

## **CARAVELLE: The Complete Story**

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

*Cumulative, posted 27 May 2009*

#### **Page 17**

July 2005

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

#### **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 84**

Correct to Australian National [Airways](#)

#### **Page 111**

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

#### **Page 133**

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

#### **Page 156**

Correct name presentation is [Aldebarán](#)

#### **Page 163**

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

#### **Page 165**

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

#### **Page 188 (& 250)**

Max Fischl died on 23Jan06, aged 83.

### **Page 202**

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

### **Page 204**

Douglas studies for an 'Advanced Caravelle' included a wing with a 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 237**

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

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

### **Page 245: Turcat**

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

### **Page 247**

The photo of 01 was taken in February 1963.

### **Page 249**

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

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

The first AWLS test made elsewhere than Toulouse was at Marseille-Marignane on 03Dec62, followed by Brétigny, Orly, and Le Bourget. On 07Feb63 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 28Dec64, 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 05Jan65. A similar number of automatic landings and approaches was made the following day at Dulles. Representatives of American Airlines, Delta Air Lines, Eastern Air Lines, and Pan American were present.

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

### **Page 253**

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

### **Page 256**

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

### **Page 284**

Caption: correct Steward Didier [Bazez](#)

### **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 306 (see also p481)**

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

### **Page 322**

#### **Aérotour**

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

### **Page 326**

#### **EAS**

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

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

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

### **Page 331**

#### **SAT**

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

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

In September 1981 it was reported that SAT was looking to add two more

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

### Page 339

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

### Coastal-LWA

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

### Page 341

**IAC** did not acquire a second ex-Altair/Air Inter Type III.

**ATS** acquired a second ex-Altair Type III in 1985.

### Page 342

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

### Page 344

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

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

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

The filed flight plan was from Paris to Abidjan (with a fuel stop at Tamanrasset at 1130), and then to Khartoum. During the stop in Abidjan (at

night), Bokassa was to join the party, disguised as a pilot. After takeoff for Khartoum, the aircraft would declare technical trouble over the Central African Republic and land at Bangui-Mpoko. Thus Bokassa would take over the presidency.

At 1740 the Caravelle landed at Abidjan and the pilot went outside alone to pick up Bokassa. A few minutes later, he returned and said: "The journey is over, everybody outside". The occupants found the aircraft surrounded by the Ivory Coast army.

### **Page 353**

F-BJTI was also used in the UK to check the system integration of digitized radar equipment and displays.

### **Page 356**

Credit for the Aerotourix photo should be [Michel Gilliand](#).

### **Page 368 (& 476)**

**STAIR** was headed by [Joël Denis](#).

The directors of the company were nominated on 02Oct89 and comprised Catherine Alice Henriette David (married name Martin) and Joël Marie Alphonse Ernest Denis; in addition FFR50,000 of the total FFR500,000 capitalisation was held by EURL Sirius, a company whose managing director was Catherine Martin (née David). STAIR's address was also the address of Martin. The company began trading on 09Oct89 and was registered on 06Nov89.

### **Page 376**

#### **FAM**

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

### **Page 385**

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

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

Waltair was one of 33 RDC airlines that was notified (since April 2005) by the ministry of transport and communications that its operating license would not be renewed, and it was officially banned from RDC airspace effective 07Sep05.

## Appendices

### Caravelle Type Specifications

#### Type III

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

## APPENDIX: CARAVELLE OPERATORS & OWNERS

### PART I: ORIGINAL COMMERCIAL CUSTOMERS

#### Page 442

#### AEROLINEAS ARGENTINAS

##### Fleet summary

VI N LV-HGX 19 Mar62-Apr73 *Aldebarán*

#### Page 443

#### AIR ALGÉRIE (AH)

##### Fleet summary

I A/III F-OBNI 28 Mar60-Sep73 r/r 7T-VAI, *Djebel Tlemcen/Monts de Tlemcen*

**Maintenance:** Major checks (*les grandes visites*) and other work were performed by Air France at ORY until 1969.

**Notes:** At one time, on Saturdays, 'aerial baptism' (*baptême de l'air*) flights were made between Lyon (Bron) and Geneva; prices were competitive and the service was very popular.

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

#### Page 444-445

#### AIR FRANCE

##### Inaugurals/route development

06May59 ORY-CIA-ATH-IST\*-ATH-CIA-ORY AF604/605 (F-BHRA)

The published schedule indicated a 4/7 schedule with the return via LIN as AF615; however, philatelic evidence indicates that the first northbound LIN-ORY service (at least with mail) was delayed a week until 13May59

24Feb60 TXL

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

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

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## 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 Dec73-Jan75	Isd fr SNIAS

## Page 449

### ALITALIA

#### Inaugurals/route development

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

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

## Page 450

Photo credit: [Caz Caswell](#)

## Page 453

### INDIAN AIRLINES CORPORATION

**Miscellaneous:** correct spelling is [Gandhi](#)

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## Page 454

### KINGDOM OF LIBYA AIRLINES

HQ was [Benghazi](#)

#### Fleet summary

VI R	5A-DAE	221	May67-Mar75
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**Maintenance:** All maintenance was contracted to Air France at ORY. Each week one of the Caravelles would be scheduled for a BEN-TIP-FCO-ORY service. There, AF would perform any required maintenance and if the work took more

than 48hr an aircraft would be leased from AF. AF mechanics were also based in BEN and TIP.

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

## LAN-CHILE

### Inaugurals/route development

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

## Page 455

### MIDDLE EAST AIRLINES (MEA)

#### Fleet summary

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

## Page 456

### PANAIR DO BRASIL

**Configuration:** In Oct64, F20Y49

## Page 457

### SABENA

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

## Page 458-459

### SCANDINAVIAN AIRLINES SYSTEM (SAS)

#### Inaugurals/route development

add

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

delete entry for 14Aug59

21May60 CPH-STR-NCE-MAD-LIS SK583/584 (2/7)  
(philatelic evidence indicates first MAD service was delayed until 30May60)

01Nov60 BMA-CPH-AMS-BRU SK551/552 (7/7)  
01Apr61 BMA-GOT SK121/122 (philatelic evidence indicates SK128 GOT-BMA)

add

01Apr69 FBU-HAM SK649/

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

## Page 460

### SWISSAIR

#### Inaugurals/route development

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

## Page 462

### TAP

#### Fleet summary: delete:

III	F-BHRK	26	Jan62-Jan62	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

#### 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)

Add:

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

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

## PART II: SUBSEQUENT AIRLINE OPERATORS

### Page 466

#### AEROTOUR

##### 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 Aérotour and Aéro't'ex crews for nine months.

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

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

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

### Page 468

#### AIR VIET NAM

##### Inaugurals/route development

Sep65 schedule:

SGN-KUL-SIN-SGN VN648 (1/7) ([KUL dropped by Sep66](#))

Dec66 SGN-HKG-TSA (VN/CI flight numbers, [VN690/691, 2/7](#))

[May67](#) SGN-BKK VN686 (1/7)

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

Nov74:

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

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

### Page 469

#### AMERICANA DE AVIACION

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

## **ATS AIRLINES**

### **Fleet summary**

III 9Q-CCP 229 Jul85-1996

## **AVENSA**

### **Inaugurals/route development**

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

20Nov64 CCS-BRM-MAR VE551/552 (7/7)

## **Page 470**

### **CATAIR**

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

## **Page 471**

### **CORSE AIR INTERNATIONAL**

(Corsair)

## **Page 472**

### **EURALAIR**

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

### **EUROPE AERO SERVICE (EAS)**

(Europe Aéro Service/Division [Aéro Sahara](#))

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

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

### **FONTSHI AVIATION SERVICES (FAS)**

#### **Fleet summary**

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

## **Page 473**

### **IAC AIRLINES**

#### **Fleet summary**

delete

III 9Q-CCP 229 Jun85-1990

## **ISTANBUL AIRLINES**

### **Inaugurals/route development**

14Mar86 IST-[ADB](#) (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

### **Page 476**

**SAT** (JO/[ST](#)) was based first at Düsseldorf, then Köln/Bonn; Germania also used the IATA designator ST.

**Configuration:** Y84, Y99.

### **Page 478**

## **WALTAIR**

### **Fleet summary**

10 B3 9Q-CPI	169	Nov96- <a href="#">Jul05</a>
11 R 9Q-CNA	240	Mar00- <a href="#">Aug04</a>

### **Page 481**

## **KONUNGARIKET SVERIGE**

Dassault had offered the Falcon 20D 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 utilization 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**

**ANSETT- ANA**

Australian National [Airways](#)

**Page 483**

**CAPITAL AIRLINES**

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

**Page 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.

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[Add](#)

**APEL (Aerolíneas Petroleras del Llano)**

Bogotá, República de Colombia (Republic of Colombia)

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

**PART VI: NON-OPERATING AIRLINES**

**page 490**

**LUFTHANSA**

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

**Page 496**

Add

**JOUBERT, DAVID**

Sainte Foy la Grande, Gironde, Aquitaine, République Française [French Republic]

This Air France pilot acquired Type 10 B1 R № 176/D-ACVK from the Conservatoire de l'Air et de l'Espace d'Aquitaine in April 2005, but saved only one section of it for display in the garden of his property.

Add

**LIXXBAIL**

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

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

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

**Page 497**

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

**Page 497**

**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.

**Page 497**

**TUCSON INTERNATIONAL AIRPORT AUTHORITY**

Although Doug Scroggins retains the first option on the aircraft, at the last minute a scheduled move in 2005 failed to take place. Meanwhile, № 87 remains in use by the fire section and is occasionally bathed by water cannons.

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**APPENDIX: Caravelle Accidents & Incidents**

**Index**

Add:

I-DAXA      35      31Aug64

**(I) AIRCRAFT WRITE-OFFS**

**Page 499**

**04Sep63 Swissair III/HB-ICV (147)**

The captain's name was Eugen **Bohli** (not Hohli), and the FO's first name should be spelled **Rudolf** (not Rudolph; in Swiss German it was shortened to Ruedi).

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

That the heat from engine exhausts was able to disperse fog on the runway had already been discovered in DC-7 operations, and United Air Lines, among others, used this technique to improve visibility (p270). The procedure developed for Swissair's Caravelles was used successfully in almost 50 cases between 1960 and 1962. What was proscribed was the continuous use of brakes while taxiing along the runway. The procedure was to stop two or three times on the way to the threshold (ie opposite to the take-off direction), run the engines up to 7,500rpm for 15 seconds, then taxi for another 1,500ft, repeat the run-up, then possibly repeat it again. Each time a tunnel about 1,500 to 2,500ft long, 130ft wide, and 30m high (100ft) was created and these tunnels joined together to cover the runway length required.

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

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

**Page 502**

**04Jan71 Air Inter**

**III/F-BNKI (214)**

Destroyed by fire on ground at Paris-Orly at 0200LT, probably because of a short-circuit [in the water heater in the rear galley](#).

**20Nov71 China Airlines**

**III/B-1852 (122)**

Crashed into Formosa Strait at approximately [2140LT, operating CI825 OSA-TPE-HKG](#); [departed TPE at 2102](#); [last radio transmission at 2133](#).

**14Mar72 Sterling Airways 10 B3/OY-STL (267)**

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

Photo of F-BNKI should be credited to: [Jean-Claude Brabant](#)

**Page 504**

**08Oct85 African Air Charter**

**VI N/9Q-CMD (74)**

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

The Dauphin was en route from Madagascar to Gabon. Because of a lack of kerosene in Zaïre the crew had arranged for an IAC Airlines Caravelle III (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**

**31Jan01 Líneas Aéreas Suramericanas 10 B1 R/HK-3932X (201)**

The first impact occurred on approach to Runway 01 at Mitú; the second at 1649LT, 3.5km from Runway 05 at El Yopal-El Alcaravan.

Probable cause of the initial impact was the poor situational awareness of the pilot in command in the final stages of the approach. The second impact was the result of inadequate emergency procedures by the crew (fuel on board was 3:00, and the aircraft had been airborne for 3:05 when power was lost).

Contributing factors were the passive attitude shown by the crew, particularly the

captain, in a critical situation, inadequate CRM, and the inexperience of the captain (Alberto Martinez Cespedes, 320hr on type) and co-pilot (Juan Manuel Roza Carreño, 320hr total).

## (II) OTHER ACCIDENTS & INCIDENTS

### Page 508

add

**25Mar63**      **Royal Air Maroc**                      **III/CN-CCX (57)**

Unspecified damage.

add

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

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

### Page 509

**21Jan68**      **Thai International**      **III/HS-TGL (30)**

It was suspected that a loss of power on one engine had caused a yaw towards the Caravelle.

### Page 510

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

**22Aug68: delete entry**

## Appendix: Caravelle Production

### Registration/MSN Index

#### Page 518

##### Brasil

Add: (PP-SRT) 158

Add:

Canada: 'C-GCVL' 273

##### France

Add

F-WJAM 221

#### page 519

##### 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 F-BHHH R 23May56  
ferried Melun-Toulouse 07Apr62 (flight № 720) after  
overhaul; cvtd Apr-May62 for autoland tests until spring 1964 (total 1,500  
automatic approaches/landings), including 40 evaluation flights Jun-Sep62  
(flights 736-778 for CEV), first automatic landing 29Sep62 (also quoted as

27Sep62, flight № 779), 120 flights Oct62-Feb63, first automatic landing in 'zero-zero' conditions 05Mar63 (flight № 896); wfu [1964](#)

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

#### Page 521

- 1** now stored at CIV for Musée de l'Air et de l'Espace  
**5** believed scrapped c 2007  
**9** F-BHRE R recorded 31Jul59 by DGAC  
**10** cvtd to Type III/46t [1962](#)  
was painted XV-NJA by 28Jul64

#### Page 522

- 12** scrapped winter 2005/06  
**13** F-BHRG R recorded 10Nov59 by DGAC  
**16** F-BHRH R recorded 18Dec59 by DGAC  
**17** F-BHRI R recorded 04Jan60 by DGAC

#### Page 523

- 19** F-BJAQ R recorded 05Apr61 by DGAC  
LV-HGX named [Aldebarán](#)  
**20** AVENSA YV-C-AVI: [i/s 20Nov64 CCS-MAR](#)  
**21** F-BSRR lsd to Air Inter 19Mar71-03Apr73  
[\(TT 26076/TL 17490\)](#)  
lsd to Air Inter [27Dec73 \(TT 26266\)](#)-20Jan75 (TT 28249)  
lsd to Air Inter [06Jun75](#), deld to ORY [07Jun75 \(TT 28256\)](#), [i/s 09Jun75](#).  
sold 22Dec76 to Air Inter ([01Jan77 also quoted, TT 30956](#))  
[l/s 31Aug80 LRT-ORY \(TT 34954/TC 26885/TL 26879\)](#)  
**22** F-BJTR R recorded 28May65 by DGAC  
**25** Nose extant (Mar09)  
**26** Air France SELCAL: [EK-BD \[although this is a conflict with No 23\]](#)  
lsd to [Tunis Air](#) 17-29Jan62  
**27** F-BJTS R recorded 15Jun65 by DGAC

#### Page 524

- 28** F-OBNI R recorded 18Mar60 by DGAC  
re-flown 11Feb61 as [F-WBNI](#)  
7T-VAI named [Djebel Tlemcen/Monts de Tlemcen](#)  
**31** F-BHRL R recorded 27Apr60 by DGAC  
**32** cvtd to 48t 1966  
[TT 22417](#) when written-off  
**35** I-DAXA to ORY 30Apr60 (TT 23) for work by Air France

37 F-BHRM R recorded 03Jun60 by DGAC  
Isd to [Tunis Air](#) 16-17Jun63

**Page 525**

39 F-BHRN R recorded 22Jun60 by DGAC  
40 I-DAXI to ORY 14Jun60 for work by Air France  
41 F-BHRO R recorded 04Jul60 by DGAC  
42 Isd to [Tunis Air](#) 13-21Feb73

**Page 526**

45 F-BHRP R recorded 12Aug60 by DGAC  
46 F-BHRQ R recorded 25Aug60 by DGAC; R 26May72 to Air Inter  
50 F-BHRR R recorded 23Sep60 by DGAC; R 14May73 to Air Inter  
51 F-OBNJ R recorded 09Sep60 by DGAC; R 07Dec61 to Air France;  
F-BLCZ R recorded 09Aug63 by DGAC  
52 F-BHRZ R recorded 17Mar61 by DGAC; R 12Sep72 to Air Inter  
53 F-BJTA R recorded 07Apr61 by DGAC  
54 F-BHRS R recorded 26Oct60 by DGAC  
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

**Page 527**

57 also dmgd 25Mar63  
dmgd 13Oct64, rts [05Mar65 \(TT 7470\)](#)  
cvtd to Type III/48t 23Mar-05Apr66 (TT 9595)  
58 F-BHRU R recorded 10Nov60 by DGAC  
59 F-BHRV R recorded 22Nov60 by DGAC  
60 F-BHRX R recorded 29Nov60 by DGAC  
61 F-BHRY R recorded 16Dec60 by DGAC  
62 F-BJAP R 23Aug61  
66 F-BYCA R 09Apr76;  
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara  
67 F-BYCD R recorded 03Jun76 by DGAC;  
R 06Apr78 to Europe Aéro Service /Division Aéro Sahara; R 13Nov85 to  
Corse Air International

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The photo of I-DAXT should be credited to [Alex Reinhard](#)

68 F-BJTB R 29May61  
73 F-OBNK R recorded 02May61 by DGAC  
74 wreck extant Oct06  
75 F-OBNL R recorded 23Jun61 by DGAC  
76 F-BXOO R 14Jun78 to Europe Aéro Service /Division Aéro Sahara

79 moved early in 2001 to [Montebello della Battaglia](#) (PV) for display by ALGA

**Page 529**

83 F-BKGZ R 15Dec61

F-BSGZ R 31Dec75

84 cvtd to 48t after 1969

30Aug61 was AF acceptance flight for Tunis Air

**Page 530**

94 F-BUZY was received by Minerve 08Nov75 following overhaul

97 F-BTON R 22Apr77 to CRB-LOGEMAT

99 F-GAPA R [09Feb78](#)

**Page 531**

102 N98KT is currently named *the Flying Tigress* [sic]

105 F-BJTI R recorded 21May62 by DGAC

R 24Jan89 to Pascal Sahuque, owner of Air Transport Service

**Page 532**

111 F-BJTE R recorded 12Jan62 by DGAC

114 scrapped 03Feb06

115 F-BJTG R 05Mar71 to Air Charter/SAFA

9Q-CLP R 06Sep84

119 F-BJTJ R recorded 28Mar66 by DGAC

R 05Mar71 to Air Charter/SAFA

**Page 533**

123 F-BUFH R recorded [31May74](#) by DGAC

124 F-BJTH R 05Mar71 to Air Charter/SAFA

**Page 534**

136 F-BLKI R 23Jan64

F-BTDL R 07Mar72 to Euralair International;

R 07Jun74 to Société Civile de la Caravelle, and then same day to

Euralair International;

R 26Feb79 to Caisse Nationale de retraite des ouvriers du bâtiment et travaux publicile

F-OGJD R 21Jan80 to SATAIR

139 F-BYAI R 05May81 to Corse Air International

**Page 535**

143 F-BJSO R 09Jan63

144 9U-BTA extant [2009](#)

148 lsd to [Tunis Air](#) 06-21Feb66

- F-BJTO R 05Mar71 to Air Charter/SAFA  
nose and tail to Air France Centre d'Instruction de Vilgénis (CIV), Massy,  
[Aug81](#)  
fuselage to Centre de Formation de Air France, CDG (extant)  
nose transferred early in 2006 from CIV to Musée de l'Air et de l'Espace,  
LBG; tail section sold for scrap Apr06
- 149** F-GBMJ later re-regd to Europe Aéro Service/Division  
Aéro Sahara

**Page 536**

- 154** cvtd to Type III/48t 01Sep-23Oct66 (TT 5878)  
lsd to Middle East Airlines 23Jan69-[Feb69](#) (415hr)  
TT [32098](#) when wfu by RAM
- 158** (Intended as PP-SRT by VASP)  
F-BLHY R 07Oct63  
wfu [01Apr75](#), TT [17395](#)
- 161** OE-LCA deld [ORY](#)-VIE 20Feb63  
F-BUFC R 21Mar78 to Euralair International  
scrapped Oct-Nov05
- 162** F-BJTD R 18Sep64  
wfu [BEN](#) (TT [15653](#)/TL [11306](#)); hulk extant [Nov08](#)

**Page 537**

- 167** F-BSEL R 19Jan72 to Euralair International;  
R 07Jun74 to Société Civile de la Caravelle, and then same day to  
Euralair International;  
R 12Mar79 to Caisse Nationale de retraite des ouvriers du bâtiment et  
travaux publics  
F-OGJE R 09Apr80 to SATAIR
- 168** Along with Panair do Brasil aircraft, this was also impounded on  
11Feb65 with demise of Panair because it was on Panair property,  
undergoing servicing.
- 169** F-BLKJ R 03Jul64  
R 9Q-CPI [17Dec96](#)  
wfu cJul05, FIH (last operational Caravelle); broken up at Kinshasa from  
cJul07  
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 Hulk sold Apr05 to David Joubert and one section retained for display at Sainte Foy la Grande; remainder scrapped

- 178 cvtd to 48t between 1966-67
- 180 F-GBMK [R recorded 13Jul79 by DGAC]
- 181 R [27Mar81](#) to [Lixxbail](#)  
R 30Apr87 to EAS/Division Aéro Sahara  
R [01Mar93](#) to Alter Bail Aviation  
R [13Mar96](#) to Air Toulouse International (SNATI)

**Page 539**

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

**Page 540**

- 189 F-BJTU R 30Jan81 to Slibail, later to Lixxbail;  
R 30Apr87 to Europe Aéro Service/Division Aéro Sahara; R  
25Apr89 to BNP Bail;  
R 16Feb94 to Negocéquip;  
R 25Aug94 to Global Aerofinance (Paris)
- 190 Extant Apr06
- 192 F-BYAU R 29Apr77
- 195 cvtd to 48t 1966
- 196 OO-SRK [[R 16Apr65](#)]  
F-BVPU R recorded 22Mar73 by DGAC  
R 25Jan80 to Aéro Tour

- 200 F-BNFE R 09Dec65
- 201 F-BNRA R 18May76 to UTA (not painted as such)  
Leased by Líneas Aéreas Suramericanas from Flying Cargo (JT8D-7A);  
TT 24072:34 at time of accident

**Page 541**

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

**Page 542**

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

**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, i/s 08Mar67
- 224 F-BNKE R recorded 06Apr67 by DGAC  
TT [23188](#) at l/s with Air Inter  
deld ORY-MRS [01Dec80](#) (also correct caption)
- 227 F-BNKF R recorded 27Nov67 by DGAC; TT 15 on delivery to ORY,  
modifications to IT standard until 04Dec67

- dmgd 15Nov68, [rts 03Apr69](#)
- 229** F-BNKG R recorded 26Dec67 by DGAC;  
modifications to IT standard until 09Jan68;  
R 25Aug83 to Slibail, later Lixxbail  
TT 23380/TL 24705 at l/s with Air Inter  
sold Apr85 to [ATS \(Air Transport Service\)](#)  
9Q-CCP R 19Jun85  
[wfs](#) 1990, [rts cJan92](#)  
According to the official Congolese register, R 12Jul89 as 9Q-CMR; no  
known photo evidence of this registration applied to the airframe and the  
Congolese records must be considered suspect

#### Page 544

- 232** Aerosucre HK-3676X was due to go to APEL Colombia, but the  
transaction was not completed  
dismantled airframe was still at NLU Jun05; moved to Jilotepec, Estado de  
México, by Sep06
- 233** F-BYCY R 11Apr78 to Aéro Tour (formal lease date from Aéro-Centre to  
Aérotour was 31Mar78)  
R 05May81 to Corse Air International  
converted c2006 into a *gîte* (lodging)
- 234** F-BRGX R recorded 26Jun75 by DGAC, to SNIAS
- 237** F-BRGU R 26Aug75; R 28May76 to Minerve
- 240** 9Q-CNA R 05Dec98 to Liberty/Malu  
9Q-CNA R 09Jun00 to Waltair  
wfu Aug04, FIH. Extant (May09)  
According to the official Congolese register, R 06Dec02 as 9Q-CCK (one  
day after being registered 9Q-CNA, according to the register); no known  
photo evidence of these marks being applied to the airframe; R 10Jun04  
(as per register) as 9Q-CAL (same day that № 264/9Q-CUG was  
registered); no known photo evidence of these marks applied to the  
airframe and the Congolese records must be considered suspect
- 241** F-BVSF R 11Feb82 to Corse Air International

#### Page 545

- 243** F-GFBA R 13Mar86 to EAS/Division Aéro Sahara  
R 01Mar93 to Alter Bail Aviation  
R 13Mar96 to Air Toulouse International
- 246** Type III/[48t](#)  
deld to TUN 19Feb68  
hulk extant Oct06
- 248** F-BNKH R 05Apr68 to Sud Aviation;  
deld to ORY [17Mar68](#), modifications to IT standard until 22Mar68;  
R 27Dec76 to Air Inter  
[TT 24048/TL 24642](#) when wfu by Air Inter
- 249** F-GCJT R [16Apr80](#); R 07May86 to SEDEMA

F-GHMU R 26Jun91 to Europe Aéro Service/Division Aéro Sahara  
R 15Mar93 to Alter Bail Aviation  
R 13Mar96 to Air Toulouse International (SNATI)

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- 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  
[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](#)
- 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
- 264** last noted Feb06; believed scrapped  
According to the official Congolese register, R 10Jun04 as 9Q-CUG (four  
years after reported retired); no known photo evidence of this registration  
applied to airframe and the Congolese records must be considered  
suspect

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- 269** F-BNOH R [19Dec80](#); fuselage section extant Apr06
- 270** F-GCVM R recorded 21Sep83 by DGAC  
R 08Apr91 to Ste Commerciale des Métaux et Minerais [René](#)  
[Aumas/SCMM](#) and same day changed to Société Minière de Trabas and  
then Air Provence International  
R 26Jun97 to Jacky Fresse; stripped for spares

- 271 F-BNOG R [21Apr80](#)
- 272 F-GCVI R recorded 24Mar81 by DGAC
- 273 F-GCVL R 13Apr83 by DGAC  
Air Canada colours applied and registration modified to 'C-GCVL' for film production work 18-22Oct07

**Page 549**

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

**Caravelle Census**

**Page 550**

**Introduction**

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

Another three (possibly six) hulks have since been scrapped.

**République Française [ French Republic ]**

**Aquitaine: Gironde (33): Bordeaux-Mérignac (BA 106)**

In April 2005 № 176 was sold to David Joubert, an Air France pilot, who preserved only the forward section for display. The remainder was recovered by Decons, which intended to re-sell certain parts to an artist in Annecy (Haut-Savoie); however, a handling mistake damaged the sections that interested the artist and the remains were scrapped. CAEA had a precondition of sale to remove all useful parts in order to support № 234. № 176 was in poor condition following the collision with the Dassault Mercure of the IMA during the storm of 27Dec99, then with Airbus A300B at the time of another storm on 15Jul03 (page 514). In addition, the CAEA had noted that the fuselage had been scarred by a

projectile and eventually learned that it was a result of an erroneous firing by the GIGN (Groupe de Sécurité et d'Intervention de la Gendarmerie Nationale), or a similar service.

[Add](#)

**Aquitaine: Gironde (33): Sainte Foy la Grande**

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

[Add](#)

**Alsace: Bas-Rhin (67): Molsheim**

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

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**Île-de-France: Essonne (91): Massy**

№ 1/F-BHRA *Alsace* was retired from 'service' early in 2006. Air France will leave CIV by the end of 2009 and give the site to the city of Massy. The Caravelle is earmarked for the Musée de l'Air et de l'Espace at Le Bourget.

Early in 2006 the nose of ex-Air Charter International Type III № 148/F-BJTO *Pays Basque* was transferred to the Musée de l'Air et de l'Espace at Le Bourget; by Apr06 the engines were removed from the tail section, which was sold for scrap. (The 707, F-BHSL, was scrapped in Jul/Aug06, with the forward fuselage going to Le Bourget.)

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

On 09Oct05 Type 12 № 273/F-GCVL wore a 'Need for speed most wanted' sticker, apparently in a promotion for a car video game company.

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

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

**Île-de-France: Val-d'Oise (95): Bonneuil-en-France**

**THALES UNIVERSITÉ COOPÉRATION** has the cockpit and undercarriage of a former Air Inter Type 12 (N° 278/F-BTOC) that was previously kept at Toussus-le-Noble for instructional purposes by **SODETEG FORMATION**, an engineering and consultancy services arm of Thales (ex-Thomson).

[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 will go to AEROSCOPIA (see below).

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

Both the Caravelle and Concorde were due to be moved to Pinot for display in a proposed MUSÉE AÉRONAUTIQUE RÉGIONAL. However, in 2007 the project had become known as AEROSCOPIA, officially described as an 'aeronautical discovery park'. Aéroscopia was officially launched in May09 and is due to open in 2011 near the Jean-Luc Lagardère (A380) factory complex. This will incorporate the collection of LES AILES ANCIENNES DE TOULOUSE, including N° 249.

N° 280 was moved from its display position at the Clément Ader factory area to St Martin on 21Nov08 in preparation for repainting by Pôle Peinture, Airbus France. The original idea from Airbus PR was to paint the Caravelle 12 into the colours worn by Caravelle N° 01/F-WHHH, but that proposal has been widely challenged and current plans favour the adoption of the final Air Inter color scheme. Pending the opening of Aéroscopia, the airframe is to be stored at zone Aéroconstellation.

**Provence-Alpes-Côte d'Azur: Alpes-Maritimes (06): Nice-Côte d'Azur**

Type III N° 124/F-BJTH *Franche Comté* is currently parked at the eastern end of the airport.

**Provence-Alpes-Côte d'Azur: Bouches-du-Rhône (13): Marseille-Marignane**  
F-GCVM was registered in Jun97 to JACKY FRESSE of Essonne (91): Lisses,  
then passed to Pringault.

The aircraft has been stripped for spares and may be considered only a hulk.

**Rhône-Alpes: Ain (01): Corlier**

The forward section was acquired in Sep97, after 18 months negotiation and preparation.

Photos are posted at:

<http://corlier.altiport.free.fr/Historique/>

<http://altiportcorlier.free.fr/pages/histoirepag.html>

**Rhône-Alpes: Drôme (26): Montélimar-Ancône**

**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>).

**Locations unknown**

The 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]**

**Nordrhein-Westfalen: Velbert**

The fuselage of № 230/D-AAST was scrapped in 2004 but the nose was saved and is in open storage (Apr09).

The cockpit simulator is no longer used (Mar08).

**Repubblica Italiana [Italian Republic]**

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

The actual location is [Montebello della Battaglia](#).

Caravelle VI N № 79/I-DAXU and a large collection of transport artifacts,

including other aircraft and various vehicles, were seized by the Tribunale di Milano for sale at public auction, with the last reported one held in April 2006.

**Marche: Ancona (AN): Loreto**

Nº 208/I-GISE was noted at the former Airpark site May00; 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**

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

[add](#)

**Veneto: Verona (VR): Cavalcaselle**

Two main undercarriage units are held by GAMBINI, an industrial scrap merchant, at 41 via XXV Aprile.

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**Konungariket Sverige [Kingdom of Sweden]**

**Stockholm-Arlanda**

On 27May05 Caravelle III 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.

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**AFRICA**

**Republika Y'Uburundi [Republic of Burundi]**

**Bujumbura**

Nº 144/9U-BTA extant 2009.

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

Type 11 R № 240/9Q-CNA extant (May09); Type 10 B3 № 169/9Q-CPI was scrapped in 2007, and Type 11 R № 264/3D-AUG is believed to have been scrapped in 2006.

**Al Mamlakah al Maghribiyah [Kingdom of Morocco]  
Casablanca-Anfa**

The future of № 57/CN-CCX & № 195/CN-CCZ is uncertain; both may be scrapped or one or both may go to **Ben Slimane** for a proposed aviation museum. However, reports suggest that plans for the museum have been abandoned.

**République du Sénégal [Republic of Senegal]  
Dakar-Yoff**

№ 5/6V-AAR was no longer present in 2007 and is believed to have been scrapped.

**République du Tchad [Republic of Chad]  
N'Djamena**

The damaged Avon engines of № 100/TT-AAM survive at the 'La Caravelle' restaurant and campground in the city near the Chari River (Sep07).

**Al Jumhuriyah at Tunisiyah [Republic of Tunisia]  
Tunis-Carthage**

The hulk of № 246/TS-ITU was extant Oct06.

**Republic of Uganda  
Entebbe**

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

A visitor in Aug06 noted that the Caravelle was being used by squatters, who were cooking in the gutted cockpit and sleeping in beds placed along the walls of the cabin.

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**ASIA**

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

Only № 190/YK-AFB was present in Apr06.

## **Prathēt tai [Kingdom of Thailand]**

### **Bangkok International Airport-Don Muang**

The nose of № 25/HS-TGI reappeared behind the training area at the CATC by Mar07, and had recently been repainted.

## **North America**

### **Estados Unidos 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 at Santa Lucía Jun05 with wings and tail removed. The two were offered for scrap (along with a Convair 580) by government tender in November 2004.

They were moved in 2006 to Parque Aviaticos los Manantiales, near Jilotepec de Abasco: Carretera Jilotepec-Ixtlahuaca KM 39, El Puerto 2da, Sección Chapa de Mota, Edo de México, CP 54350; <http://aviaticoslosmanantiales.com>. № 211/10506 is open to visitors and № 232/10507 is displayed in a parking lot.

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### **United States of America (USA)**

#### **California: Mojave**

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

#### **California: Van Nuys Airport**

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

Recent reports suggest that the airport authority is anxious to 'clean up' the area and the airframe may be scrapped.

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### **SOUTH AMERICA**

#### **República de Colombia [Republic of Colombia]**

##### **Valle del Cauca: Cali-Aeropuerto Internacional Alfonso Bonilla Aragon**

Type VI R № 161 HK-2402 was sold for COP12 million (\$5,000) and scrapped Oct-Nov05.

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[Add](#): APEL (Aerolíneas Petroleras del Llano) (486)

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Australian National [Airways](#)

Balez, Didier: correct to [Bazez](#), Didier

**Page 570**, Joël, Denis: correct to [Denis, Joël](#)

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