Hellenic Air Force

relies on own strength and professionalism

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The Hellenic Air Force (HAF) is a truly force of fighter aircraft. No one would argue about the air power presented by this fighter force. Within NATO, Greece plays a major role in numbers of aircraft situated on NATO's southern area, but however agrees have been made about NATO assignment the tasks of the main part of the Hellenic air force is specified in the region. Being in many ways opponent to its neighbour Turkey who strongly expose itself with many fighter aircraft, Greece feels the need to balance this with an own strong force to create at any time the possibility to respond on whatever regional threat.

Substantial numbers of fighters forming the backbone

The mix of fighter aircraft consists of the F-16, the Mirage 2000, the F-4 phantom and the A-7 Corsair. The Mirage F-1 and Northrop F-5/ NF-5 aircraft were withdrawn from service some years ago and this fate will be the case for the A-7 Corsair also, being nominated to leave in near future. The HAF was rapidly modernising their fighter fleet in recent years with the necessary upgrades and the Ministry of defence announced that new fighters will be introduce in the HAF showing major interest in the Eurofighter Typhoon. There was even a number announced (between 60-80) but major costs for the Olympics hosted by Greece in 2004 stumbled the cash flow and cost able adventures like the acquisition of high tech aircraft asked suddenly for a much longer period to decide and establish. The decision was moved into future time and eve now it is not sure if the Typhoon will ever enter HAF service. Part of the command is showing interest in the JSF but generally speaking no one considers much benefit in the development process when you enter a project half its way. The decision on which horse to bet has still to be taken, but in the meanwhile so many advanced F-16's have been ordered that this opens the question if there will be ever a Typhoon or JSF for the HAF while others say that only cancellations made the way free to purchase more F-16's

F-16 in different 'blocks'

The Hellenic Air Force has ordered some 180 F-16's, including F-16CD, block 30, 50 and 52+ versions. Being initially for Greece a convenient fighter and while this type saw during its life every time more advanced versions the Hellenic Air Force saw a suitable decision to supplement the existing examples by new batches. A most important aspect was the increasing weapons load combined with increasing performances and better avionics and in the latest version the conformal fuel tanks (CFTS) enabling the aircraft to go as far as the Cyprus region. The weapons are state-of the-art and includes JDAM and JSOW munitions, AIM-120C AMRAAM rockets, LANTIRN navigation and targeting pods, ASPIS electronic warfare suite and NVG and JHMCS for the pilot. The acquiring processes of the batches were named

Peace Xenia I-IV. The batches includes 34/6 F-16C/D block 30 (Xenia I), 32/8 F-16C/D block 50 (Xenia II), 34/16 F-16C/D block 52+ (Xenia III) and 30/10 F-16C/D block 52+ (Xenia IV). The Block 52+ are all fitted with the conformal fuel tanks and more powerful Pratt & Whitney F-100-PW-229 engine while the earlier models had the General Electric F110-GE-100 and 129 engines. The Litton Advanced Self-Protection Integrated Suite (ASPIS) comprising an ALQ-187 I-DIAS jamming system, an ALR-66VH (I) RWR, an ALE-47 Chaff & Flare Dispenser with APX-113 advanced IFF systems, improved APG-68 (V)9 radar combined with the introduction of the Joint Helmet-Mounted Cueing System (JHMCS) jointly developed by Boeing and Vision systems in combination with the use of fire- and forget weapons improves the self protection and awareness in combat highly. The Greek Air Force ordered and even participated in the European developed IRIS-T air-to-air missiles designed with capability for highly manoeuvrable actions in combination with the helmet cue sight system. Older Block 30 examples went through the mid-life Falcon up program at Hellenic Aerospace Industry (HAI) located next to Tanagra Air base north of Athens. Improvements will prolong the aircraft lifetime from 4000 to 8000 hrs. There has been some switching with the F-16 squadrons but today 110 Combat Wing at Larissa on the main land is equipped with the block 52+ (337 mira “ghost”) and Block 30 (346 mira “jason”) while the 111 Combat Wing at Nea Anghialos uses the block 30 (330 mira “thunderbolt”) and block 50 (341 mira “arrow” and 347 mira “perseus”). An important part of the HAF F-16’s is concentrated on the Isle of Crete with 115 Combat Wing at Souda bay using the block 52 + only serving with 340 mira “fox”and 343 mira “star”. Most of the F-16’s have multi role tasks in both air defence and tactical operations while the F-16D Block 52+ with pilot and navigator and CFTS are specific suitable for the SEAD role.

Prestigious French aircraft for air defence

Another aircraft of the latest generation is the Mirage 2000. Ordered in 1988 and combat ready in 1990 the aircraft, designated as Mirage 2000BG and EG are in service with 331 mira “aegeas” and 332 mira “ geraki (Hawk)” om Tanagra Air Base. They are tasked with the air defence of airspace above Athens and in the secondary role strike missions against ships when the exocet ASM came in service in 1998. The aircraft is pilot-friendly, very agile with an excellent fly-by-wire system resulting in very few limitations and has an amazing control ability. It took three years to harmonize the initial pilot group (to much different experiences from different airplanes) and creating a kind of mirage 2000 culture. The aircraft are assigned to NATO and combat ready no whatever the Air Tasking Order may be. In may 2007 the Mirages cashed over 45.000 flying hours. Initially Greece was not completely satisfied about the performances of the Thomson CSF RDM-3 look down radar. This matter was concerning Dassaults designers and today Greece is awaiting the delivery of a new up-to-date version with optimalized avionics, the Mirage 2000 DASH-5. Fifteen new build DASH-5 versions are in delivery process and flight activities are scheduled for June 2007. Next to this ten Mirage 2000 BG/EG will be converted tot DASH-5 standard by HAI. Eventually 331 mira will be equipped with 25 highly advanced DASH-5´s for the Interception role. The older versions will go to 332 mira and this squadron will adopt the former 331 anti-shipping role next to air defence. The DASH-5 version is the latest version being more capable then the French one has an advanced RDY multifunction phased Array radar with enhanced tracking capability

and the aircraft are capable in carrying the latest weapons including Matra Mica AAM's and the European built MBDA SCALP EG cruise missiles. The SCALP is making the DASH-5 to an ultimate BVR carrier. Pilots coming from the Kalamata training base can start directly to fly this because of the friendly flying character and spending some time flying with the SMET (OCU) combined with simulator hours will be sufficient.

The phantom is no ghost but very real

The HAF acquired large numbers of Phantoms in the past. To keep these aircraft capable in modern air warfare it was necessary to fit upgrades. EADS was contracted by HAF because of its experience with the upgrades of the German Phantoms to modernize 35 F-4E's (initially 39 but four were lost) in the Peace Icarus 2000 programme. Upgrades includes a new Hughes AN/APG-65Y radar with enhanced power output and improved modulation correlation. This is a very modern radar compared with those on the F-18 Super Hornet with the ability of 70 degrees looking capability. The cockpit houses a new HUD, two Multifunctional Colour Displays (in both cockpits), state-of-the-art HOTAS, El-Ops systems and new fire control. Other features are improved IFF and RWR. As the commander of Andravida Air Base, Anastasios Katsibras said; 'the years of dogfight doctrine are lying behind us, today you need a weapons platform for BVR attacks and more important is who is fiend and who is foo?' Both Air Defence with interception all over Greece and tactical operations are in the concept of the phantoms of Andravida. The phantom received software integration for the latest smart weapons and will be fully AIM-120 AMRAAM, IRIS-T and AFDS (a fire and forget bomb container) capable while the upgrade will lengthen the operational service until 2015. There was a delay of two years and this caused irritation between the HAF and the subcontractor but these problems have now been overcome. HAI is involved in the programme. In parallel HAI is completing a SLEP (Structural Life Extension Program) for 70 phantoms and an upgrade for the rest of the aircraft with support from EADS.

The 348 mira 'matia (eyes)'at Larisa flies the RF-4E consisting of original ex US delivered examples and 18 ex Luftwaffe examples and acting in the day-and-night all weather reconnaissance tasks. The ex Luftwaffe variants are slightly more advanced in aerodynamic point of view. The older ex-USAF have conventional slats-flaps and the ex-luftwaffe RF-4E has a Boundary Lear Control system (BLC) which enables air from the engine to give lift on top of the wing. Other differences are the abilities in the second cockpit. The USAF was committed to the principle of Weapon System Officers (WSO) in the back but the ex-German examples can be flown by a pilot from the back with the exception that normally at low altitudes this will not occur because of bat vision. If necessary this RF-4E can land with the controls from the back seat and this can be useful in conversion situations . Normally the pilot in the back is busy with navigation and photo-recce. The ex-USAF examples have sandy green colours (South East Asia camouflage) and the ex German examples have the lizzard camouflage pattern. One example has special bright colours to mark the 50 years anniversary of 348 squadron. At Andravida are the 338 mira 'aris (mars)' and 339 mira 'ajax' equipped with the F-4E in grey with a shade of blue colours with 338 in the attack role and 339 in the interception role. The Phantom is especially suitable in the low level interdiction role with the ability of low level night flight attack while

interception as mentioned is a question of Beyond Visible Range (BVR) fighting with rockets like AMRAAM. Commander Katsibras will retire after 34 years including 33 years with the phantom but on his shoulder he is wearing the batch; 'phantom forever'. He has an anecdote for us. During an Air Combat Manoeuvre flight there was an explosion of the engine behind the stabilo. There was no warning light indicator in the back seat and there was a young pilot in the front not recognizing what was happening. Both had to jump and wile he was on his parachute he thought 'it is a pity the aircraft was lost but what about sharks in the sea?'. Fortunately, they were saved and everyone would underline that an experienced pilot is much more valuable than an old aircraft. Andravida houses a Phantom SMET and the weapons school for all fighter types.

A-7 Corsair concentrated at Araxos

Finally, Araxos is the last Corsair base in Greece. Many examples came from other bases where the corsair was replaced by the F-16 like on Souda Bay on Crete. The prospective is that in the end the corsair will be replaced by the F-16 too in the coming years. Araxos is fielding some 45 surviving Vought A/TA-7H out of the original batch of 65 (59 single seaters and 6 twin-seaters) acquired in the 1970's and the ex-US Navy A-7E/TA-7C (54 single seat and 8 trainers delivered in 1991). The A-7H/TA-7H are flying with 336 mira 'olympos'and the A-7E/TA-7C are serving with 335 mira 'tigris (tigers)'. Some of the oldest examples are gradually going out of service.
The Corsairs were optimized for the AIM-9L/P Sidewinder both for self defence as secondary air defence role, although they operate mainly in interdiction strike (IDS), close air support (CAS) and tactical support maritime operations (TASMO). The range of the fighter can be extended, thanks to the in-flight refuelling capacity. This is most welcome with a large quantity of Greece air space above the sea. The A-7 can conduct in- flight refuelling operations both as receiver and tanker. Until 2001, Greece participated in NATO nuclear weapons sharing using the A-7 to deploy U.S. tactical B.61 nuclear bombs. However in the twilight of its serving days the Corsair is capable of carrying smart weapons and pilots are positive about the weapons delivery characteristics of the Corsair. Thanks to the FLIR the night attack accuracy is equivalent to the day attack accuracy. The AFDS, containing 16 BLU-108B bomblets has been certified for the Corsair too.

Professional exercising for combat readiness

With so many fighters and pilots you need a steady program to exercise and to maintain a specific level of operational combat readiness and knowledge of air warfare techniques. Thanks to the inventory of different combat aircraft types Greece has an unique capability to organise its own mixed fighter exercises. There are four training area's near Tanagra some 30-40 kilometres from the base. Initially pilots will train Basic Fighter Manoeuvres (BFM) in visual contact and Air Combat Tactics (ACT) including interceptions with BVR weapons. Training of tactical operations includes low flight training in Combat Profile Missions (CPM). More complicated are training exercises with 3-4 aircraft and this will start with three aircraft of the same type in Air Combat Manoeuvres (ACM). When a pilot is experienced enough he can explore his qualities and his aircraft in Dissimilar Air Combat Training (DACT), for example between the F-16 and Mirage 2000. Training missions with more image are

Mixed Fighter Force Operations (MFFO) and Command Air Operations (COMAO) mixed with ground units and real delivery of weapons. Much is learned about the capabilities of the aircraft, the benefits and the weaknesses. The F-16 being a classical dogfighter is superior in agility in visual engagements but the Mirage 2000 with its outstanding fly-by-wire performs better in low speeds. Both types have exercised in Tactical Leader Programme exercises (TLP) in Florennes, Belgium and pilots experienced this as a very welcome possibility to see the progress of their air force units in a dynamic state. In Greece, secondary bases are involved in more extensive trainings programmes. Mirage pilots considers themselves as elite pilots and have their slogan; one way to respect the mirage 2000 is to fly with it, but another way to respect it is to fly against it.

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END OF PART ONE

START OF PART TWO

Turbo trainer in major training role

From the air force academy Skoli Ikaron (Icarus School) at Dekelia/Tatoi cadets receive in the first year after the boot camp in a screening phase some eleven hours of flying training with the Cessna T-41D from 360 MEA (Mira Ekpaidefsis Aeros = Air Training Squadron). Some twenty are in use and the type is a very easy controllable aircraft and very suited for the first practical steps in initial flying. After these initial flights, the candidates get evaluations and when you fail, you leave the air force immediately. Otherwise, the next step will be in de second year training on the T-6 Texan II. Finally, there will be a choice for fighter, cargo or helicopter pilot. For training programmes the Hellenic air force does have an outstanding facility at Kalamata Air Base in the south of the Pelopponesos, were the number of daily sorties is higher than of all the other bases together in one day. Kalamata is a huge base when considered that the only task is to train pilots, however the T-2 Buckeye is camouflaged because of a specific reason and this has everything to do with the possibility to deploy the aircraft in front line actions when surplus attack power is needed. Four Squadrons are organized in the 120 PEA (120 Pteriga/120 wing) comprising two T-2 and two T-6 squadrons . Totally 45 T-6 Texan II were ordered and delivered from august 2000 onwards first in the 361 MEA ´mystras´ and in March 2006 the 364 MEA was established.

The turboprop trainer replaced the Cessna T-37 and Greece, also adopted the philosophy that this modern aircraft has enough capability to meet the same requirements as a simple jet training aircraft and act as a lead-in for more advanced jet training. Greece needs much trainings capacity in order tot ensure a situation with enough pilots to fly the large quantity of front line aircraft and this does not include Army or Navy training having their own trainings trajectory. The Aircraft has an 1100 hp engine, which is very sophisticated and provides very much power for the cadet and instructor and this is of much significance for safe landings. The T-6 Texan II is easy handling and very forgivable to the pilot, very manoeuvrable and fully aerobatic and probably the hardest part in the beginning is to learn all the electronic

instruments in the cockpit. The trainer is equipped with cockpit climate control, a Martin Baker ejection seat and avionics like TACAN, ILS, GPS, DME/VOR etc. and it is very useful to have some introduction with cockpit technology for modern fighter aircraft. Training concerns an initial phase (second year) to acquire skills for basic procedures, manoeuvres and management of aircraft systems and a basic phase (third year) to improve those skills leading to more situational awareness and learning to take decisions more independently. Initial training includes CBTS computer based training, simulator training and training in the water survival school. Some of the Texans have the application to take external fuel tanks or the provision to carry mk.81/82 bombs or gun pods or unguided rocket pods with manual aiming of weapons.

The Buckeye, unique in Europe

Many people consider the T-2 Buckeye as an obsolete naval fighter but if you look close at this trainer aircraft, you will discover some advantages. The type has a double engine and this is very comfortable to instructors, not to have to leave the airplane by one engine failure and during that circumstance at the same time being or feeling responsible for a cadet. Another good point is the nice landing characteristic of the Buckeye, designed as a fighter to operate from aircraft carriers. The type is steady with very good flying capabilities, very easy to teach and as already mentioned very safe. Like the Texan II, the rear seat is higher situated giving the instructor the same visibility as the man in the front. According to instructors the really benefit is the combat training capacity above the basic advanced training. The lack of modern cockpit instruments (there is only a TACAN provision) is felt like a gap. For a light aircraft with two engines there is much power and the trainer is very good for basic air combat manoeuvres and can climb a lot. The Buckeye, of which 40 came in service in 1977, should have been changed by now for another type but budget went to other elements in the air force. Some 35 are still in service and a few ex USN T-2C examples were selected from air frames in the Davis Monthan storage facilities in the United States to meet immediate training needs. Training programmes consist of an advanced phase and operational phase at the 362 MEA ‘nestor’ (initial training) and 363 ‘danaos’ MEA (weapons training) both units flying T-2E and T-2C. When you are graduated from Sholi Ikaron in the fourth year, you will be promoted to the rank of 2nd lieutenant but it will take another two years to create a fighter pilot. In the advanced phase, the student pilot meets the Buckeye for the first time and he will learn aerobatics, instrument flying, formation flying and navigation techniques.

To be prepared to fly above the sea some of such flights will be undertaken and the pilot will have to learn some airspace management. Located on the base is a flight simulator to assist the student pilot in his course. In the operational phase the skills of performing ground attack is practised, but air- to air missions as well. The instructor pays much attention to basic fighter manoeuvres (BFM) and air combat manoeuvres (ACM) in numerous sorties. Air to ground attack will be conducted with firing exercises and manoeuvres can involve two- or three ship attack formations. Night training is limited to landings practice while further operations require more cockpit instruments. After the training is completed with a final evaluation sortie, the pilot will go to one of the Skoli Meteklaidefseos (SMET) or operational conversion unit with a front line squadron. The HAF hopes to replace the Buckeye in near future with a

latest generation advanced trainer and candidates mentioned are the Bae Hawk 200, Aermacchi 346 and the T-50 from Korea .

Elefsina, super base in Greece-style

Elefsina is very near Athens and very beautiful located with several squadrons based on the airfield. They operate many different aircraft and the squadrons are situated in a surround area with central runways. On the base the 112 wing comprises all squadrons in the logistic field in a logistic command; Diokisi Aeroporiki Ythikoy. Within 112 wing are transport units, fire fighting units, AEW units, VIP units and helicopter units in SAR/VIP/CSAR organised. The transport unit is very important for Greece is a large country. For heavy transport Greece rely on the C-130 Hercules of which today 10 C-130H models are in use (12 were delivered in 1965-1977, two were lost in fatal accidents). Next to this, five ex USAF C-130 B were added to the fleet to fill in the needs and the demanding tasks and to spread the workload on more aircraft. In order to meet today's requirements, the HAF launched an Aircraft Upgrade Programme (AUP) for 15 Hercules cockpits. The Canadian SPAR company was selected and the upgrade of the partial glass cockpits comprises a new electronic flight information system (EFIS), a flight management system (FMS), electronic traffic collision avoidance system (ETCAS), EW systems including a missile proximity warning system (MPWS), new radio and radar. Other new systems are GPS/inertial navigation, improved weather radar, new autopilot, new IFF, digital engine control (DEC) and enhanced ground proximity warning system (GPWS). Three airplanes were converted with SPAR and HAI at Tanagra is doing the others. All of this equipment is very needed to maintain national and international tasks. There have been missions in support of international operations in Somalia, Bosnia, Kosovo, Albania, FYROM and the last one in Karachi for the NATO operations in Afghanistan. This support have been handed over to the Italian air force which C-130 have the ability of ECM and flare/chaff dispensers and can be exposed to a higher level of risk. Other missions in human relief were in Banda Aceh in Indonesia for the tsunami disaster and in Gabon, Congo and Uganda. The aircraft do not have to many hours (between 15.000-17.000) and there are no plans for a structural life extension programme (SLEP). The aircraft are flying with the 356 mira 'iraklis'(Hercules) and transport involves soldiers, equipment, spare parts but also personnel from the base to their home. In the same squadron is one remaining NAMC YS-11A (out of six ex-Olympic Airways examples) in special colours, sometimes used for calibrations and occasionally for VIP flights. Two Hercules examples can be equipped with a Mobile Airborne Fire Fighting System (MAFFS) but this will only occur in special weather circumstances because when installed the plane can not be used for other purposes. The system use a chemical bubble and spray 12 tonnes liquid (no water) in 8-10 seconds, taking away the oxygen. The system can distinguish fire but also prevent surrounding area to catch fire.

Mixed aircraft types

To assist the C-130, Greece ordered twelve C-27J Spartans for medium transport. Greece had besides the Hercules only light transport capacity from Dornier Do-28 aircraft. However the D0-28 is withdrawn from use one example was seen recently flying in special colours and probably doing VIP duties. Deliveries are in progress and

some five were seen at Elefsina. For the C-27J are three options running, but the personnel is speaking about solving some difficulties first. Greece is one of the first operators and maybe lessons learned can influence the aircraft designer to better versions. The Spartans are in use with 354 mira 'pagasus' and are standing on the same platform as the C-130. On the other side of the airfield we can find the AEW aircraft. For ASW, ASuW and MPA six ex US. Navy P-3B Orion tacnavmod MPA's were delivered replacing the Hu-16B Albatross. The pilots are air force but the maintenance is navy. Today it is believed that two are grounded and in use for spare parts while two were seen active recently and two were seen at the HAI facility for overhaul or maybe some minor upgrade. The 353 mira 'triena' (Harpoon) is the principal HAF P-3B operator. After a competition involving the E-2C Hawkeye, the Saab 340 Argus and the Embraer EMB 145, the last one was selected for the Airborne Early Warning & Control task. Totally four airplanes with Ericcson Erieye FSR 890 dorsal phased array radar and Thales self protection systems were delivered to 380 mira 'ouranos' ASEPE (Aerometaferomenou Sistimatos Egairis proedopiisis & Elenchou = AEW & C). As part of the off set two VIP configured ERJ-135 executive jets were delivered to 356 mira 'iraklis' to join the remaining YS-11 and a Gulfstream V. In addition to AEW capacity one of NATO's forward AWACS bases is located in Greece at Action. For fire fighting the 355 'ifaistos' (Vulcan) is using the canadair CL-215 flying from Elefsina to fire spots around Athens and in the South.

Helicopters for different purposes

There is a variety of helicopters based on Elefsina including the AB-205A for SAR (originally 20 delivered, but now partly replaced by the Cougar), the AB-212 for VIP (4 delivered) with 358 mira 'faethon'and three A-109 power helicopters for medevac duties. Other squadrons are the 384 mira equipped with the Super Puma/Cougar and an AMS (aircraft maintenance squadron). The SAR or Erevnas Diasosis role is very demanding and the majority of work has been taken over by AS-332C1 Super Puma equipped with nose-mounted Bendix 1500B radar (360 degrees search radar), a Thales Chlio S FLIR System,a Spectrolab search light, 272 kg. hoist capacity and Emergency Medical Facilities (EMF). The SAR Super Puma's are joining the AB-205A on the islands. A pair is always at Elefsina while the other two share the seven SAR detachments at Limnos, Chios, Rhodes, Heraklio, Kalamata, Araxos and Nea Anchialos. But when a station has experience with the Super Puma, or with the AB-205A it stays that way as much as possible without mixing the helicopters and locations. A joint rescue centre receives the emergency call and decides which helicopter must take action. This is not always the nearest because sometimes capacity is the key word and the Super Puma can take up to twenty persons. The Huey as the AB-205 is called good teacher to beginning pilots to start with the demanding SAR flights and the Super Puma can be flown secondly after some experience. The crews are very dedicated but also modest and do not see their jobs in terms of heroic work. They just do their job. Whatever happens in the sea, we are there for them as they say. Thanks to the good experiences with the Super Puma, the HAF decided to order six more AS-532A2 Cougars to build a force to cover its long-standing CSAR needs. At this moment, crews are starting to use the NVG's in a trainings process with French instructors while the systems are still not in operational use. The NVG is subject in the CSAR task but more and more the NVG are in the world used in SAR role and this fact is recognized. Both navy and air force are

involved in flying activities with this helicopter and personnel or costs are in a dual operation from Elefsina.

The danger of fire

During the summer season from June to late October there is always the danger of fire in de forests or elsewhere. During this season the temperature can reach 45 degrees easily and for longer time. Hot winds and increased risks during the tourist season can be the circumstances when fire starts. Greece has one of the largest fire fighting fleets in the world. For small fires the old Grumman Ag cat and the PZL-Mielec M-18 Dromader agriculture planes were used in 359 mira 'dimitra' from Tatoi/Dekelia. The airplanes can be moved to other airfields when increased risk in the area. For real emergency cases the Canadair CL-215 and CL-415 are used. The CL-215 operates from Elefsina but the newer CL-415GR with turboprops is based at Micra, Thessaloniki in the north with 383 mira. The aircrafts are fully amphibious and can take water from the sea or lakes. The max volume of the CL-415 is about 680L. The water can be taken in 10-12 seconds depending on the waves. The water can be dropped by an optimum drop speed of 110-115 knots. Secondary roles are observation flights, SAR flights and evacuation missions. Two of the 10 CL-415's are optimised for the CSAR role. Four Dakotas operates still with 355/1 'atlas' flight from Micra. They are used for mapping, observation flights above the forests, liaison flights and fun for the officers, because this is a real plane. They stay in perfect condition and are the last four of over 85 delivered after world war 2. It is expected that they will leave the service soon but when the caring maintenance is like this they could go on for some time. Greece has many pilots in service and would not wish itself to have not such a plane in the inventory. This one is for the real flying.

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