

Units

Port Sudan air base 2 Flight School Port Sudan

Serial-batches

1st batch (2006) 801-812 [12] c/ns **L8W 320 01 49** to **L8W 320 01 60**
 2nd batch (2012) 813-824? [12?] c/ns **L8W 320 02 48** to **L8W 320 02 51**
 c/ns **L8W 320 02 70** to **L8W 320 02 77**

Confirmed serials

801	jun06	811	photo
802	jan08	812	photo
803	jun06	813	jan13
804	jun06	815	jan13
805	dec07	816	aug14
806	jul15	817	dec12
807	dec07	820	jun15
808	dec07	822	(all blue c/s) photo
810	jun06		

Tanzania

Probably in need to replace the FT-5s while training pilots for the F-7 fighters, a more modern jet trainer was sought. Budget being limited and ties with China being good, the K-8 was a logical solution. Reports differ on the quantity delivered. These number at least three and we think that the number of six that is also mentioned might in fact be correct. The aircraft should have been delivered, or ordered, in January 2011. Thus likely filling the slot after the second Egyptian production run. The subtype used by the Tanzanians is the K-8P.

The painters made some strange choices. The aircraft are all yellow and only carry their serial on the starboard side, with the TAFC acronym on the port side. This stands for Tanzania Air Force Command, as this is a part of the Tanzania People's Defence Force and not a force in its own right.

Units

Fighter Squadron Dar Es-Salaam/Julius Nyerere

Serials

JW9127	Fighter Squadron
JW9128	Fighter Squadron
JW9129	dam 23oct12, repaired by 2016
JW9130	Fighter Squadron

There have never been seen more than four aircraft at once, not live and not on Google Earth. This may indicate that only four of the six ordered made it. With an early 2011 delivery the most likely construction number range is **L8P 320 02 36** to **L8P 320 02 41**, so immediately after the last Egyptian and before the second batch of Zambians.

Venezuela

When Venezuela needed a successor to their OV-10 Bronco, VF/NF-5 and T-2D Buckeye aircraft, they ended up in China. This comes as no surprise because during Chavez's reign, the United States blocked any aircraft featuring US-made parts to be exported to the Bolivarian republic. So for example, no Brazilian Super Tucanos could be obtained as they have an engine with US parts, and also no K-8P models since they use the Garret TFE731 engine. That greatly diminished Venezuela's options and basically drove them into the hands of China.

As is common in Venezuela, weapons acquisitions are closely linked to the oil price. When that is high, big plans are made and contracts closed. When it drops, plans get cancelled and orders diminished. Originally they wanted at least 40. So, 24 were ordered to start with, and the contract was signed 24 September 2008. However, this was brought back to eighteen by July 2009. The first six were duly delivered in January 2010 with the balance of twelve handed over on 24 September of that same year.

Meanwhile, negotiations were still running to get more airframes. Evidently, that deal was sealed and in March 2016 nine more arrived. This is believed to be part of an order for twelve that was not entirely taken up. You cannot have missed the deplorable state of the Venezuelan economy with many goods being scarce or not available, so the population was not amused... It remains to be seen how long defence expenditure can be maintained at a high level.

The Aviación Militar Bolivariana has two Grupos equipped with the K-8W export variant of the Chinese JL8W model. Capable of being armed and with modern avionics. The latest deliveries revealed that they are called K-8VV in Venezuelan service. Many construction numbers have already come to light and place their first order in batch 2, just before the Bolivians. The latest ones are in the second dozen of batch 3. Likely twelve or eighteen aircraft for Myanmar and nine for Bangladesh fill the gap between the last Bolivian (**02 88**) and the first of the second Venezuelan batch (probably **03 15**).

Units

Grupo Aéreo de Caza 12		<i>Grifos</i>	Barquisimeto
	Escuadrón 35	<i>Panteras</i>	
	Escuadrón 36	<i>Jaguares</i>	
Grupo Aéreo de Operaciones Especiales 15		<i>Potros</i>	Maracaibo
	Escuadrón 152	<i>Linces</i>	



Venezuela is a prime user; they just received another nine after their previous eighteen. (0507, El Libertador, 24 November 2012, Wim Sonneveld)