

A Brief History of Flight Inspection Operations in Türkiye

Flight inspection operations in Türkiye were first effected by the American crew in 1959 by an American registered (N17) Multi Engine Propeller DC-3 aircraft (rather known as Dakota or C-47 by military environments) based in Beirut. The American crew in question was invited from time to time to Türkiye to carry out periodical flight inspections by the aircraft in question. As there were very few navigational aids located in Türkiye in those days (2 ILSs: one in Yeşilköy/Istanbul, the other one in Esenboğa/Ankara, 2 VORs: one in Ankara/Bağlum and the other one in Yalova and several NDBs/radio ranges), one single aircraft was sufficient for flight inspection purposes.

Mr. Muhlis Şenol and Mr. Ersen Güvenoz were the pioneer Turkish trainees who participated in a flight inspection course held in the USA in 1960. Late in 1961, having completed the course they turned back to Türkiye and were assigned to the Flight Inspection Division in DHMI. However, they could not practice their job, as Türkiye at that time neither did possess an aircraft of her own nor a Turkish crew for flight inspection purposes. Meanwhile, the American crew continued to carry out flight inspection operations for Türkiye/DHMI from time to time but the type of aircraft changed to a C-45H (Multi Engine Propeller/mostly used for military transportation, known as T-11 and manufactured by the Beechcraft company) which was smaller than the DC-3.

Finally, upon donation of this C-45H to Türkiye by the USA in 1963, the first flight inspection crew in DHMI could be formed and on 19.02.1963 the first national flight inspection operation was performed by this aircraft having the call-sign TC-KON. The members of the first flight inspection crew who completed the flight inspection course in the USA were composed of;

Hasan AÇIKALIN, Pilot;
Nejat HİMMETOĞLU, Pilot;
Muhlis ŞENOL, Flight Inspection Expert,
Ersen GÜVENOZ, Flight Inspection Expert; and
Selahattin SAVAŞ, Aircraft Maintenance Technician.

Afterwards, in 1967 one more aircraft, a DC-3 was again donated by the USA and commenced inspection flights on 22.08.1967 with the call-sign TC-KOL. On 18.08.1976, TC-KON crashed during a forced landing somewhere around Erzurum/Aşkale due to fuel shortage and remained totally out of service. Flight inspection operations were carried out by TC-KOL for a certain period of time. In autumn 1976, having been replaced by 2 brand new aircraft, TC-KOL was handed over to the Turkish Air Force Commandership.

Finally, DHMI purchased, for the first time in 1976, 2 brand new, Turboprop, Multi Engine aircraft (Beechcraft Super King Air 200/one having the registration TC-TAA with Serial Nr: BB-122 and the other one having the registration TC-TAB with Serial Nr: BB-131). These aircraft were self flown from the USA to Türkiye. They performed their first flight inspection on 18.10.1976. In 1994, TAA and TAB were completely withdrawn from flight inspection operations and sold to an American company named "Sugarland" and departed from Ankara/Esenboğa airport for the USA on 26.05.1995.

These 2 brand new Turbofan Multi Engine Cessna Citation-V aircraft (TC-LAA with Serial Nr: 0212 and TC-LAB with Serial Nr: 0216) purchased from the USA in 1993 together with a more precise working Semi Automatic Flight Inspection System (SAFIS), were flown to Türkiye and commenced flight inspection operations following the acceptance flight. In 1993, before the aircraft were brought to Türkiye, inspection pilots and aircraft maintenance technicians were type rated in the USA (Kansas/Wichita). All flight

inspectors (flight inspection pilots and technicians) participated in a course for SAFIS 9207 organized by Sierra Technologies Inc. in the spring of the same year, in New York/Buffalo. All type rated pilots since then began to take refreshment courses every year for Cessna Citation-V.

Till the beginning of 1980, in order to provide flight inspection services, temporary pilot support was obtained occasionally from the Turkish Air Force and the Turkish Airlines (THY) in addition to the permanent staff. As for today, the Flight Inspection Division carries out all operations by means of pilots and aircraft maintenance technicians part of whom gained experience/were trained either in the army or in the Turkish Aeronautical Association (THK) and, by means of flight inspection technicians who entirely gained experience/were trained in DHMI. Flight inspection operations are executed by means of crew formed sufficiently in number to support the operations of these two C-560 aircraft. Since 1988, DHMI has been sending her pilots and technicians to Oklahoma/USA for flight inspection courses held by the FAA (Federal Aviation Administration) when needed. Meanwhile, tender works are in progress for purchasing two brand new flight inspection jet aircraft equipped with a fully automated flight inspection system and therefore it has been planned that they would be in use not later than 2009.

PICTURES

- UK01 TURKEY EN ROUTE CHART – 1950 (2005)
THANKS TO MR HAŞİM TAVUS
- UK02 ATC INSTRUCTIONS - 1950: TURKEY EN ROUTE CHART – 1950 (2005)
THANKS TO MR HAŞİM TAVUS
- UK03 TC-KON (C45-H) (19.02.1963 – 18.08.1976) (2005)
THANKS TO MR HAŞİM TAVUS
- UK04 TC-TAA, TC-TAB (BE 200) (18.10.1976 – 26.05.1995) (2005)
THANKS TO MR HAŞİM TAVUS
- UK05 TC-TAA, TC-TAB (BE 200) (18.10.1976 – 26.05.1995) (2005)
THANKS TO MR HAŞİM TAVUS
- UK06 TC-LAB (CE 560) VE DRTT/TC-LAB (CE 560) AND DRTT (2007)
THANKS TO MR CENGİZHAN AKKURT
- UK07 TC-LAA (CE 560) LARA MOBİL VOR UÇUŞU/TC-LAA (CE 560) LARA MOBILE VOR
FLIGHT (18.03.2005)

THANKS TO MR AHMET ŐİMŐEK
UK08 TC-LAA (CE 560) AT ADB-İZMİR (14.09.1993)
UK09 DHMİ FLIGHT INSPECTION CENTER (2007)
THANKS TO MR MUSTAFA IŐIK
UK10 CE 560 SAFIS-TCAS-COM-NAV ANTENNAS (2007)
THANKS TO MR YILMAZ GÜLTEKİN