

Anatolian Eagle 14-2



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Qatar Air Force Mirage 2000-5 QA94 moments after touchdown on Konya's runway 01L. It was one of four Mirages sent by the tiny Gulf state to participate in Anatolian Eagle. It belongs to 7sq. (18 June 2014, Paul van der Linden)

From 9 until 20 June 2014, the Turkish Air Force organised another edition of their Anatolian Eagle exercise at its Anatolian Eagle Training Center (AETC) at the 3rd Main Jet Base in Konya, central Turkey. Traditionally, the second edition is an international exercise involving a wide array of countries. Over the years, the AETC has firmly established itself among the ranks



of famous training centres such as Nellis AFB (Red Flag) or CFB Cold Lake (Maple Flag).

3rd Main Jet Base history

The 3.Hava Üsü was established on 7 December 1962, the 193 Filo coming from Balıkesir, flying the F-84G Thunderjet, was its first jet fighter unit. The base was renamed into the 3.Ana Jet Üs or 3rd Main Jet Base in 1963. Two years later, 193 Filo converted to the F-84F Thunderstreak. In 1967 the base became associated with the training mission for the first time when 131 and 132 Filo were established flying the T-37C in the jet training role. Due to the change of the primary mission, the base was renamed into the 3.Jet Egitim Üssü, however, the base still housed the 193 Filo flying the F-84F. The base was renamed once again in 1969, into the 3.Ana Jet Egitim Üs. In August 1970 the T-37s moved out to Çigli and the 131 and 132 Filo re-equipped with the F-84F. 193 Filo disbanded.

In 1973, Konya received its first F-100D/Fs when 131 Filo

converted to the Super Sabre. 132 Filo followed suit in 1974. The 3.Ana Jet Üs retired its Super Sabres in favour of the F-4E Phantom II in 1987. Fifty-five former USAF F-4Es were received in that year. 153 Filo, operating the F-5A/B, relocated from Merzifon to Konya the following year, changing to 133 Filo in the process. Due to a lack of aircraft 132 Filo temporarily disbanded in 1990, but the unit was soon re-established in 1992, operating former Royal Netherlands Air Force NF-5A/Bs. 1993 witnessed the birth of the famous Türk Yıldızları (Turkish Stars) display team, which was formed from the cadre of 132 Filo. In the same year 133 Filo began flying the NF-5A/B as well, in addition to the F-5A/B, being responsible for Lead-In Fighter Training.

134 Filo was established as the parent unit for the Türk Yıldızları in 1995. By 1999 the base had reverted to its former designation, the 3.Ana Jet Egitim Üs, with 132 Filo becoming a dedicated weapons training squadron, operating both the F-5 and the F-4E. From 2002, the F-5-2000 entered service with the Konya squadrons. In total, 48 aircraft were converted. By 2004 131 Filo had retired the F-4E and was placed into cadre status, awaiting the arrival of the B737-AEW&C. In the second half of the 00's, 132 Filo received a number of F-16s of various blocks. 133 Filo retired its F-5s in the OCU role in 2012, while May 2014 saw the retirement of the last F-4Es, ending 27 years of Phantom operations at Konya. To compensate for this, 132 Filo received an additional number of F-16s from other units, thus becoming an all F-16 unit and changing its mission from Weapons, Tactics & Test to a fully combat ready squadron. On 21 February 2014, after a delay of many years, the B737-AEW&C was finally introduced into service with 131 Filo. It was put to the test immediately, providing AEW&C services to the participants in Anatolian Eagle 2014-2.

Current order of battle:

3.Ana Jet Egitim Üs

131 Filo *Ejder* (Dragon)

132 Filo *Hançer* (Dagger)

134 Akrotim Filo *Türk Yıldızları*

135 Filo *Ates* (Fire)

B737-700 AEW&C

F-16C/D-40 & 50

NF-5A/B-2000

AS532AL

Anatolian Eagle Training Center (AETC)

In the second half of the 1990s, the Turkish Air Force started to investigate the possibilities of establishing a training centre on Turkish soil. The orientation included participation in a number of Red Flag exercises as well as a site review of the massive Red Flag training complex at Nellis AFB and its surrounding training areas. In 1998, two Anatolian Flag exercises were organised together with some USAF units. In 2000 the Anatolian Eagle Training Complex plans were presented to the Turkish Air Force command. On 30 March 2001, green light was given to implement the plan and only months later the AETC became operational: on 18 June 2001 Anatolian Eagle '01 was launched involving Turkish, US, and Israeli participation.

The AETC complex at Konya is nothing short of extremely impressive. The complex houses a massive ramp on the east side of the base including a maintenance hangar and hardened air-conditioned office buildings, mainly for foreign 'Blue Force' participants. Participating THK units usually operate from HAS areas as well as the former 133 Filo ramp on the north side of the base. During Anatolian Eagle 2014/2 this ramp housed an impressive line-up of around twenty-five Turkish AF F-16s, involving aircraft from almost every THK squadron. The west side of the base houses the main AETC complex including a large central briefing room with a capacity of 450 seats, dormitories, a large mess hall and the White Force Command and Control Center, which is responsible for directing the exercise itself, utilising ACMI systems. In addition briefing facilities for the Blue and Red Forces are also available.

The available training area is located to the south of Konya and its dimensions are 200nm from east to west, 150nm north to south with a ceiling up to 50,000 feet. Effectively about one-seventh of the Turkish airspace is available for the exercise.

The Anatolian Eagle exercises held so far, with the participating countries (NATO means NAEW&CF) :

AE-01	18jun	- 29jun 2001	Turkey, Israel, USA
AE-02/1	22apr	- 03may 2002	Turkey, USA
AE-02/3	14oct	- 25oct 2002	Turkey, UAE, USA
AE-03/3	03nov	- 14nov 2003	Turkey, Germany, Israel, USA
AE-04/1	05apr	- 16apr 2004	Turkey
AE-04/2	07jun	- 18jun 2004	Turkey, Israel, Jordan, USA
AE-04/3	27sep	- 08oct 2004	Turkey, Germany, Israel, Italy, Netherlands, Pakistan, USA
AE-05/1	04apr	- 15apr 2005	Turkey
AE-05/3	12sep	- 23sep 2005	Turkey, Italy, France, Netherlands
AE-05/4	14nov	- 25nov 2005	Turkey, Belgium, Israel, USA
AE-06/1	24apr	- 05may 2006	Turkey
AE-06/2	12jun	- 22jun 2006	Turkey, France, NATO, Pakistan, USA
AE-06/3	04sep	- 15sep 2006	Turkey, NATO
AE-06/4	06nov	- 18nov 2006	Turkey, United Kingdom, NATO, USA
AE-07/2	11jun	- 22jun 2007	Turkey, Jordan, NATO, Pakistan, USA
AE-07/3	03sep	- 14sep 2007	Turkey
AE-07/4	05nov	- 16nov 2007	Turkey
AE-08/1	05may	- 16may 2008	Turkey
AE-08/2	09jun	- 20jun 2008	Turkey, UAE, Jordan, NATO, USA
AE-08/3	08sep	- 19sep 2008	Turkey, Israel, Italy, USA
AE-08/4	03nov	- 14nov 2008	Turkey, Pakistan
AE-09/1	27apr	- 08may 2009	Turkey
AE-09/2	08jun	- 19jun 2009	Turkey, UAE, United Kingdom, NATO, Jordan, USA
AE-09/3	12oct	- 23oct 2009	Turkey, NATO
AE-09/4	02nov	- 13nov 2009	Turkey, Pakistan
AE-10/1	19apr	- 30apr 2010	Turkey
AE-10/2	07jun	- 18jun 2010	Turkey, UAE, Jordan, Italy, Spain, USA, NATO
AE-10/3	11oct	- 22oct 2010	Turkey
AE-11/1	11apr	- 22apr 2011	Turkey
AE-11/2	13jun	- 24jun 2011	Turkey, UAE, Saudi Arabia, Jordan, Spain, NATO
AE-12/1	02apr	- 13apr 2012	Turkey
AE-12/2	11jun	- 22jun 2012	Turkey, Saudi Arabia, Jordan, UAE, Pakistan, Italy, NATO
AE-12/3	24sep	- 05oct 2012	Turkey
AE-13/1	15apr	- 26apr 2013	Turkey
AE-13/2	10jun	- 21jun 2013	Turkey, Saudi Arabia, UAE, NATO
AE-13/3	23sep	- 04oct 2013	Turkey
AE-14/1	07apr	- 18apr 2014	Turkey



F-16D-50+ 07-1020 on the so-called 'last chance' platform between Konya's two runways. It belongs to either 141 or 142 Filo at Akinçi, unfortunately these Filos do not apply squadron markings. (18 June 2014, Jochem Manders)



Although Konya-based 132 Filo retired its F-4Es shortly before this edition of Anatolian Eagle, the venerable Phantom was still present during the exercise. 111 and 171 Filo took part with eleven F-4E-2020s. Armed to the teeth, literally, F-4E-2020 77-0283 from 111 Filo is seen carrying the massive AGM-142 Popeye missile. (18 June 2014, Paul van der Linden)

The Anatolian Eagle complex also supports additional exercises. Although receiving very little publicity, in 2010 Konya housed a very unusual detachment of four Chinese AF Su-27 Flankers. In September 2014 the AETC housed exercise TUSAP Raiders involving three Pakistan AF F-16s.

The exercise

An Anatolian Eagle exercise takes place over a two-week period. In the week preceding the exercise the participants arrive, mass briefings and familiarization flights are conducted. In the first week, two missions are flown daily, called Eagle-1 and Eagle-2. On Friday only one mission is flown. The second week has the same daily schedule, however on Thursday only one mission is flown, followed by a mass briefing to conclude the exercise. On Friday the participants return home.

A typical flying day for Anatolian Eagle starts with the briefing for Eagle-1 at 07:30. This lasts until about 09:00, after which Eagle-1 is launched, starting at 09:30. Recovery is between 12:00 and 13:00. While the participants in Eagle-1 are returning to Konya, the participants in Eagle-2 are briefed. This is followed by the debriefing of Eagle-1, during which Eagle-2 takes to the sky. Eagle-2 lasts from 14:30 until 17:30, followed by a debriefing. The training day ends at 20:30.

As mentioned before, there are three elements involved in Anatolian Eagle: Red Force, Blue Force and White HQ. The latter is tasked with the preparation of the training scenario, releases the Air Tasking Order, monitors and directs the exercise and evaluates and analyses the training, using ACMI-facilities (Air Combat Maneuvering Instrumentation). Blue Force is a combined force of both Turkish and international participants. AWACS support to the Blue Force is provided by NATO E-3s, which operate from the Forward Operating Location Konya, as well as 131 Filo B737s. Red Force is all-Turkish and is the training aid for the Blue Force. Its task is to provide the opposing force. For this task, Red Force is equipped with both air and ground based assets. 132 Filo provides the aerial component, forces on the ground comprise Ground Based Air Defences (such as SA-6 Gainful, SA-8 Gecko, SA-11 Gadfly, ZSU 23/4 and HAWK systems) and Ground Controlled Intercept-facilities.

The goals for Anatolian Eagle 2014/2 were the following:

- Providing the most realistic operational training area for combat-ready fighter pilots.
- Enabling fighter pilots to execute their tactics to deploy in large composite forces.
- Providing a forum to exchange ideas and lessons learned.
- Train as you fight, fight as you train (the motto of Anatolian Eagle).
- Teaching participants to survive aerial combat.

To achieve these, the following mission types were flown:

- Combat air patrol / Fighter sweep / Fighter escort.
- Air-to-ground.
- Suppression/destruction of enemy air defences.
- High value asset protection.
- Reconnaissance.
- Close air support.
- Slow mover protection.
- Combat search and rescue.

After visiting in 2011 and 2013, Scramble visited Konya again during Anatolian Eagle 2014/2. This year the Turkish Air Force organised three press days. In addition to a massive number of Turkish Air Force aircraft, the exercise again housed a variety of participating units from both NATO countries (the United Kingdom and Spain) and the Middle East (Jordan and Qatar). For Qatar it was the first time that it participated in AE, making it the sixteenth nation to do so. Qatar sent four of its twelve Mirage 2000-5s, supported by two C-130J-30s and two C-17s. It is interesting to see how the scenario for an exercise like AE can quickly become reality, with the current operations against the Islamic State involving a multitude of forces from all over the world. In addition to the flying participants, numerous observers could be seen wandering around the complex including, according to the AE briefing, Australia, Azerbaijan, Bahrain, Bosnia-Herzegovina, Algeria, Finland, Georgia, South Korea, Kuwait, Macedonia, Romania, Chile and Greece.

Turkish Air Force participation included almost every F-16 unit in the THK. Only aircraft of the two Diyarbakir-based squadrons were not noted among the fifty (!) F-16s seen over the three days of our visit. Six of the Merzifon-based 5.AJU

aircraft were operating from the AE ramp while most of the remaining aircraft flew from the former 133 Filo ramp or the 132 Filo shelter area. It was interesting to see that the delivery of the new block 50+ aircraft to 4.AJU at Akinçi in 2011 appears to have resulted in a reshuffle of aircraft within the THK. For example, 152 Filo at Merzifon appears to have shifted from block 50 to block 30 aircraft previously assigned to 143 Filo, while 132 (Konya) and 143 Filo (Akinçi) received block 50 aircraft from Merzifon. The new F-16C/D-50+ are confirmed as being operated by both 141 and 142 Filo. 141 Filo also flies the block 40, 142 Filo also the block 30.

In addition to the F-16s, no fewer than eleven F-4E-2020 Terminators took part in the exercise. They came from 1.AJU at Eskisehir and 7.AJU at Malatya-Erhaç. During the exercise some of the Phantoms were seen carrying the impressive AGM-142 Popeye missile.

Thanks to the flexibility and hospitality of the Turkish hosts, participating aircraft could be photographed from various positions. The first press day was the last day with the full flying programme, including one wave in the morning and another one in the afternoon. One wave typically included about 48 aircraft being launched mainly from Konya's runway 01L. Truly a very impressive experience! On Thursday only one wave was flown in the morning. Unfortunately the base was struck by a sandstorm in the afternoon which caused the press day to end somewhat earlier than planned. A lot of Turkish aircraft, including all F-4s, departed Thursday late afternoon. Friday saw the departure of the remaining THK F-16s, resulting in a mass departure of about fifteen Akinçi-based aircraft and all foreign aircraft except the Jordanian F-16s. The latter were due to depart on Saturday. The departure day also saw some transport aircraft, including the first THK A400M. Interestingly, the RAF ground personnel departed on a commercial flight to Istanbul and then onwards to the UK with their ground equipment being relocated to the UK by truck, a dazzling 4,300 kilometres! The Typhoons flew back via a fuel stop at Bucharest-Otopeni while the Spanish aircraft were allegedly refuelled by an Italian KC-767.

Based aircraft

13-001, 13-003	B737-AEW&C	131 Filo
93-0672, 93-0673	F-16C-50	132 Filo
94-1558	F-16D-50	132 Filo



Spain was present at Konya with both Hornets and Typhoons. Seen here during take-off is EF-18M C.15-69/12-27 from Ala12. Note the black-and-white test markings on the forward fuselage. (18 June 2014, Jochem Manders)

3004, 3023, 3032	NF-5A-2000	134 Filo/Turkish Stars
3046, 3058, 3072	NF-5A-2000	134 Filo/Turkish Stars
4009, 4013	NF-5B-2000	134 Filo/Turkish Stars
4021, 4026	NF-5B-2000	134 Filo/Turkish Stars
99-2505, 01-2513	AS532AL	135 Filo
02-2548, 02-2556	AS532AL	135 Filo
69-15572, 69-15659	UH-1H	135 Filo
82-24051	UH-1H	135 Filo
LX-N90443, LX-N90447	E-3A	NAEWF
LX-N90449	E-3A	NAEWF

Participants Anatolian Eagle 2014/2

Turkish participants:

69-7585, 73-1025	F-4E-2020	111 Filo
73-1029, 73-1036	F-4E-2020	111 Filo
77-0283, 77-0285	F-4E-2020	111 Filo
77-0297, 77-0308	F-4E-2020	111 Filo
90-0011	F-16C-40	141 Filo/Solo Turk
93-0668, 93-0684	F-16C-40	141 Filo
86-0066#, 86-0070#	F-16C-30	143 Filo
87-0011, 87-0015#	F-16C-30	143 Filo
86-0194	F-16D-30	143 Filo
07-1001, 07-1004, 07-1007	F-16C-50+	141/142 Filo
07-1009, 07-1010, 07-1020	F-16C-50+	141/142 Filo
07-1022, 07-1023, 07-1027	F-16D-50+	141/142 Filo
07-1028, 07-1029	F-16D-50+	141/142 Filo
94-0075, 94-0082, 94-0083	F-16C-50	151 Filo
93-0694^	F-16D-50	151 Filo
86-0071, 87-0017	F-16C-30	152 Filo
87-0018, 88-0024	F-16C-30	152 Filo
94-0091^, 94-0092^	F-16C-50	152 Filo
87-0002, 88-0013	F-16D-30	152 Filo
90-0010, 91-0010	F-16C-40	161 Filo
92-0016	F-16C-40	161 Filo
91-0024	F-16D-40	161 Filo
91-0020, 92-0003	F-16C-40	162 Filo
89-0042	F-16D-40	162 Filo
73-1042, 73-1047, 77-0279	F-4E-2020	171 Filo
93-0664^, 93-0665, 93-0674^	F-16C-50	191 Filo
93-0690, 94-0095, 94-0096^	F-16C-50	192 Filo
94-0108, 94-1564^	F-16D-50	192 Filo

Those marked # were Red Force aircraft flown by 132 Filo pilots. Those that are marked ^ carried markings of the unit mentioned in the third column, but were operated from the 132 Filo area so are most likely assigned to that squadron instead.



Jordan sent a small delegation comprising three F-16s. One of them was F-16BM 131, former J-269 of the Royal Netherlands Air Force. (19 June 2014, Paul van der Linden)

Foreign participants:

QA93, QA94, QA95	Mirage 2000-5	7sqn/Qatar AF
QA87	Mirage 2000B	7sqn/Qatar AF
155	F-16AM	1sqn/RJorAF
131, 161	F-16BM	1sqn/RJorAF
C.15-59/12-17	EF-18M	Ala12
C.15-65/12-23	EF-18M	Ala12
C.15-66/12-24	EF-18M	Ala12
C.15-69/12-27	EF-18M	Ala12
C.15-72/12-30	EF-18M	Ala12
CE.15-10/12-73	EF-18BM	Ala12
C.16-36/11-16	EF2000	Ala14/142Esc
C.16-37/11-17	EF2000	Ala14/142Esc
C.16-38/11-18	EF2000	Ala14/142Esc
C.16-42/11-22	EF2000	Ala14/142Esc
C.16-49/11-29	EF2000	Ala14/142Esc
C.16-50/11-30	EF2000	Ala14/142Esc
ZJ802/QO-B	Typhoon T3	3sq
ZJ936/QO-C, ZJ916/QO-S	Typhoon FGR4	3sq
ZJ934/QO-T	Typhoon FGR4	3sq
ZJ936/DXI, ZJ942/DH	Typhoon FGR4	11sq

Visitors 19-6:

A7-MAC	C-17A	Qatar AF
TK.10-5/31-50	KC-130H	Ala31
TK.10-12/31-54	KC-130H	Ala31
T.21-09/35-47	C295M	Ala35/353Esc
T.18-4/45-43	Falcon 900	Grupo 45/451Esc
11-5737	MC-130J	352ndSOG/67thSOS

Visitors 20-6:

94-068	CN235M-100	211 Filo
61-0960	C-130B	222 Filo
69-019, 69-024	C-160D	221 Filo
13-0009	A400M	221 Filo
057	S-70A	Özel Hava Grup
10997	S-70A-28D	TKOH
J-1926	S-70A-28E	Jandarma
A7-MAA	C-17A	Qatar AF
212/A7-MAI	C-130J-30	Qatar AF
214/A7-MAK	C-130J-30	Qatar AF

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The foreign participants were parked on the 'Eagle' ramp, a huge platform capable of housing dozens of aircraft. On this picture a close-up of the Qatar Air Force Mirage 2000s. (19 June 2014, Jochem Manders)



With deliveries having been delayed for many years, the Turkish Air Force finally received its first B737-AEW&Cs this year. 13-001 from 131 Filo is based at Konya and took part in Anatolian Eagle 2014-2. (18 June 2014, Paul van der Linden)



94-0091, an F-16C, carries the markings of 152 Filo. However, it operated from the shelter-area of 132 Filo, so it is possible that it belongs to the latter squadron. (18 June 2014, Paul van der Linden)



This RAF pilot won the contest for most spectacular take-off hands down. Typhoon FGR4 ZJ936/QO-C from no. 3sq on its way for another mission. (18 June 2014, Jochem Manders)