



Fine study of G913, a Ghanese K-8, the large auxiliary air inlet is readily visible on the aft fuselage. (Accra, 23 December 2011, Leonard Greer)

are often seen during fly-bys and air shows in Bolivia. It is the most modern jet aircraft in the Bolivian inventory, no accidents have yet occurred.

All their identities are known and this places them towards the end of batch 2; nominally the third construction number range of the K-8 export production run as production started with batch 0. The auxiliary air inlets are on the port side, while older K-8 exports have those on the starboard side. This almost certainly means they have the Chinese WS-11 power plant. Because of their light-attack role, they can be equipped the belly-mounted 23mm gun pack.

Units

Grupo Aéreo de Caza 34 Escuadrón de Caza 340 Cochabamba

Serials

FAB-660	GAC34	L8W 320 02 83	apr15
FAB-661	GAC34	L8W 320 02 84	feb16
FAB-662	GAC34	L8W 320 02 85	nov15
FAB-663	GAC34	L8W 320 02 86	nov13
FAB-664	GAC34	L8W 320 02 87	nov13
FAB-665	GAC34	L8W 320 02 88	apr15

Egypt

Major breakthrough for the program was the order for 120 aircraft from Egypt. It may have actually saved the whole program. The first ten were built at Nanchang followed by the assembly of 25 knock-down kits by the Arab Organization for Industrialization, the former Helwan and still based there. After that, the 80-strong first order was completed by building the remaining 45 aircraft almost entirely in Egypt. By 2004 these were delivered and the option for 40 more was taken up and they were built between 2005 and 25 May 2010 when the last one was delivered. We have listed the configuration variations within the K-8E fleet, but we do not know if these were implemented with this last batch or already featured on earlier aircraft.

In Egypt, the K-8 superseded the L-29 that were, literally, put aside at Bilbays. Also, about half of the K-8 fleet is permanently in temporary storage in the open air sacrificing spare parts for the operational fleet. We seldom see reports on the Egyptian K-8s, most of the time we see the aerial demonstration aircraft.

Units

Tactical Fighter Wing 770	98sq	El Minya
Flying Training Brigade	Silver Stars	Bilbays

Flying Training Brigade	201sq	Bilbays
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Serial-batches

6301 to 6380 [80]	1st batch	c/ns L8E 320 00 65 to L8E 320 01 48
6381 to 6420 [40]	2nd batch	c/ns L8E 320 01 92 to L8E 320 02 35

They do not run in serial order. The second batch may be intermingled with the nineteen Pakistani in their third batch. Other deliveries between the two Egyptian production runs are twelve Sudanic, four Ghanaian and eight more Pakistani, that is how we account for the gap of 43 (**01 49** to **01 91**). This is an educated guess based on the existence of Egyptian **L8E 320 02 35** that should be the last one built there.

Confirmed tie-ups & construction numbers

6325/1	201sq/Silver Stars	L8E 320 00 65 may09
...		L8E 320 00 66 photo
...		L8E 320 00 67 photo
6322	98sq	L8E 320 00 80 sep14
...		L8E 320 00 84 photo
...		L8E 320 00 87 photo
6332/2	201sq/Silver Stars	L8E 320 00 96 sep15
...	primer as 'AC142'	L8E 320 01 42 photo
...		L8E 320 02 35 photo

Ghana

Ghana acquired a quartet dubbed K-8G, these are built to K-8P standard. The process of obtaining them was not without incidents. As some of you may recall, a Briton, Christopher M., was incarcerated for not complying to British export regulations and sentenced for 2 years by the Guildford Crown Court in Oxfordshire after an investigation by Her Majesty's Revenue and Customs (HMRC). But he got away with 200 hours of community service. He is said to have made \$4 million with the deal, so that is some well-paid public gardening...

Allegedly, the Ghanaian started trading direct with CATIC, cutting out the middle man. This likely delayed the delivery of the second batch of two aircraft that arrived a year after the first couple, in 2008. They replaced the L-29 and MB326 previously used in the basic jet training and light attack role.

Units

4 (training) squadron	Accra/Kotoka
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The squadron is often referred to as just 'training squadron' and is believed to be partly based at Tamale as well.

Serials

G910	4sq	del 11mar07	mar15
G911	4sq	del 11mar07	mar15