
R 13Mar96 to Air Toulouse International  
scrapped Sep97; forward fuselage retained for use in *Projet Orquéas*, a  
unrealised proposal by artist Denis Ramette to transform the section to  
represent an orca; de-reg 13Oct11
- 244** the BEA report quotes total time 1,001hr
- 245** originally named *Aquitaine*
- 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** **TL-ABB delete reference to impounded EVX; confiscated at ORY by  
French government Sep79**  
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)

## Page 546

- 251** hulk extant Jul07; remains removed from side of runway by Jul08;  
removed entirely in 2009
- 252** modifications to IT standard until 18Oct68;  
F-BNKJ R 27Dec76 to Air Inter;  
TT 21135 at I/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 on-line  
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 I/s with Air Inter

#### Page 547

- 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 I/s with Air Inter
- 263** SE-DEC de-regd 15Jan07  
hulk scrapped late in 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]

#### Page 548

- 269** OY-SAC operated for UNHCR Feb76  
F-BNOH R 19Dec80; fuselage section extant Mar15
- 270** F-GCVM R recorded 21Sep83 by DGAC on-line  
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  
proposed restoration to flying status 2000 by the association Caravelle "La  
Legende"
- 271** F-BNOG R 21Apr80
- 272** F-GCVI R recorded 24Mar81 by DGAC on-line
- 273** F-GCVL R 13Apr83 by DGAC on-line  
Air Canada colours applied and registration modified to 'C-GCVL' for film  
production work 18-22Oct07

#### Page 549

- 274** F-BTOA R recorded 23Oct72 by DGAC on-line,  
to SEFIPROM, later to Air Bail;  
R 17Jan83 to Air Inter
- 275** F-GCVJ R recorded 23Dec81 by DGAC on-line  
named *Marie Ange* after retirement at Rennes
- 276** F-GCVK R recorded 26Mar82 by DGAC on-line

- 277** F-BTOB R recorded 21Dec72 by DGAC on-line  
to SEFIPROM, later to Air Bail;  
R 17Jan83 to Air Inter  
moved to PGF fire service area 11Jun94; moved to EAS ramp Sep97,  
scrapped 18Sep97
- 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 on-line,  
to SEFIPROM, later to Air Bail;  
R 21Mar83 to Air Inter
- 280** F-BTOE R recorded 19Mar73 by DGAC on-line,  
to SEFIPROM, later to Air Bail;  
R 19May83 to Air Inter  
ferried ORY-TLS 29Mar92

## **Caravelle Census**

*(Note: Nils Alegren's website, [sudaviation.com](http://sudaviation.com), features a 'What Remains' section that is updated frequently.)*

### **Page 550 Introduction**

Type 11 R № 240/9Q-CNA is believed to have been retired in August 2004; it was scrapped in September 2012; Type 10 B3 № 169/9Q-CPI was retired in July 2005, and scrapped in 2007.

*In May 2017, 42 airframes exist, although several of these are no more than hulks and are likely to fade away. Fourteen are currently on public display, although only three are protected from the elements and several could be threatened. The significant remains, such as noses or fuselage sections, from another 15 airframes are known extant.*

### **Kongeriget Danmark [Kingdom of Denmark]**

#### **Dragor**

In July 1978 what appeared to be a wooden cockpit procedures trainer was noted outside at Kastrup. Its condition was poor, but this may have been the same artifact noted in 1976.

#### **København [Copenhagen]-Kastrup**

The fuselage of № 238 was cut into two sections between July 2005 and June 2006; the forward fuselage was mounted on a stand by April 2009; the rear fuselage was used for rescue training; *the remains were removed by truck on 03Jun15 for scrap.*

### **République Française [French Republic]**

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).

#### **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 27 December 1999, then with Airbus A300B at the time of another storm on 15 July 2003 (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.

**Bretagne: Île et Vilaine (35): Rennes-St Jacques**

№ 275/F-GCVJ was acquired by Jacques Duval, brother of Yves. After their deaths, Hugues, son of Jacques, and Anne, the wife of Yves, continued to support the aircraft collection. In 2013, plans called for the creation of a Musée aéronautique interactif de Bretagne. This would occupy four former ALAT (Aviation légère de l'armée de terre) hangars, adjacent to an exhibition center. The Caravelle is now named *Marie Ange*.

**Île-de-France: Essonne (91): Athis-Mons & Paray-Vielle-Poste**

The fuselage exterior of № 218/F-BVPZ was stripped in April-May 2012 and refinished all-white in preparation for restoration into Corse-Air colors. However, in July Athis-Paray Aviation (APA) was advised that the parcel of land on which the Caravelle (and a Mercure and two Mirage IIIs) stood would be recovered by Aéroports de Paris and a hotel built on the site. The museum was forced to close at the end of August 2012, and the aircraft legally passed into the hands of the town at the end of the year. Concorde will remain on site, but the Mercure and Caravelle were moved onto Orly airport property on 23 April 2013. The Caravelle suffers from severe corrosion and will be used by the fire service; hulk put on truck 21 July 2015 and moved night of 21-22 July 2015 to the fire brigade training area.

**Île-de-France: Essonne (91): La Ferté-Alais**

The nose of Air France Type III № 58/F-BHRU *Poitou* was purchased by **Nils Alegren** (owner of sudaviation.com) and moved on 19-21 November 2012 to Bundesrepublik Deutschland [Federal Republic of Germany] Bayern: Oberschleissheim (qv).

**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 April 2006 the engines were removed from the tail section, which was sold for

scrap. (The 707-328, F-BHSL, was scrapped in July/August 2006, with the forward fuselage going to Le Bourget.)

Nº 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 April 2011 it was sold to **PS AERO**, and in June 2011 moved to Baarlo, Limburg, Nederland (qv).

## **Page 552**

### **Île-de-France: Seine-Saint-Denis (93): Paris-Le Bourget**

02 was scrapped at Massy (Air France Centre d'Instruction de Vilgénis) late in 1976 (sections remained outside at Vilgénis in March 1977; the nose was repainted and in the museum's storage area in September 1978).

On 9 October 2005 Type 12 Nº 273/F-GCVL wore a 'Need for speed most wanted' sticker, apparently in a promotion for a car video game company.

In October 2007 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 18 October 2007, filming took place the following day, and the covering was removed on 22 October 2007.

Early in 2006 the nose of ex-Air Charter International Type III Nº 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

4-12 October 2008 as part of an exhibition to mark the 100th anniversary of GIFAS (Groupement des Industries Françaises Aéronautiques et Spatiales).

The interior of Nº 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 (Nº 278/F-BTOC), previously kept at Toussus-le-Noble, used for instructional purposes by **SO DETEG FORMATION**, an engineering and consultancy services arm of Thales (ex-Thomson), were scrapped c2007 to free up 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 (N° 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* ([www.aerotheque.com](http://www.aerotheque.com)) remain intact and are now housed at 4 Rue Roger Béteille, 31700 Blagnac.

**Midi-Pyrénées: Haute Garonne (31): Toulouse-Blagnac**

The delivery date of N° 280 to Toulouse was 29 March 1992.

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 May 2009 and is due to open in 2011 near the Jean-Luc Lagardère (A380) factory complex. This will incorporate the collection of LES AILES ANCIENNES DE TOULOUSE, including N° 249.

N° 280 was moved from its display position at the Clément Ader factory area to St Martin on 21 November 2008 in preparation for repainting by Pôle Peinture, Airbus France. Pending the opening of Aéroscopia, the airframe is stored at zone Aéroconstellation.

The Caravelle was relocated on 6 September 2012 pending its incorporation into Aéroscopia, scheduled to open by the end of 2014 (Concorde 201/F-WTSB and A300B4 238/F-WUAB' were moved into the building in March 2014). N° 280 was struck by a strong wind gust in 2013, which broke the radome and right-hand taxi light and cockpit window.

On 27 May 2014, N° 280 was rolled out of the Airbus paint hangar in its former Air Inter colours.

Aéroscopia was inaugurated officially on 13 January 2015, with the public opening on the following day; N° 280 is displayed outside.

**Midi-Pyrénées: Lot (46): Gramat: Bèdes**

Delete reference to N° 277 (scrapped at Perpignan 1997).

**Nord-Pas-de-Calais : Nord (59) : Merville-Calonne (Hazebrouck)**

Both IAAG and the associated École de pilotage Amaury-de-la-Grange (ÉPAG) entered receivership in 2012; on 29 March 2013 IAAG was sold to Groupe d'Investissement de la Famille Touret (GIFT), which will continue training mechanics.

**Picardie: Somme (80): Albert**

Air France Type III № 61/F-BHRY *Touraine* was ferried 14 November 1981 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**

The Aéro-Club des Deux Sevres, Aérodrome de Niort-Souché, bought an Air France Type III (№ 17/F-BHRI *Bretagne*) for FFR40,000 [\$15,000] (the cost of delivery) that was flown from Paris-Orly to Niort on 03 [04?] June 1981. In August 1981 the airframe was trucked to Coulonges-sur-l'Autize where it was transformed into part of a nightclub owned by **MICHEL-ANDRÉ BARRET**. The nightclub, Tanière Express, then L'Orient Express (by 1998), closed by 2001. Revived as Le Rétro, this business closed after October 2008; some seats were advertised for sale in December 2009. The premises reopened on 17 December 2011 as Discothèque L'Éden, which appeared to be a seasonal operation. In June 2013, L'Escale became the proprietor and operated until the end of 2014. The complex was abandoned, and in September 2015 L'Escale filed for bankruptcy and was placed in liquidation; the hulk of the Caravelle was scrapped on 20 September 2016.

**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**

№ 270/F-GCVM was registered in June 1997 to JACKY FRESSE of Essonne (91): Lisses, then passed to Pringault. In 2000, the association Caravelle "La Légende" proposed to restore the aircraft to airworthy condition. The aircraft has been stripped for spares and may be considered only a hulk.

In the first half of 2015, the Caravelle (along with Dassault Mercure 100 № 8/F-BTTH) was moved some 200m to the east, adjacent to the fire station.

**Provence-Alpes-Côte d'Azur: Vaucluse (84): Avignon-Caumont**

F-BOHA was repainted in October 2012 and the name *Capt. F. Andréani* applied to the left side of the cockpit. (Former Air France Concorde Captain Fernand Andréani, who holds the speed record between Paris and New York of 3hr 30min 11sec, established with F-BVFA on 22 August 1978, died in February 2009).

**Page 554****Rhône-Alpes: Ain (01): Corlier**

The forward section was acquired in September 1997, 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**

A fuselage section was apparently in a railway car in 1990 ([http://www.confino.com/train\\_cinema/f\\_dossier.html](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]**

#### **Bayern: Oberschleissheim: Flugplatz Schleißheim**

The nose of Air France Type III № 58/F-BHRU *Poitou* was purchased from Amicale Jean-Baptiste Salis by **Nils Alegren** (owner of [sudaviation.com](http://www.sudaviation.com)) and moved here on 19-21 November 2012 for conversion to a simulator.

On 30 October 2013, the nose section was moved to a hangar 30km east of München. The transport was again carried out by Transdor Chlechowicz, a company specialized in oversized loads.

On 28 September 2015, the restored nose section was transferred to a new home northeast of München, in **Ismaning**. The simulator became operational in May 2016.

For updates on this project, visit: [www.sudaviation.com](http://www.sudaviation.com)

#### **Nordrhein-Westfalen: Velbert**

The fuselage of № 230/D-AAST was scrapped in 2004, but the nose was saved and is in open storage and the intention is to paint it into LTU colours. The cockpit simulator is no longer used (March 2008); in 2012 the simulator was upgraded as a procedures and MCC trainer and painted in LTU colours.

### **Repubblica Italiana [Italian Republic]**

#### **Friuli-Venezia Giulia: Pordenone (PN): Ceolini**

Owner Rino De Marco failed to gain local council approval to convert the Caravelle for use as a *gelateria*.

**Lombardia: Pavia (PV): Voghera**

The actual location is Montebello della Battaglia.

Caravelle VI N № 79/I-DAXU (which was noted here in 1999) 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.

The Caravelle is believed to have been sold for scrap.

**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 03 February 2006. 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.

**Veneto: Vicenza (VI): Cusinati di Rosà**

After 2001, the SS47 was redesignated SP47.

The left wing of № 85/I-DABT *Denebola* has been cut off by the owner to save space; the interior was (in 2012) being converted into an office.

**Koninkrijk de Nederlander [Kingdom of the Netherlands]**

**Zuid-Holland: Delft**

The right main undercarriage unit of Transavia Type III (№ 43/PH-TRP), previously at Delft TH, was noted in Sep16 with **Machinehandel Colijn**, a metalworking enterprise, at Langstraat 283, 6691EE **Gendt: 51°52'44.01"N 5°56'34.51"E**

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 June 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.

**Page 557**

**Konungariket Sverige [Kingdom of Sweden]**

**Malmö-Sturup**

The hulk of № 24/LN-KLP *Trond Viking* was scrapped in September 2012.

### **Stockholm-Arlanda**

On 27 May 2005 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 50<sup>th</sup> 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 March 2012 the Caravelle was repainted as Finnair's Super Caravelle (Type 10 B3) OH-LSB *Tampere* to star in *Kaappari (The Hijack That Went South)*, a production about the hijacking by Aarno Lamminparras on 30 September 1978 of the real OH-LSB.

A bit part followed in *Monica Z* (2013) about Swedish jazz singer Monica Zetterlund. The idea was to act as a typical 1950/1960s airliner interior for a trans-Atlantic flight and the club came close to transforming the left side in SAS pre-1966 dragon colours. Unfortunately, the production company thought it was too expensive and a revised low-budget version with only titles, name, and engine trim was drawn up. Because of a late decision by the production company, it turned out almost as costly as the complete livery but then it was too late to revert to the original plan. The SAS *Alrik Viking* hybrid colours (the fin was never to be shown) were applied for one day of shooting, on 29 June 2012. Because the club thought the mix of SAS titles and Finnair fin was inappropriate, the former were removed and the name revised to *Alrik*. Eventually, the Finnair scheme on the right side will be removed and replaced.

The hulk of Type 10 B1 R № 263 was scrapped late in April 2012.

№ 4/SE-DAA was acquired c2013 by charter airline Novair and converted into a cabin crew trainer, with seats, a sound system, and smoke generation.

'Finn Viking', the cockpit procedures trainer used at Bromma for training cabin crew in emergency procedures and exhibited in the **TEKNISKA MUSEET** in Stockholm, was moved to Arlanda in 2013. It is now with the **ARLANDA FLYGSAMLINGARS VÄNNER**, custodians of № 112/SE-DAF. The fading scheme of № 112/SE-DAF was overpainted in SAS 'pearl grey' between July and August 2013.

**Page 558**

**AFRICA**

**République Démocratique du Congo [Democratic Republic of the Congo]  
Kinshasa-N'Djili**

Type 11 R № 240/9Q-CNA was scrapped in September 2012; 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 by June 2009 (and only the Lockheed Constellation and Boeing 727-200s remained). One (CCZ was mentioned) or both Caravelles were earmarked to go to **Ben Slimane** for a proposed aviation museum, plans for which were abandoned.

CN-CCZ appeared briefly in the 2008 German movie *Mogadischu*.

The forward fuselage of one Caravelle (most likely CCZ, but unconfirmed) 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 (September 2007).

**Al Jumhuriyah at Tunisiyah [Republic of Tunisia]  
Bordj El Amri**

Type III № 178/TS-TAR is now displayed at the Aviation School of Borj El Amri.

**Tunis-Carthage**

The hulk of № 246/TS-ITU was 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 August 2006 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'. The right side advertises 'Beach Craft'.

## **Page 559**

### **ASIA**

#### **Al-Jamhuriya al-Arabya as-Suriya [Syrian Arab Republic] Dimashq [Damascus]**

Only № 190/YK-AFB was present in April 2006.

YK-AFB disappeared between February and April 2012.

#### **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 March 2007, and had recently been repainted.

### **NORTH AMERICA**

#### **Estados Unidos Mexicanos [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 offered for scrap (along with a Convair 580) by government tender in November 2004. The wings and tails were removed and the dismantled airframes were moved from Santa Lucía on 18 March 2005 to Parque Aviaticos los Manantiales, 15km southwest of Jilotepec de Abasco: Carretera Jilotepec-Ixtlahuaca KM 39, El Puerto 2da, Sección Chapa de Mota, Estado de México, CP 54350 (19.8777N 99.6520W); <http://aviaticoslosmanantiales.com>. № 211/10506 is open to visitors and № 232/10507 is displayed in a parking lot.

The business has apparently closed, although both airframes remain on site.

## **Page 560**

### **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 March

2007 Syncro titles had been applied to the right side and in April 2007 Jet Fleet International titles were applied to the left side to promote this Van Nuys-based corporate aircraft owners alliance. In March 2008, 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 10 June 2010 and was completed in July 2010.

#### **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<sub>2</sub> 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 shell is displayed at the entrance to Leveille's premises.

#### **Kentucky: Cincinnati/Northern Kentucky International Airport (CVG)**

In November 2012, a decision was taken by the airport authority to dispose of the airframe to make space for car rental offices, and the aircraft was scrapped by O'Rourke Wrecking on 28 March 2013.

#### **Ohio: Columbus: Port Columbus International Airport (CMH)**

The Ohio History of Flight Museum closed in 2000 after its lease was bought out by the Port Columbus Airport Authority, and the Caravelle was donated to the PCAA for non-destructive emergency and fire training.

**Page 561**

### **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, uses the Caravelle as a private bar.

**Index to Caravelle Owners & Operators Appendices**

**Page 562**

Add: Aerolíneas Eldorado, 482

Add: Aerolíneas Petroleras del Llano—see APEL

Add: Alegren, Nils, 554

Add: APEL (Aerolíneas Petroleras del Llano), 486

Add: Bulair, 483

**Page 563**

Add: Eldorado—see Aerolíneas Eldorado

Add: Flying Cargo—see Líneas Aéreas Suramericanas

Add: Joubert, David, 550

Add: Lake Central Airlines, 484

Add: Lixxbail, 496

**Page 564**

*Solna Skrot*, 497

**Index to Chapters**

**Page 567**

Australian National Airways

Balez, Didier: correct to Bazez, Didier

**Page 570**, Joël, Denis: correct to Denis, Joël

**With thanks to:** Nils Alegren (sudaviation.com), Flávio Amaral, Michel Anciaux, Alain Arpino, Louis Attenoux, Alexandre Avrane (<http://www.aerotransport.org>), Jorge Barriga Kreft, Wolfgang Bergemann, Roger Béteille, Guy Bille (<http://fmp-news.blogspot.fr>), Philippe Boulay, Ian Callier, Gonzalo Carballo/lin-ea-ala.blogspot, Ola Carlsson, Vito Cedrini, Andrea & Alessandro Cini, Paul Compton, Steve Darke, Herman Dekker (<http://www.hdekker.info>), André Austin du Pont Rocha, Jean-Pierre Dubois, Vital Ferry, Malcolm P Fillmore, René Francillon, Peter-Michael Gerhardt, Olivier Gilles, Michel Gilliand, Laurent Gruz ([www.livres.aero](http://www.livres.aero)), Jacques Guillem, Michael Hooker, Marc Idsinga, Philippe Jung, Michael Kubatz, Steve Kinder, Tommy Lakmaker, **Iain C. MacKay**, **Marcelo Magalhães**, Magno Martin, Malcolm Nason, Pierre Parvaud, Pierre Pécastaingts, Michel Pele, Ognjan M Petrović, **Michel Prevot**, Andres Restrepo, Jean-Yves Richard, Giovanni Francisco Rodriguez, Don Rogers, Douglas Rough, Daniel Ruhier, Doug Scroggins, Mike Shreeve, Peter Skipp, David H Stringer, Roger Thiedeman, Alain Truffaut, David Truman, Stéphane Tuchscherer, Guy van Herbruggen, Aad van der Voet, Dacre Watson, Urs Weidmann, Percy Wood (ex-UAL), Stipe Zivaljic, Michael Zoeller

Additions and corrections always welcome:

John Wegg: [se210caravelle@gmail.com](mailto:se210caravelle@gmail.com)