



SRI LANKA



BURMA



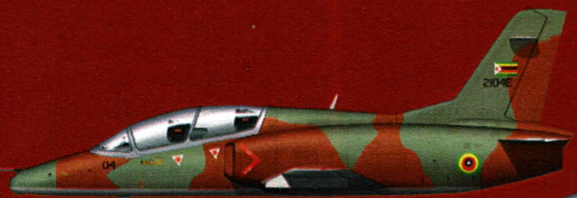
GHANA



SUDAN



NAMIBIA



ZIMBABWE



ZAMBIA



EGYPT

1:72

EPD-7201

Karakorums!

-Nanchang K-8s in international service-



E.P.D.

camouflage

-

demarcation
underside

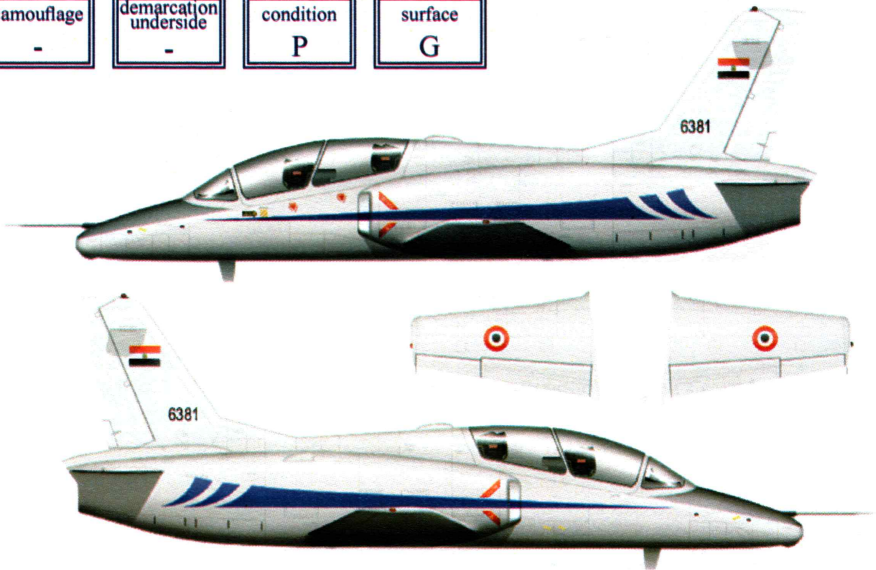
-

condition

P

surface

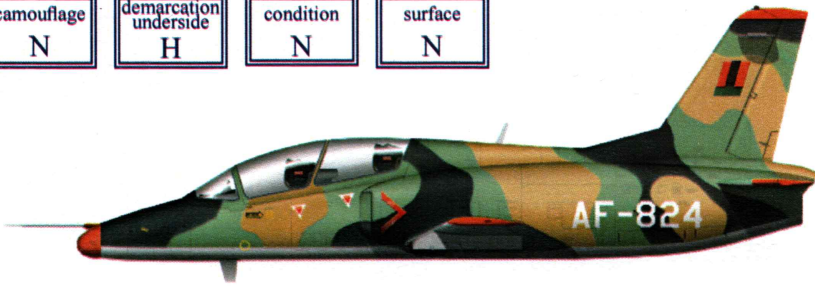
G



Nanchang K-8E "Karakorum"
 Al Quwwat Al Jawwiya Il Misriya
 201 Squadron El Minya airbase

After the semi-successful Yom Kippur/Ramadan war Egypt broke with the Soviet Union and President Sadat turned to the West. This move dealt a blow to the the Egyptian Air Force as it almost exclusively operated Soviet aircraft and now found itself without any source for spares. The EAF decided to never make the mistake of relying on a single country again and since then has diversified the sources of its equipment like probably no other world air force. Today, Soviet-built MiGs are used alongside Chinese K-8s, Czech L-59s, US F-16s and French Mirage 2000s. With the vintage Aero L-29s showing their age in the early 1990s a batch of Aero L-59s (an upgraded version of the L-39) were ordered from the Czech Republic. By the late 1990s the Egyptians launched an ambitious, new project. It was decided to acquire no less but 80 Karakorums, the first ones were delivered in kit form and simply put together by the Egyptians while the other ones were partially manufactured by the Arab Organization for Industrialization at Helwan plant. This way Egypt did not only get a vast fleet of new trainers but could also revive its aviation industry. In 2005 the last of the 80 K-8s was finally delivered. Apparently the Karakorums not only serve as basic trainers but are also used for advanced weapon training. At several exhibitions they were displayed alongside a huge array of ordnance including cluster bombs and even air-to-air missiles. This plane was seen during some official presentation, the serial seems to have been applied as a decal using a standard computer font whereas newer Karakorums feature a serial more stencil-like in appearance. There are claims of K-8s painted in green and tan, but as it is the case with Burma, no photographs of a camouflaged version have emerged so far.

camouflage	demarcation underside	condition	surface
N	H	N	N



Nanchang K-8 "Karakorum"

Zambian Air Force

probably Lusaka International Airport

Thanks to the long-time rule of "benevolent dictator" Kenneth Kaunda Zambia is one of Africa's more stable nations. Traditionally ties with the PRC are close, although their nature has changed in the course of time. While their common aim in the 1970s was still a Marxist world-wide revolution cooperation is now based on hard economic interests. Interestingly, due to China's excessive exploitation of Zambian resources (which even includes importing Chinese workers instead of relying on Zambians) Zambia is one of the world's first countries where a popular anti-Chinese resentment has risen especially among the political opposition. In the 1970s the Chinese delivered several F-6 fighter bombers, more recently about eight Karakorums were purchased. While it is extremely hard to find pictures of Zambian military aircraft their K-8s are an exception since they have participated in several local air shows. Their camouflage scheme consists of off-white, black, a slightly orange, dark tan and a dark, grayish shade of "sky". Unfortunately the exact camouflage pattern of the upper wings is unknown. There are two versions of the starboard insignia in use with the Zambian airforce, this one with a red front part and another version with an orange front part.

camouflage

H

demarcation
underside

H

condition

P

surface

N



Nanchang K-8 "Karakorum"

Ghana Air Force

Kotoka International Airport, Accra 2008

Contrary to other countries in the region Ghana has never been plagued by civil wars or extreme dictatorships. While the rulers of most African nations were eager to compensate their inferiority complexes with, prestigious, but for African wars completely useless, Mach-2 fighter jets Ghana's air force has always relied on a light trainer force. The first combat aircraft operated were several ex-Nigerian Aero L-29s, closely followed by a batch of MB-326s (the MB-326K remains the only dedicated combat-aircraft the GAF ever operated). This trend of operating both Western and Eastern aircraft was continued with the acquisition of Aero L-39s and MB-339. In 2007 Ghana purchased its first two K-8 Karakorums, followed by another two examples. Their camouflage is hard edged with the colors (light grey, a slightly orange, dark, tan color and medium green-gray) being identical to the ones of MB-326s and MB-339s. When we designed the decals it was not clear yet whether the K-8s carry roundels under the wings. By now it is confirmed that there are none, so you have two spare decals.

camouflage

N

demarcation
underside

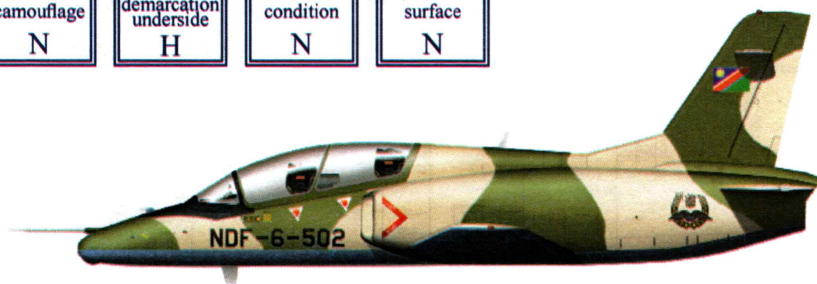
H

condition

N

surface

N



Nanchang K-8 "Karakorum"

Namibian Air Force

Grootfontein Airbase 2000s

Namibia is Africa's second youngest nation. Since becoming independent in 1990 sustained efforts have been made to build up a professional army and air force. As a first step several Cessna 337s were acquired from the US followed by Hips and Hinds donated by Libya. The Namibian Air Force still remains one of the world's most mysterious air arms. Apparently additional Mi-24s were acquired from an unknown source. Namibia's support for Angola's government during the bloody civil war was rewarded with the donation of several Mig-23s. All of them were never made operational and are still are stored at Grootfontein air base. The Angolan UNITA rebels even tried to form their own air force but in the end all aircraft ordered were impounded in Namibia - whether the NAF put any of them into service is still as mysterious as UNITA's purchase itself. At some point Namibia bought several K-8 Karakorums with allegedly four being in service by now (known serials are 502 and 504). Whether the Namibian Air Force has ever seen combat is not known either. Namibia's army intervened in the Democratic Republic of Congo on behalf of president Laurent Désiré Kabila, therefore at least the use of transport aircraft is likely. It's air force was recently reinforced by the acquisition of about a dozen F-7MG fighter bombers, making it a highly potent service. Rumors about the donation of ex-German Alpha Jets have been denied by the Luftwaffe when we asked them to verify this claim. The biggest mystery regarding the Namibian Air Force its mere strength. Namibia has a population of only 2 million people (less than Jamaica and slightly more than Lesotho) and doesn't face any serious threats. The Namibian air force insignia is probably the world's most complex one. We provided the the coat of arms as a custom-printed decal to ensure maximum detail. As this decal is slightly transparent you will have to apply it to a tan colored spot. Only two photographs of Namibian Karakorums exist which are somewhat contradictory when it comes to the lighter color. On one it appears to be gray (502) in the other one (504) it looks like a tannish shade of "stone". We decided to go with the latter one as the other picture seem to be somewhat distorted.



camouflage

H

demarcation
underside

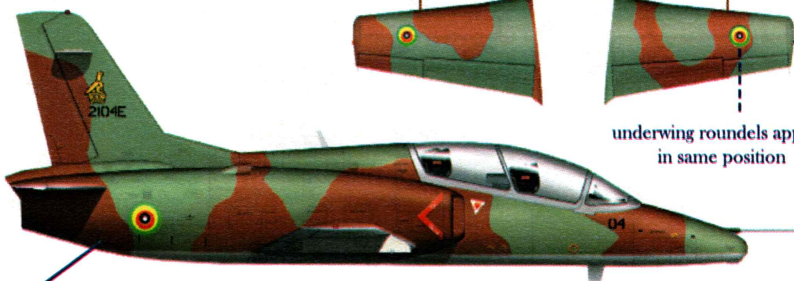
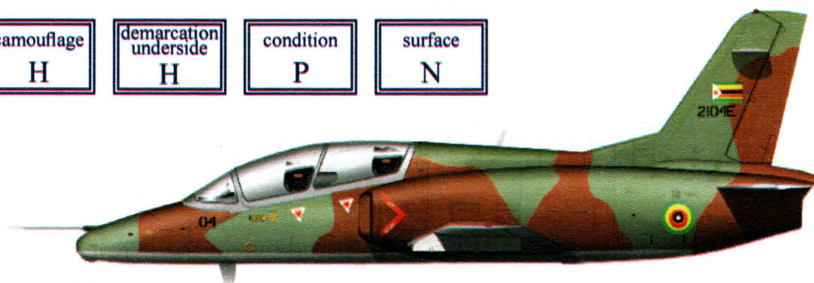
H

condition

P

surface

N



underwing roundels applied
in same position

notice wrap around patch

Nanchang K-8 "Karakorum"

Air Force of Zimbabwe

Ysterplaat Air Force Base, South Africa 2006

Due to gross human right abuses and election rigging the Zimbabwe of Robert Mugabe has become an international Pariah and an „outpost of tyranny“ as Condi put it. European states implemented travel restrictions on Zimbabwean government officials as well as an arms embargo. Its main victim was the Zimbabwean Air Force. The AFZ relied heavily on the air power of British Hawks which had been used with enormous success during Zimbabwe's intervention in the Democratic Republic of Congo. Having supported Mugabe already during his guerrilla struggle against the white government of Rhodesia the PRC become the main supplier of armament after independence in 1980. In 1986 the AFZ acquired 12 Chengdu F-7 fighters, and hey again turned to China when looking for a new trainer. While the country suffers from severe fuel shortages, a skyrocketing inflation and an incredible economic downturn no less but 240 million dollars were spent on 12 K-8s with deliveries beginning in 2005. Despite the economic hardship the Zimbabwean air force has remained a professional service and even provides training for South African fighter pilots! Reportedly, however, their K-8s are not as capable as their Hawks some of which are still in service. Allegedly the AFZ has shown interest in the advanced Chinese FC-1 (JF-17) fighter-bomber, but it is questionable whether Zimbabwe will have the funds to purchase it. The camouflage of Zimbabwean K-8s is hard-edged and, contrary to most Karakorums, they carry wing roundels in all four positions. Zimbabwe's national symbol, the soapstone bird, differs quite a lot from the version seen on the Zimbabwean flag, due to the need to apply it as a stencil. The camouflage scheme is almost identical on both sides of the fuselage, oddly only the last brown element on the rear fuselage is realized in a wraparound fashion.



A Zimbabwean K-8 taxiing at Ysterplaat Air Force Base in 2006

(Thanks to Vivian Watts for providing this awesome photograph!)

camouflage

-

demarcation
underside

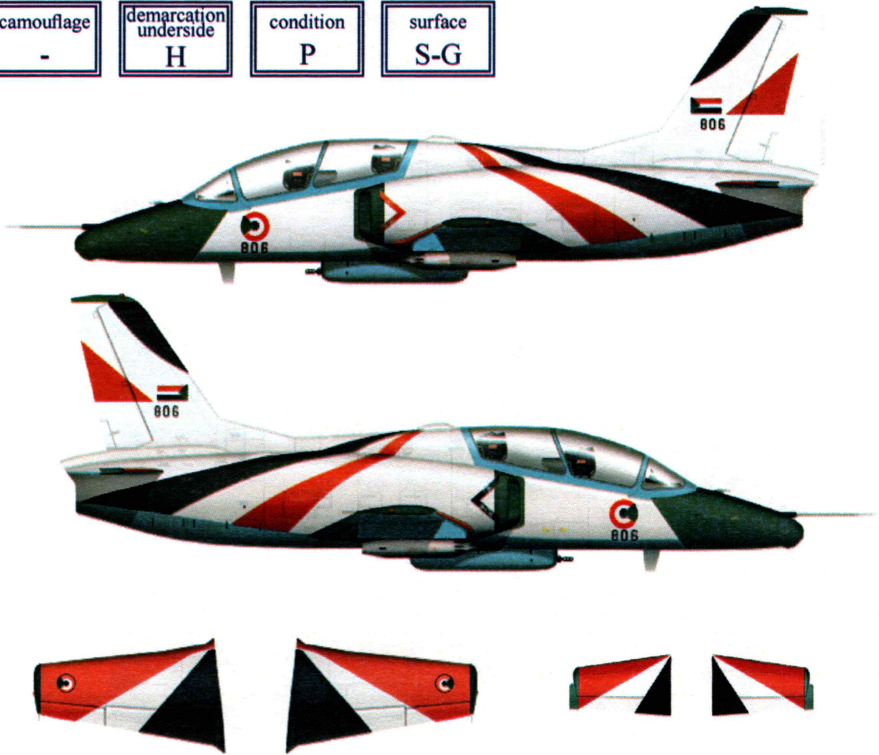
H

condition

P

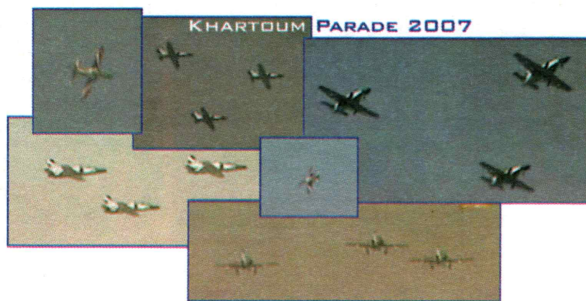
surface

S-G



Nanchang K-8 "Karakorom"
Al Quwwat al-Jawwiya As-Sudaniya
Sudan 2007

Sudan, Africa's largest country has been torn apart by civil war for most of its history. Like many Arab states Sudan first followed Pan-Arabic policies and maintained a close relationship with the Soviet Union, resulting in the delivery of MiG-21 fighter jets. After a leftist coup attempt the Sudanese president Numairi turned to the West, Sudan became one of the very few African countries to operate US-made fighter jets receiving a batch of F-5Es in 1981. In 1983 a new civil war broke out when the neglected, black, Christian population started to revolt against the central government. The war became one of the most bloody ones ever carried out on African soil and was ended only with a fragile peace agreement in 2005 which is likely to fall apart soon (Southern leader John Garang died in a helicopter "accident" shortly after signing it). The Northern government became more and more Islamist a development which culminated in the coup of Islamist general Bashir in 1989. The civil war accelerated the process of degeneration already taking place within the SuAF. The various sources of its equipment was devastating in terms of logistics and spare parts supply. It's force consisted of US-made F-5Es, Chinese F-5s (MiG-17s), F-6s (MiG-19s),



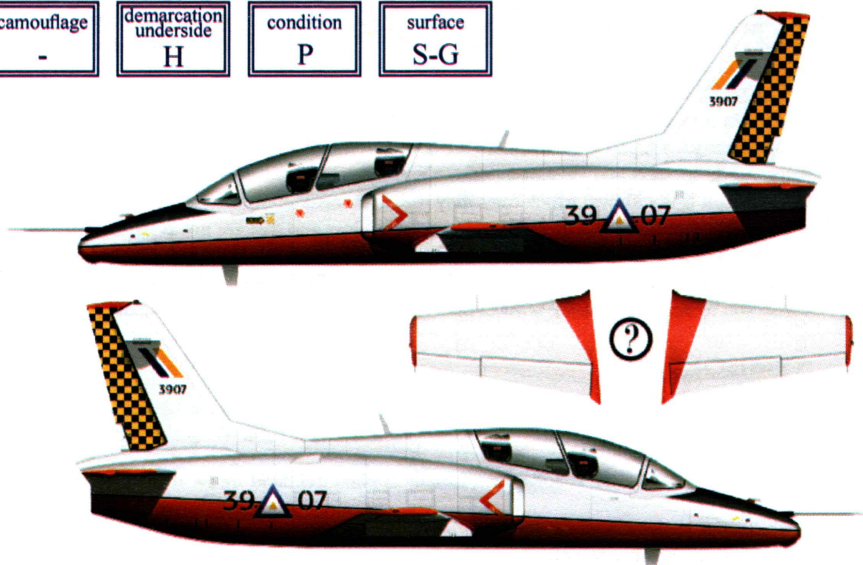
The SuAF's newest toys buzzing the military parade on independence day



watched somewhat sceptically by Sudanese dictator Omar Hassan al Bashir...

British Jet Provosts and MiG-23MSs delivered by Libya at the end of the 1980s. Several ex-Libyan Mi-24s were flown by Iraqi mercenaries. The SuAF together with the Iraqi Air Force probably holds the record for the most brutal use of air power in modern history. Instead of operating costly jet fighters it now turned to Antonovs, loaded with make-shift bombs which are sufficient to terrorize the local population, often attacking targets like schools and hospitals with fragmentation bombs. In 2003 a new war broke out in Sudan's Western Darfur region which again saw the involvement of the meanwhile notorious "Antonov bombers". But Sudan's new oil wealth is also used to bolster the regular Sudanese Air Force. Despite the junta's genocidal behavior China has become a strategic partner of Sudan and its main arms supplier. Apart from sophisticated Type-85 main battle tanks, China also provided Sudan with A-5 "Fantan" fighter bombers and more recently with 12 K-8 Karakorums - a clear violation of the UN weapons embargo. In 2007 they were first shown to the public during a military parade in Khartoum together with newly purchased MiG-29s. The SuAF apparently was badly in need of a basic trainer, Google Earth satellite images reveal that it, until recently, still used Jet Provosts for this task! A pre-delivery in-flight shot shows one example fully loaded with rocket launchers and a gun pod, which indicates they have a secondary role as light strikers. Without a doubt they were thrown into combat when Darfurian rebels staged a daring but unsuccessful attack on Khartoum in 2008. The Sudanese military was desperate and shocked at that time and even used its costly MiG-29 19-13 for ground attack duties (one was shot down by a rebel DSHK and its Russian mercenary pilot was killed). Sudan's Karakorums are use the national colors. the canopy frame is painted the same light blue as the underside. Not long after arriving in Sudan the K-8s were repainted to some degree, the underside of the wings and the horizontal stabilizers were painted white (the underside of the fuselage was left blue) and the color of the jet intake warning was changed from black to red, we included both versions.

camouflage	demarcation underside	condition	surface
-	H	P	S-G



Nanchang K-8 "Karakorum"
 Tamdaw Lay
 China pre-delivery, late 1990s

Since independence Burma has almost continuously been ruled by the military. After the overthrow of dictator Ne Win in 1988 a new military junta under the command of General Than Shwe took power and crushed the pro-democracy movement. Since then Burma has developed into one of the world's weirdest dictatorships (to reduce the risk of being toppled by popular demonstrations the military simply erected a new capital after a star-monger told Than Shwe to do so). Its military is involved in drug trafficking and forcefully recruits child-soldiers in the lasting fight against several ethnic minorities. Major human rights abuses are common with several observers calling the junta's actions outright "genocidal". One of the very few allies of the dictatorship is the People's Republic of China which has resulted in the majority of the Burmese Army's equipment being of Chinese origin. The Burmese Air Force (Tandaw Lay) has been equipped with a huge number of F-7 and A-5 fighter bombers although attrition took a heavy toll on the fleet. Only a handful of aircraft should be operational despite the upgrade of several F-7s in Israel. Among the most recent acquisitions (which include several MiG-29s) are 12 K-8 intended to serve alongside the Air Force's small fleet of Super Galebs. As Burma's air force is one of the world's most secretive ones very little is known about their assigned role although their colorful camouflage indicates they're used as trainers only. Allegedly there is a single Karakorum painted olive-drab in service with the Super Galeb equipped COIN squadron but no pictorial evidence has turned to verify this claim. Only one picture of Burmese K-8s is known so far, showing them in China before delivery. Sadly the exact pattern of the upper wings is unknown. Therefore both options shown above are possible. There is a Chinese "camouflage" scheme similar to the Burmese one but the upper side definitely doesn't match its Burmese counterpart.

camouflage

-

demarcation
underside

H

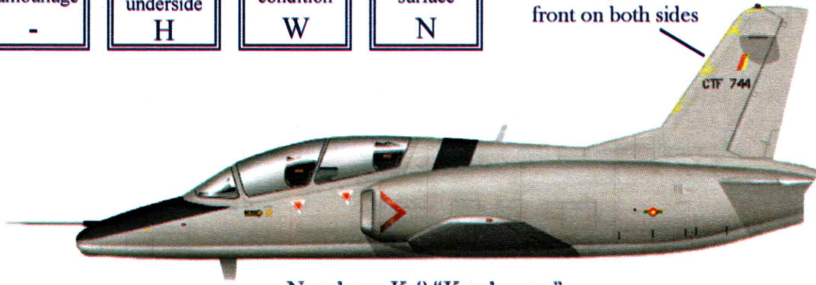
condition

W

surface

N

notice red part faces the
front on both sides



Nanchang K-8 "Karakorum"

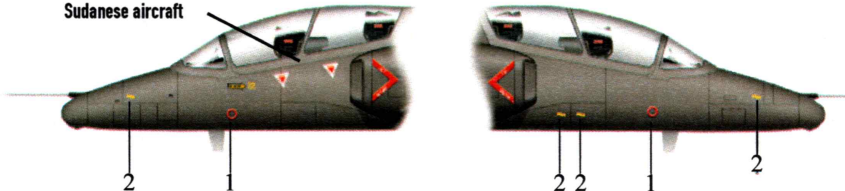
Sri Lankan Air Force

Katanuyake International Airport Colombo

Since 1983 Sri Lanka has been embroiled in a bloody civil war against Tamil separatists which among other atrocities has seen the invention of modern suicide attacks (later copied by Islamist terrorists). A motley array of combat aircraft participated (and still participates) in the conflict: F-7s, SF-260s, Pucará, Mi-24s and the deadly MiG-27s. Even the "Tamil Tigers" now operate a small air arm equipped with two light aircraft and stage sporadic air raids, which caused the Sri Lankan Air Force to place an order for several MiG-29s. Despite being disappointed by the performance of their Chengdu F-7s, an aircraft not really made for COIN duties, Sri Lanka again turned to China for the acquisition of a new trainer and purchased six K-8s. Three were destroyed when rebels mounted a daring raid on the Katanuyake air base in 2001. In 2007 a Karakorum was damaged when Tamil suicide squads and light aircraft attacked the Anuradhapura air base. While K-8s should be great aircraft for close air support so far none were seen carrying under wing pylons. Sri Lankan K-8s wear a mid-grey camouflage with an off-white underside. The color used apparently was of poor quality, at the leading edge of the wings and vertical stabilizer paint peeled off and exposed the yellow primer. No wing markings are carried. Without a doubt the SLAF holds the record for the smallest national insignia ever used by an air force!

STENCILS

ejection seat warnings not present on
Sudanese aircraft



1  -missing on aircraft
from Ghana and Burma
-yellow on Zambian K-8s

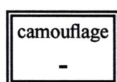
2 

GENERAL INSTRUCTIONS FOR MODELERS

COLORS:

You might have noticed that, contrary to other manufacturers we, decided not to include any FS numbers for the paints used. There are several reasons for that decision. First we mainly cover exotic subjects and smaller air forces usually do not use standard colors and even if they do so, it is not known which ones they use. We considered including the approximate colors but ended up with colors that weren't really close and that are not available from any mainstream manufacturer anyway. Therefore we try to describe colors in detail, as well as making our artworks as accurate as possible. As print always slightly distorts the colors we advise you to visit our web site www.el-presidente-decals.com to see the original profiles.

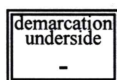
SYMBOLS:



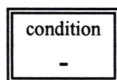
N: NORMAL: slightly soft edges, comparable to most US aircraft

H: HARD-EDGED

S: SOFT: soft edges, usually applied freehand with an airbrush



SEE ABOVE

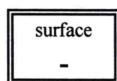


P: PRISTINE: aircraft in impeccable condition, panel lines are hardly visible

N: NORMAL: usual look of aircraft, showing slight signs of use

W: WEATHERED: for example Greek F-16s

R: ROTTEN the ideal opportunity to try out your fancy pastels and oil paints!



G: GLOSSY

S: SATIN

N: NORMAL: the usual, very slightly satin appearance of aircraft (for example US F-16s)

D: DULL a really flat surface, mainly seen on heavily weathered and faded aircraft

APPLICATION:

Drop the decals into warm water for a short period of time, put them on a piece of tissue and, after approximately half a minute, apply them. To achieve the best result the surface should be covered with a satin or even glossy varnish. Wet the spot where the decal is to be applied so that no air will be included under the decal. For this task it is useful to mix the water with a small amount of dish washing liquid to lower its surface tension. If you want an absolutely perfect result use a decal softener like Micro Set and Sol or Gunze's Mr. Mark Softener.

THANKS:

We would like to thank Vivian Watts, Lukas, Pokorny and Tom Cooper for the kind help they provided to make this sheet possible!

