

## F-104S Turkish Air Force serials

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### TuAF F-104S

#### MM6851-MM6868 project Bora I (18 aircraft) 142 Filo

AMI serial TuAF serial notes / fate

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<b><u>MM6851</u></b>	<u>74-6851</u>	delivery date December 18, 1974, "6851" 142 Filo Murted AB; crashed August 12, 1975 at Beypazari, pilot ejected safely.
<b><u>MM6852</u></b>	<u>74-6852</u>	delivery date December 19, 1974, 9-852, crashed on takeoff from Balikesir AB, Turkey April 28, 1986 with 191 Filo, pilot Capt Mustafa Kemal Saltik (26) was killed, wfu
<b><u>MM6853</u></b>	<u>74-6853</u>	delivery date December 18, 1974, "9-853", crashed June 3, 1982 near Izmir while performing a ground attack training mission with 191 Filo, pilot 1st Lt. Ugur Karyagdi) hit the hill and was sadly killed (likely target-fixation, CFIT).
<b><u>MM6854</u></b>	<u>74-6854</u>	delivery date December 18, 1974, 142 Filo, crashed September 11, 1975 at Murted AB, 1st/Lt Hüsamettin Yünden (25) was killed
<b><u>MM6855</u></b>	<u>74-6855</u>	delivery date December 18, 1974, 6-855 1976, 9-855 191 Filo crashed October 29, 1981, aircraft hit the mountain near Bursa, Turkey, because of bad weather; Cpt Sabahattin Culha (32) was killed
<b><u>MM6856</u></b>	<u>74-6856</u>	delivery date December 18, 1974, 142 Filo, crashed July 13, 1977 at Toros Dagi, pilot ejected safely
<b><u>MM6857</u></b>	<u>74-6857</u>	delivery date February 11, 1975, 9-857, 191 Filo crashed June 21, 1984 after mid-air collision with 6883 F-104S near Tire, Izmir, Turkey, pilot ejected safely
<b><u>MM6858</u></b>	<u>74-6858</u>	delivery date February 11, 1975, 9-858 1986, crashed February 22, 1988 at Balikesir AB, 191 Filo, pilot ejected safely
<b><u>MM6859</u></b>	<u>74-6859</u>	1159 delivery date February 10, 1975, 9-859 9 AJU 1987; 191 Filo 1989; 1992 at Akhisar AB; out of service, stored Eskisehir AB 1994; CFE in 1995, display as "9-859" at barracks of Turkish AF Air Logistics Command Etimesgut, Ankara, Turkey 2000; 2004 noted; May 2015 last noted. 39°54'52.73"N 32°43'2.60"E
<b><u>MM6860</u></b>	<u>74-6860</u>	delivery date February 10, 1975, 142 Filo, crashed June 16, 1977 at Incirlik Mid-air collision with leader aircraft over Incirlik, Adana, Turkey, Capt. Sadik Dülger (28) was killed Leader aircraft landed safely at Incirlik AB
<b><u>MM6861</u></b>	<u>74-6861</u>	delivery date February 10, 1975, 9-861, "861", 191 Filo crashed January 22, 1987 at Balikesir AB during approach (controlled by GCA) because of very low visibility 1/Lt Kemal Uygunturk (26) was killed
<b><u>MM6862</u></b>	<u>74-6862</u>	delivery date February 10, 1975, 9-862 1987/88, out of service, stored Eskisehir AB/CFE 1995 May 1995 gone; (HIBM.K in June 1995) in storage at Akhisar AB February 6, 1996 on display in Denizli town July 3, 2012 last noted*
<b><u>MM6863</u></b>	<u>74-6863</u>	delivery date May 8, 1975, 9-863, crashed April 2, 1981 at golf of Marmara, 191 Filo, pilot ejected safely
<b><u>MM6864</u></b>	<u>74-6864</u>	delivery date February 10, 1975, 9-864 9 AJU 1988, 191 Filo last noted August 1989, out of service, stored Eskisehir AB/CFE, scrapped
<b><u>MM6865</u></b>	<u>74-6865</u>	delivery date May 8, 1975, 9-865 9 AJU 1985, reported in 1985, 1987 and 1988, crashed near Balikesir AB shortly after take-off on May 14.1990, the pilot, 1st Lt Mumin Demiralp (24) was killed
<b><u>MM6866</u></b>	<u>74-6866</u>	delivery date May 8, 1975, 9-866, crashed June 13, 1985 at Kepsut near Balikesir, Turkey with 191 Filo, Capt Gultekin Basargan (31) was killed
<b><u>MM6867</u></b>	<u>74-6867</u>	delivery date May 8, 1975, 9-867 1990, crashed January 22, 1992 at Balikesir AB with 191 Filo, pilot ejected safely
<b><u>MM6868</u></b>	<u>74-6868</u>	delivery date February 10.1975, 9-868 1988, last seen operational in October 1988, out of service, to TUSAS (Tusas Ucak Sanayii AS) in Eskisehir, stored Eskisehir AB in July 1990, CFE Eskisehir AB 1995, in storage at Akhisar AB February 6, 1996 preserved Istanbul, Yesilkoy Aviation Museum, Istanbul 2006 first noted; May 2015 last noted.

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### **MM6882-MM6885 project Bora II (18 aircraft + 4 spare aircraft) 193/192 Filo**

<b><u>MM6882</u></b>	<u>75-6882</u>	delivery date April 7, 1976, 9-882 1988/90, withdrawn from use, stored Eskisehir AB for CFE, scrapped June 1995
<b><u>MM6883</u></b>	<u>75-6883</u>	delivery date January 21, 1976, 9-883 crashed June 21, 1984 near Tire, Izmir, after mid-air collision with F-104S 6857 with 191 Filo, see 9-857, Maj Muammer Sezer (35) was killed
<b><u>MM6884</u></b>	<u>75-6884</u>	delivery date January 21, 1976, 9-884 1989 191 Filo, crashed April 29, 1983 at Manyas, Lt Umit Bekem (28) was killed
<b><u>MM6885</u></b>	<u>75-6885</u>	delivery date March 15, 1976, 9-885 1988, 191 Filo 1989/90, out of service, stored Eskisehir AB for CFE, scrapped June 1995

### **MM6888-MM6889 project Bora II**

<b><u>MM6888</u></b>	<u>75-6888</u>	delivery date August 6, 1976, 9-888 9 AJU Balikesir AB 1987, 191 Filo 1989/90, crashed October 22, 1992 at Akhisar, pilot Lt Muammer Capoglu (24) was killed, written off_* 6888/110790/F104S/6888/9-888/THK/191filo//Balikesir/// 6888/220791/F104S/6888/9-888/THK/9AJU//Balikesir/// 6888/060892/F104S/6888/9-888/THK/9AJU//Akhisar/// 6888/221092/F104S/6888/9-888/THK/191filo///cr//
<b><u>MM6889</u></b>	<u>75-6889</u>	delivery date Mar 15.1976, 9-889, 9-889 last noted October 1988, out of service, stored Eskisehir AB/CFE, scrapped

### **MM6891-MM6906 project Bora II**

<b><u>MM6891</u></b>	<u>75-6891</u>	delivery date March 15, 1976, 9-891 1987, 9-891 last noted July 1989, withdrawn from use, stored Eskisehir AB/CFE, scrapped,
<b><u>MM6892</u></b>	<u>75-6892</u>	delivery date June 11, 1976, 9-892 1988, crashed May 6, 1988 with 192 Filo near or at home base at Balikesir AB, pilot ejected safely; likely it was a technical problem.
<b><u>MM6893</u></b>	<u>75-6893</u>	delivery date May 7.1976, 9-893 1987/88, 191 Filo 1989/90, withdrawn from use; stored Eskisehir AB/CFE, scrapped June 1995.
<b><u>MM6894</u></b>	<u>75-6894</u>	delivery date June 11, 1976, 9-894 192 Filo, crashed August 22, 1979 at Balikesir AB, pilot ejected safely.
<b><u>MM6895</u></b>	<u>75-6895</u>	delivery date June 11, 1976, 9-895 1987-89, withdrawn from use, stored Eskisehir AB according CFE until late 1995, preserved in Istanbul at Rahmi Kov Museum of Industry 1996, SEA camo coded 9-895 October 27, 2000 noted; grey color scheme, no serials, coded 75-6895 2004 noted, July 2, 2008 noted; July 17, 2010 noted; May 8, 2015 last noted.
<b><u>MM6896</u></b>	<u>75-6896</u>	delivery date May 7, 1976, 9-896 1981, crashed July 22, 1985 near Balikesir, Lt. Tamer Polat (25) was killed
<b><u>MM6897</u></b>	<u>75-6897</u>	delivery date May 7, 1976, 9-897 1981/88, 1981 at Lechfeld AB, Germany, 191 Filo 1989/90, withdrawn from use; stored Eskisehir AB/CFE, scrapped June 1995.
<b><u>MM6898</u></b>	<u>75-6898</u>	delivery date June 11, 1976, 9-898 1988, crashed August 9, 1988 near Balikesir AB, 2/Lt Sabri Aksu (26) was killed.
<b><u>MM6899</u></b>	<u>75-6899</u>	delivery date June 11, 1976, 9-899 1987-90, crashed September 17, 1992 near Akhisar, Manisa, Turkey, 1/Lt Sinan Erkan (29) was killed.
<b><u>MM6900</u></b>	<u>75-6900</u>	delivery date June 11, 1976, 9-900 1981/89 9 AJU, withdrawn from use; stored Eskisehir AB/CFE, scrapped June 1995.
<b><u>MM6901</u></b>	<u>75-6901</u>	delivery date Aug 6.1976, 9-901 1988, 191 Filo last noted August 1989, withdrawn from use, stored Eskisehir AB/CFE, scrapped.
<b><u>MM6902</u></b>	<u>75-6902</u>	delivery date August 6, 1976, 9-902 at Lechfeld AB 1981, crashed October 3, 1983 at Yenice, pilot ejected safely.
<b><u>MM6903</u></b>	<u>75-6903</u>	delivery date August 6, 1976, 9-903 1981 at Lechfeld AB, Germany, crashed March 27, 1984 at Murted AB, pilot ejected safely.
<b><u>MM6904</u></b>	<u>75-6904</u>	delivery date October 27, 1976, 9-904 1981/89, crashed October 6, 1991 near Dursunbey, Balikesir, Turkey, Lt. Bahadir Demirel (26) was killed.

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<b><u>MM6905</u></b>	75-6905	delivery date October 27, 1976, 142 Filo, crashed July 12, 1979 near Kizilcihamam, Ankara, Turkey, Capt Ismail Salci (25) was killed.
<b><u>MM6906</u></b>	75-6906	delivery date October 27, 1976, 9-906 1987/89, withdrawn from use, stored Eskisehir AB / CFE, scrapped Jun 1995, dump Yeni Foma near Izmir October 1996 last noted.

### TuAF sqn wing Turkish Air Force F-104S base

142 Filo	4 AJU	Murted AB, first delivery December 18, 1974, official ceremony on March 14, 1975 F-104S transferred 1980 to 191 Filo 9 AJU Balikesir AB
193 Filo	9 AJU	Balikesir AB, first delivery Jan 21.1975, merged into 192 Filo in July 1976
192 Filo	9 AJU	Balikesir AB, July 1976 - 1983
191 Filo	9 AJU	Balikesir AB, 1980 - 1993

AJU: Ana Jet Ussu (Main Jet Base)

Italy and Turkey, officially the construction numbers are 1001-1246  
The forty Turkish F-104Ss were 6851/6868, 6888/6889, and 6891/6906

Note that 60 percent of the TuAF F-104S fleet was lost in 18 years of operations

The F-104S (S for "Sparrow") was the most potent version of the Starfighter to be built. It was an upgraded and improved version of the F-104G that was built by Fiat. The aircraft was initially built to meet a requirement issued by the Aeronautica Militare Italiana (AMI). However, it has also been exported to Turkey.

The F-104S was the winner of the AWX (All-Weather Interceptor) design competition held in 1965 by the Italian air force for a new all-weather interceptor. The Lockheed CL-980 design (ultimately to be named F-104S) was selected for this requirement after extensive evaluation of other designs such as the Dassault Mirage III, McDonnell Douglas F-4 Phantom, Northrop F-5, and North American F-100. The Fiat group produced a total of 246 F-104Ss, 206 of them for the AMI and 40 for Turkey. AMI serials were MM6701/6850, MM6869/MM6881, MM6886/MM6887, MM6890, and MM6907/MM6946, a total of 206 being delivered. A further 20 were laid down for a subsequently-cancelled Turkish order. Only one of these, MM6946 was completed as a replacement for MM6766 which crashed before delivery. Turkey's forty F-104Ss were interspersed through the production run.

#### References:

Zipper magazines  
Ahmet Okan Akinci, Ankara

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