

F-104S Turkish Air Force serials

TuAF F-104S

MM6851-MM6868 project Bora I (18 aircraft) 142 Filo

AMI serial TuAF serial notes / fate

MM6851	<u>74-6851</u>	delivery date December 18, 1974, "6851" 142 Filo Murted AB; crashed August 12, 1975 at Beypazari, pilot ejected safely
MM6852	<u>74-6852</u>	delivery date December 19, 1974, "9-852" crashed on takeoff from Balikesir AB, Turkey April 28, 1986 with 191 Filo, pilot Capt Mustafa Kemal Saltik (26) was killed, withdrawn from use
MM6853	<u>74-6853</u>	delivery date December 18, 1974, "9-853" crashed June 3, 1982 at Izmir with 191 Filo, pilot ejected safely
MM6854	<u>74-6854</u>	delivery date December 18, 1974, 142 Filo, crashed September 11, 1975 at Murted AB, 1st/Lt Hüsamettin Yünden (25) was killed
MM6855	<u>74-6855</u>	delivery date December 18, 1974, "9-855" 191 Filo crashed October 29, 1981, aircraft hit the mountain near Bursa, Turkey, because of bad weather; Cpt Sabahattin Culha (32) was killed
MM6856	<u>74-6856</u>	delivery date December 18, 1974, 142 Filo, crashed July 13, 1977 at Toros Dagi, pilot ejected safely
MM6857	<u>74-6857</u>	delivery date February 11, 1975, "9-857" 191 Filo crashed June 21, 1984 after mid-air collision with 6883 F-104S near Tire, Izmir, Turkey, pilot ejected
MM6858	<u>74-6858</u>	delivery date February 11, 1975, "9-858" crashed February 22, 1988 at Balikesir AB, 191 Filo, pilot ejected safely
MM6859	<u>74-6859</u>	delivery date February 10, 1975, "9-859" 191 Filo 1989; withdrawn from use 1994; stored Eskisehir AB 1994; CFE 1995; display at Guvercirlik barracks near Ankara 1999; display at Turkish AF Air Logistics Command Etimesgut, town, barracks, Ankara, Turkey; camo color scheme November 2011 noted; October 2013 last noted 39°54'52.77"N 32°43'2.43"E
MM6860	<u>74-6860</u>	delivery date February 10, 1975, 142 Filo, crashed June 16, 1977 at Incirlik mid-air collision with leader aircraft over Incirlik, Adana, Turkey, Capt Sadik Dülger (28) was killed, leader aircraft landed safely at Incirlik AB
MM6861	<u>74-6861</u>	delivery date February 10, 1975, "9-861" of 191 Filo crashed January 22, 1987 at Balikesir AB during approach (controlled by GCA) because of very low visibility; 1/Lt Kemal Uygunturk (26) was killed
MM6862	<u>74-6862</u>	delivery date February 10, 1975, "9-862" 1987/88, withdrawn from use 1992 with 9 AJU; stored Eskisehir AB for CFE 1994; May 1995 gone; 1 HIBM.K in June 1995; in storage at Akhisar AB February 6, 1996; "9-862" on display at the campus of Pamukkale University in Denizli town July 3, 2012 last noted still wearing its old camouflage paint but missing its S ventral fins
MM6863	<u>74-6863</u>	delivery date May 8, 1975, "9-863" crashed April 2, 1981 at Golf of Marmara, 191 Filo, pilot ejected safely
MM6864	<u>74-6864</u>	delivery date February 10, 1975, "9-864" 9 AJU 1988, 191 Filo last noted August 1989, withdrawn from use; stored Eskisehir AB for CFE; scrapped
MM6865	<u>74-6865</u>	delivery date May 8, 1975, "9-865" 9 AJU 1985; reported in 1985, 1987 and 1988; crashed near Balikesir AB shortly after take-off on May 14, 1990, the pilot 1st Lt Mumin Demiralp (24) was killed
MM6866	<u>74-6866</u>	delivery date May 8, 1975, "9-866" crashed June 13, 1985 at Kepsut near Balikesir, Turkey with 191 Filo, Capt Gultekin Basargan (31) was killed
MM6867	<u>74-6867</u>	delivery date May 8, 1975, "9-867" 1990 noted, crashed January 22, 1992 at Balikesir AB with 191 Filo, pilot ejected safely
MM6868	<u>74-6868</u>	delivery date February 10.1975, "9-868" last seen operational in October 1988, withdrawn from use, to TUSAS (Tusas Ucak Sanayii AS) in Eskisehir, stored Eskisehir AB in July 1990, CFE Eskisehir AB 1995; in storage at Akhisar AB February 6, 1996; preserved Istanbul, Yesilkoy Aviation Museum, Istanbul 2006 first noted in camo color scheme; June 2014 last noted 40°57'50.07"N 28°49'31.73"E

MM6882-MM6885 project Bora II (18 aircraft + 4 spare aircraft) 193/192 Filo

MM6882	<u>75-6882</u>	delivery date April 7, 1976, "9-882" 1988/90, withdrawn from use 1994, stored Eskisehir AB for CFE, scrapped June 1995
MM6883	<u>75-6883</u>	delivery date January 21, 1976, "9-883" crashed June 21, 1984 near Tire, Izmir, after mid-air collision with F-104S 6857 with 191 Filo, see 9-857, Maj Muammer Sezer (35) was killed
MM6884	<u>75-6884</u>	delivery date January 21, 1976, "9-884" 1983 192 Filo, crashed April 29, 1983 at Manyas, Lt Umit Bekem (28) was killed
MM6885	<u>75-6885</u>	delivery date March 15, 1976, "9-885" 9 AJU 1988, 191 Filo 1989/90, withdrawn from use 1992; stored Eskisehir AB for CFE, scrapped June 1995

MM6888-MM6889 project Bora II

MM6888	<u>75-6888</u>	delivery date August 6, 1976, "9-888" 9 AJU Balikesir AB 1987, 191 Filo 1989/90, crashed with 191 Filo October 22, 1992 at Akhisar AB, Lt Muammer Capoglu (24) was killed, written off
MM6889	<u>75-6889</u>	delivery date March 15, 1976, "9-889" last noted October 1988, withdrawn from use, stored Eskisehir AB for CFE, scrapped

MM6891-MM6906 project Bora II

MM6891	<u>75-6891</u>	delivery date March 15, 1976, "9-891" 1987, 9-891 last noted July 1989, out of service, stored Eskisehir AB/CFE, scrapped
MM6892	<u>75-6892</u>	delivery date June 11, 1976, "9-892" noted 1980, crashed May 6, 1980 at Balikesir AB, pilot ejected safely
MM6893	<u>75-6893</u>	delivery date May 7, 1976, "9-893" 1987/88, 191 Filo 1989/90, withdrawn from use, stored Eskisehir AB/CFE, scrapped June 1995
MM6894	<u>75-6894</u>	delivery date June 11, 1976, 9-894 192 Filo, crashed August 22, 1979 at Balikesir AB, pilot ejected safely
MM6895	<u>75-6895</u>	delivery date June 11, 1976, "9-895" 1987-89, withdrawn from use, stored Eskisehir AB according CFE until late 1995, preserved in Istanbul at Rahmi Koc Museum of Industry 1996, SEA camo coded 9-895 October 27, 2000 noted; grey color scheme, no serials, coded 75-6895 2004 noted, July 2, 2008 noted; June 2014 last noted*
MM6896	<u>75-6896</u>	delivery date May 7, 1976, "9-896" 1981, 191 Filo 1985; crashed July 22, 1985 near Balikesir, Lt. Tamer Polat (25) was killed
MM6897	<u>75-6897</u>	delivery date May 7, 1976, "9-897" July 1981 at Lechfeld AB, Germany; 191 Filo 1989/90, out of service, stored Eskisehir AB for CFE 1992; scrapped June 1995
MM6898	<u>75-6898</u>	delivery date June 11, 1976, "9-898" crashed August 9, 1988 near Balikesir AB, 2/Lt Sabri Aksu (26) was killed
MM6899	<u>75-6899</u>	delivery date June 11, 1976, "9-899" crashed September 17, 1992 near Akhisar AB, Manisa, Turkey, 1/Lt Sinan Erkan (29) was killed
MM6900	<u>75-6900</u>	delivery date June 11, 1976, "9-900" 1981/89 9 AJU, withdrawn from use, stored Eskisehir AB for CFE 1995, scrapped June 1995
MM6901	<u>75-6901</u>	delivery date Aug 6, 1976, "9-901" 1988, 191 Filo last noted August 1989, withdrawn from use, stored Eskisehir AB for CFE, scrapped
MM6902	<u>75-6902</u>	delivery date August 6, 1976, "9-902" at Lechfeld AB July 1981; crashed October 3, 1983 at Yenice, pilot ejected safely
MM6903	<u>75-6903</u>	delivery date August 6, 1976, "9-903" July 1981 at Lechfeld AB, Germany; crashed March 27, 1984 at Murted AB, pilot ejected safely
MM6904	<u>75-6904</u>	delivery date October 27, 1976, "9-904" 1981/89, crashed October 6, 1991 near Dursunbey, Balikesir, Turkey, Lt. Bahadir Demirel (26) was killed
MM6905	<u>75-6905</u>	delivery date October 27, 1976, "6905" 142 Filo, crashed July 12, 1979 near Kizilcihamam, Ankara, Turkey, Capt Ismail Salci (25) was killed
MM6906	<u>75-6906</u>	delivery date October 27, 1976, "9-906" 1987/89, withdrawn from use, stored Eskisehir AB for CFE, scrapped June 1995, dump Yeni Foma near Izmir October 1996 last noted

F-104S Turkish Air Force serials

<u>TuAF sqn</u>	<u>wing</u>	<u>Turkish Air Force F-104S base</u>
142 Filo	4 AJU	Murted AB, first delivery December 18, 1974, official ceremony on March 14, 1975 F-104S transferred 1980 to 191 Filo 9 AJU Balikesir AB
193 Filo	9 AJU	Balikesir AB, first delivery Jan 21.1975, merged into 192 Filo in July 1976
192 Filo	9 AJU	Balikesir AB, July 1976 - 1983
191 Filo	9 AJU	Balikesir AB, 1980 - 1993

AJU: Ana Jet Ussu (Main Jet Base)

Note: 60 percent of the TuAF F-104S fleet was lost in 18 years of operations

Italy and Turkey, officially the construction numbers are 1001-1246
The forty Turkish F-104Ss were 6851/6868, 6888/6889, and 6891/6906

The F-104S (S for "Sparrow") was the most potent version of the Starfighter to be built. It was an upgraded and improved version of the F-104G that was built by Fiat. The aircraft was initially built to meet a requirement issued by the Aeronautica Militare Italiana (AMI). However, it has also been exported to Turkey.

The F-104S was the winner of the AWX (All-Weather Interceptor) design competition held in 1965 by the Italian air force for a new all-weather interceptor. The Lockheed CL-980 design (ultimately to be named F-104S) was selected for this requirement after extensive evaluation of other designs such as the Dassault Mirage III, McDonnell Douglas F-4 Phantom, Northrop F-5, and North American F-100. The Fiat group produced a total of 246 F-104S, 206 of them for the AMI and 40 for Turkey. AMI serials were MM6701/6850, MM6869/MM6881, MM6886/MM6887, MM6890, and MM6907/MM6946, a total of 206 being delivered. A further 20 were laid down for a subsequently-cancelled Turkish order. Only one of these, MM6946 was completed as a replacement for MM6766 which crashed before delivery. Turkey's forty F-104S were dispersed through the production run.

References:

Zipper magazines

Ahmet Okan Akinci, Ankara

July 4, 2014

F-104S in the Turkish Air Force

from the Zipper magazine Nr.37 March 1999

The story about the F-104S Starfighter within the Turkish Air Force, written by Serhat Guvenc.

"The F-104S began to figure in Turkish military procurement plans at the heyday of Turkish military operations in Cyprus. These operations took their toll on the TUAF fleet. To sustain the force levels, a stop-gap aircraft was needed. Although Turkey had two squadrons of F-4E "Phantom 11" on order, the delivery schedule ruled out an early deployment of F-4 squadrons.

Among others, thus, two conditions pretty much dictated the supplier for the stop-gap aircraft. First, the aircraft had to be already in TUAF inventory so that existing infra-structure, support facilities, training and operating procedures could be utilized with minimum or no modification. Second, the manufacturer had to be willing and able to start deliveries immediately. These two conditions almost singled out Aeritalia-built F-104S as the choice. The manufacturer already notified TUAF that an initial batch of six fighters could be diverted from Italian Air Force stocks to Turkey as soon as an agreement was signed.

Turkey decided to buy F-104S Starfighters. The 142 Filo in 4 AJU Murted was named the first squadron to receive F-104S. The 142 transferred its F/TF-102A Delta Daggers to 182 Filo, another Murted resident, in anticipation of the arrival of the F-104S.

The 142 Filo was slated to receive the first 18 F-104S under BORA I project. The F-104S fighters were ferried by Turkish pilots from Italy to Turkey. Due to the tension between Turkey and Greece, rather than seeking overflight permission from Greece, TUAF charted an unusual course crisscrossing the Mediterranean. The first leg of the ferry flight ended in Tobruk, Libya. The aircraft were then flown to Turkey from Libya. With the F-104S, 142 Filo switched to FGA from interceptor role.

142 Filo received its first F-104S on December 18, 1974 and last F-104S on May 10, 1975. Number 142 Filo transferred its F/TF-102As to 182 Filo on January 15, 1975. Official ceremony for conversion to F-104S was held on March 14, 1975.

The US arms embargo prompted Turkey to look for additional fighters in the aftermath of the Cyprus conflict. TUAF decided to go for another squadron of F-104S. Number 9 AJU Balikesir was to host this second squadron. In October 1975, the 193 Filo was activated to receive F-104S. A second batch of 18 (+4 attrition replacements) F-104S was ordered under BORA II project. These F-104S Starfighters were also ferried via Tobruk, Libya. Indeed, one ferry flight of three F-104S encountered heavy sandstorm over Libya. One Zipper was heavily damaged upon landing right in the eye of the storm and was subsequently returned to Aeritalia for repair. The 193 received its first F-104S in January 1976. Shortly afterwards, the Filo was amalgamated into the 192 Filo which recently dispersed its F/RF-5A/Bs to other F-5 operators in Turkey. Thus 9 AJU standardized on a single type - F-104 with both and G and S versions in service.

193 Filo was re-activated on October 21, 1975. The first two F-104S for the 193 Filo were received on January 21, 1976. Number 193 Filo was renumbered (merged into) 192 Filo on July 1976.

In 1980, each AJU (Ana Jet Ussu: Main Jet Base) was slated to specialize on one aircraft type. Thus, the 142 Filo transferred its F-104S to 191 Filo in Balikesir. The 142 Filo reverted to interceptor role with ex-KLU F-104Gs (in AWX configuration) which were delivered in 1980.

191 Filo had been long-time operator of F-104G in strike role. During the Cyprus conflict, Washington asked Ankara to dismantle all nuclear weapons on strike aircraft, a request that practically marked the end of QRA for the Turkish F-100 and F-104 pilots. Because of the US arms embargo, Turkey did not allow the return of nuclear weapons to Turkish squadrons. When, in 1980, TUAF decided to resume the strike role, number 191 Filo handed its nuclear capable MAP F-104Gs to 141 Filo to augment the 141 Filo fleet in the strike role. During this reshuffling the 191 received the ex-142 Filo F-104S in FGA role.

In the 1980s, the TUAF received a wealth of hand-me-down Starfighters from its NATO allies. The TUAF F-104S fleet was in the meantime fast dwindling due to attrition. These two factors resulted in

F-104S Turkish Air Force serials

concentration of all surviving F-104S fighters in 191 Filo in 1983. The 192 re-equipped with F/TF-104Gs received from Norway, Belgium and Germany. This diversity in 192 Filo's fleet was put an end with the arrival of ex-German Starfighters in large numbers.

During the rest of their career, the F-104S remained a prerogative of the 191 Filo. When retired in 1993 TUAf F-104S Starfighters logged 2500 to 3000 flight hours on average each and were surprisingly survived by much older F-104Gs and CF-104s.

A number of reasons accounted for this early retirement of the Turkish F-104S fleet. In the first place, as mentioned above, the F-104S was a stop-gap aircraft and never intended to form the backbone of the TUAf. Only 40 examples were purchased to equip two Filos. Although appreciated for its superior avionics and power-plant over the F-104G, in terms of build-quality and reliability, the F-104S was found inferior to F-104G.

High attrition rate and reliability problems caused sharp declines in the number of operable aircraft. Therefore, all F-104S were first transferred to form a single squadron, and when the number of operable aircraft dropped below a certain level the entire fleet was retired.

Although F-104S offered an edge over the F-104G in avionics and engine, the choice of F-104G and particularly CF-104 also reflected a choice of availability and supportability over such qualities.

Because as opposed to ever shrinking F-104S fleet, Turkey received plenty of F-104Gs and CF-104s and huge-stocks of free spare-parts to support both fleets. Thus edge the F-104S offered over the F-104G or the CF-104 did not justify the extra cost of supplies and spare parts for the former. The Zipper's days in Turkish service were numbered anyway as the F-16C/Ds began to emerge out of assembly lines at TAI in the late 1980s. Finally, although featured provisions for AIM-7 Sparrow/Aspide AAMs, Turkish F-104S remained gun-fighters throughout their career with their gun-bays always occupied by M-61 Vulcan gun rather than additional avionics for Sparrows or Aspides."

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