

### VERY LAST OPERATIONAL FOKKER PRODUCTS SOLD TO NAVY PERU

For many years Fokker was the big name in the Netherlands in the world of aviation . One of the types that resulted from it were the Fokkers 50/60. The registrations U-01 to U-06 provided a loyal service for many years to the Royal Netherlands Air Force (RNLAf or KLu) . On November 10, 2014 at the Lelystad Airport the last two Fokker 50's flew a few test flights made with a Peruvian crew. This land now is the proud new home for the U-05 and U-06 after being sold by 'The Royal' to the Peruvian Navy.

### SECOND LIFE, SERVICE INCLUDED

Peru pretty much sees possibilities in these two RNLAf outphased transport planes. Spare parts, test equipment and special tools are part of the deal with Dutch Defence, as well as pilot training, spraying in the by Peru desired color scheme and logo of the Peruvian Navy. The maintenance also takes place via the Dutch industry.

The U-05 (ex PH KXO) joining the Air Force in mid-December 1996 and was given the name of 'Fons Aler' and based at 334 Sqn. at Eindhoven Airbase. Aler was a famous Chief of Air Staff and played a major role in the postwar period. The plane was operational until early August 2012 and was then put into storage at Lelystad Airport.

### TWO OUT OF SIX MILITARY VERSIONS

The U-06 (ex PH-MXI) was delivered at the end of November 1996 to the Dutch Air Force to 334 Sqn. This example was baptized with the name 'Robbie Wijting'. Wijting was active amongst others by the (UK) RAF during World War II and brought it up to Major General at the Defence Staff. Honour to those who deserve it !

Both aircraft were expanded with additional communication and navigation equipment. Unlike the Fokkers-60 U-01 to U-04 (extended version of the F-50) in military camouflage schemes, these planes were performed in crispy white with red and white-blue striping and as well as a colored roundel.

### LOYAL WORKHORSE

Transport of passengers was their main task, they were also used for transporting troops and equipment and medevac flights. Also abroad the aircraft were used, such as after the earthquake disaster in Turkey and Italy for transporting aid material of all kind to Albania. The Fokker 50 is a loyal and reliable workhorse, powered by two turboprop engines and designed as a high-wing monoplane, which benefits the load capacity and gives plenty space between engines and ground. Under the tape on the tail (photos) of the Dutch registration already were the Peruvian registration numbers: U-05 and U-06 will be AE867 and AE868 (for the spotters interesting)

Actually a whole brave plane that got even briefly decent interest of many aviation enthusiasts during test flights from Lelystad Airport and final departure to their new place: the South American Peru.

Many happy landings overthere !

Wim Das en Koos Heemskerck