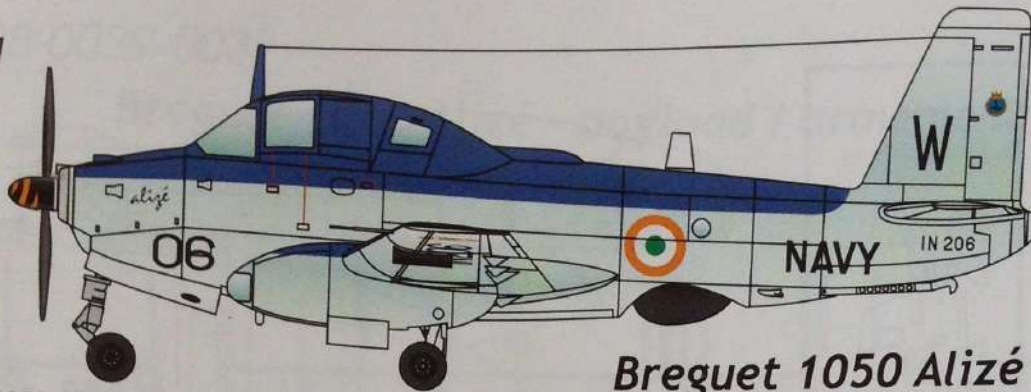


FR0031

1/72  
scale

## GB **Breguet 1050 Alizé 1G India**

The Breguet 1050 Alizé carrier-based Anti-Submarine Warfare (ASW) aircraft was derived from the Breguet 960 Vultur, an unsuccessful attack aircraft design that was limited to only three prototypes. The Alizé prototype first flew on October 5, 1956. This was followed by a trials period that included catapult and landing tests at the Royal Aircraft Establishment in Bedford, England. Three prototypes and two pre-production machines were built, with the first delivery of a production machine to the French Navy being made on November 15, 1957.

The Alizé replaced the Grumman Avengers in the submarine hunter-killer role, with 6 Flotille (6F) being the first squadron to receive the Alizé in 1959. 6F served as an operational training squadron, familiarizing both flight crews and support personnel with the new aircraft.

French Alizés served in the Anti-Submarine Warfare (ASW) role with Flotilles 6F, 4F and 9F, and in various ancillary units from 1959 to 2000. Thirty Alizés were modified to ALM standard between 1978 and 1983, of these fifteen planes were further upgraded to ALH standard between 1996 and 1997. At the end of its French service the Alizé undertook coastal and sea surveillance.

France exported the Alizé to India, with the maiden flight of an Indian Alizé occurring on October 21st, 1960. The initial order for 12 planes was met between June and September 1961. Alizés served with Indian Naval Air Squadron 306 "White Cobras", either embarked aboard the aircraft carrier INS Vikrant, or based on land at INS Garuda, near Cochin (Kerala).

Indian Navy Alizés saw action in the 1961 Goa operation, and then during the second Indo-Pakistan war of 1965. They saw further action in the third war between the two states in December 1971, when they were involved in the hunt and destruction of one Pakistani submarine, on December 5th. However, five days later, Alizé IN203 was lost, after being shot down by an F-104 Starfighter according to Pakistanis, or crashed at sea while trying to escape according to the Indians. The aircraft crew of Lieutenant Commander Roy, Lieutenant Sirohi and Aircraftman Vijayan were lost in action.

By 1977 India had only six operational Alizés, even after two additional aircraft were delivered by France. Alizés nevertheless were still used from February to October 1988 against the LTTE in Sri Lanka, and again to oppose an attempted coup against the Maldives government.

Unlike some French Alizés, the Indian aircraft were never upgraded to ALM or ALH standard, and were retired from service on April 21st, 1991. Alizé number IN202 can be seen on display at Bogmalu Naval Aviation Museum near Goa.

**Specifications (1G):** ASW carrier-based monoplane, three-crew members (pilot, navigator, radar operator). Engine: Rolls-Royce Dart 21 turboprop, delivering 1950 cv. Wingspan 15.60 m, length 13.86 m, wing area 36 m<sup>2</sup>. Economic cruising speed at 182 knots (336 km/h), normal endurance 4 hours, range 2500 km. Usual weapons: 6 ASM rockets under the wings, three 160 kg depth-charges in the bomb-bay. Other possible combinations include 700kg torpedo in the bomb-bay, bombs, SERAM rockets, and wire-guided AS.12 missiles.

## F

Le Breguet 1050 Alizé est un avion embarqué français destiné initialement à la lutte anti sous-marine. Dérivé du Breguet 960 Vultur, un avion d'attaque au sol qui fut construit à trois exemplaires, le prototype de l'Alizé effectue son premier vol le 5 octobre 1956 et est livré à la Marine le 15 novembre 1957, après une série d'essais, dont des essais de catapultage et d'appontage au Royal Aircraft Establishment de Bedford (Royaume Uni). L'Alizé remplace les Grumman Avenger Hunter et Tracker.

Trois prototypes et deux appareils de pré-série sont construits. La première flotille opérationnelle sur l'Alizé est la 6F qui reçoit ses machines en 1959 et qui, comme Flotille d'Entraînement Opérationnel (FEO), forme les équipages sur l'appareil. En France, les Alizé servent dans leur rôle de définition au sein des Flotilles 6F, 4F et 9F, ainsi que dans diverses unités de servitude, de 1959 à 2000. Trente Alizé sont modifiés au standard ALM entre 1978 et 1983, quinze ALM étant à nouveau modifiés en ALH entre 1996 et 1997. En fin de carrière, les Alizé sont employés en surveillance côtière et en mer.

L'Alizé est exporté en Inde, le premier Alizé indien vole le 21 octobre 1960. La commande initiale de 12 exemplaires, en juin 1960, est satisfaite entre juin et septembre 1961. Les Alizé servent dans le Squadron INAS 306 « White Cobras » et sont généralement basés sur le porte-avions INS Vikrant, ou bien sur la base terrestre INS Garuda, près de Cochin (Kerala).

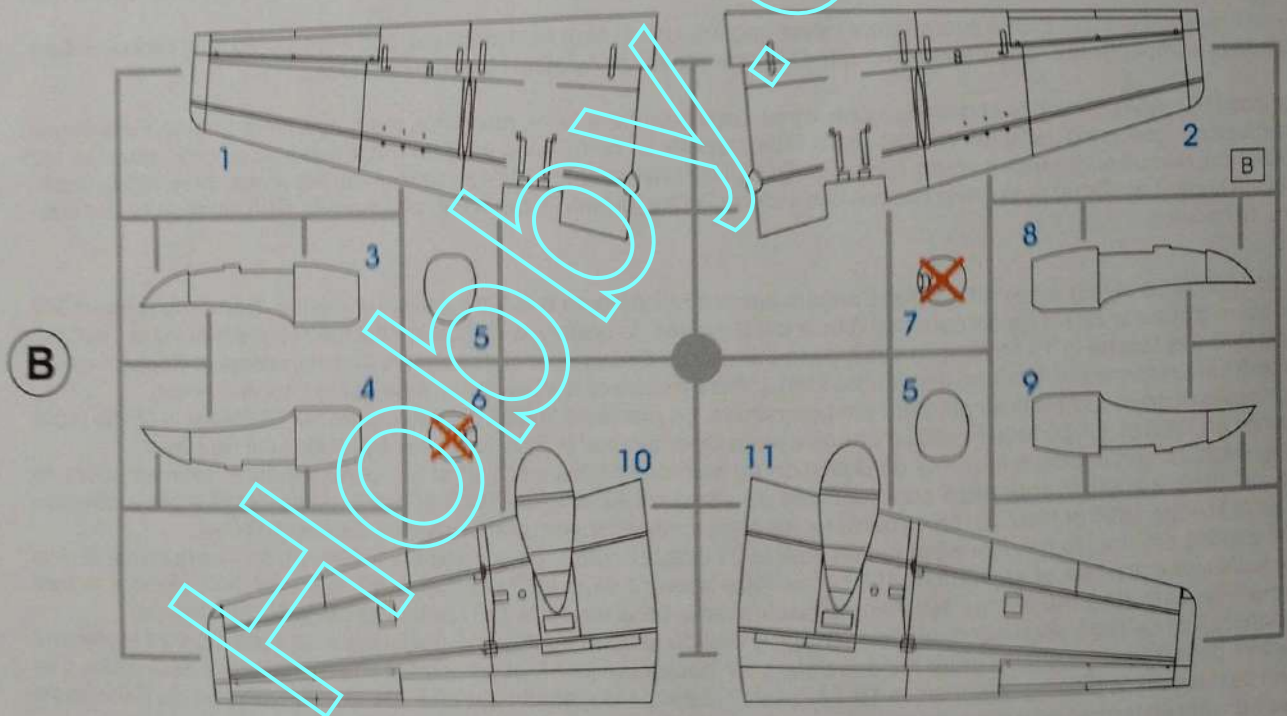
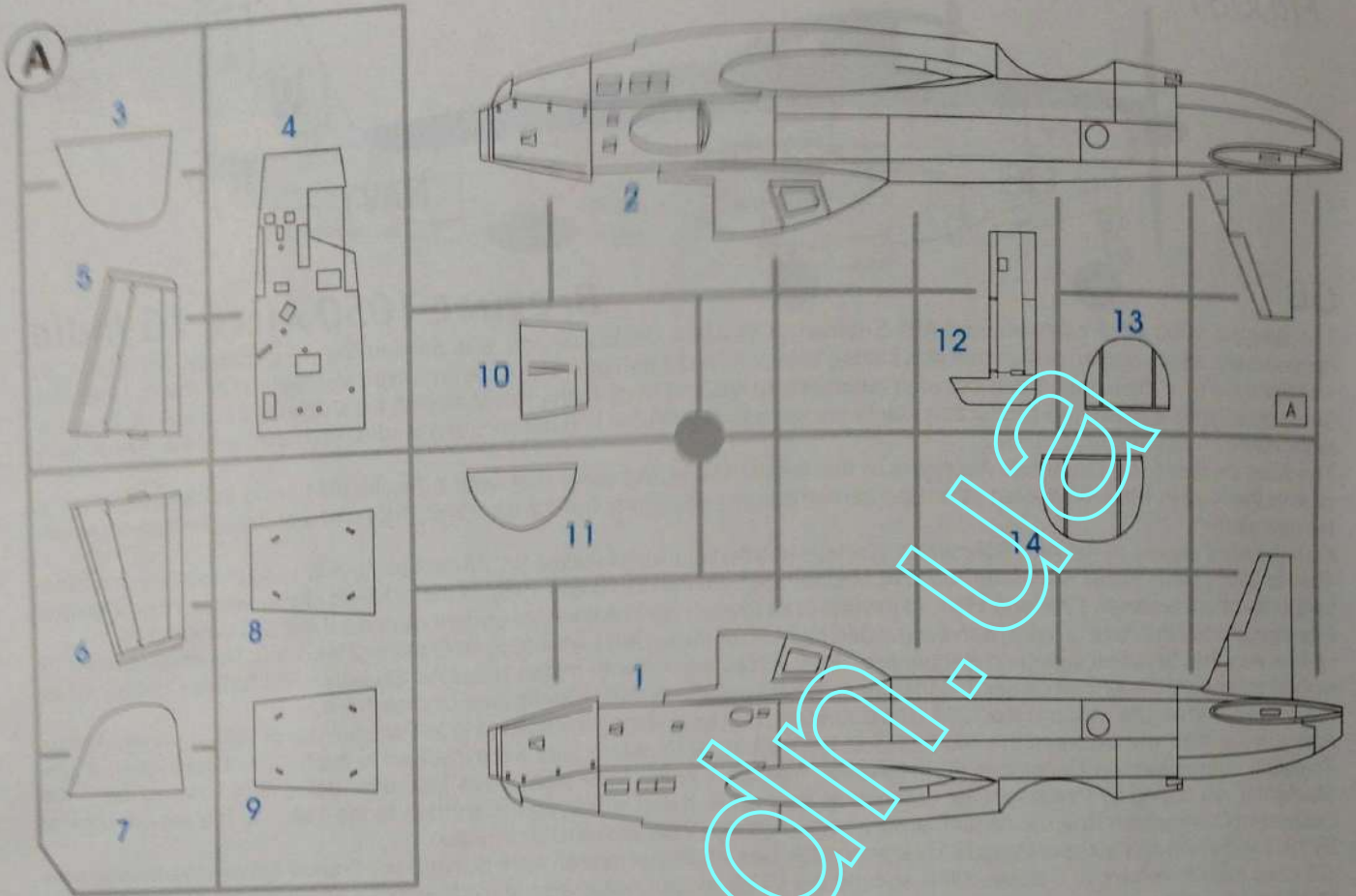
Ils interviennent lors de l'opération sur Goa, en 1961, puis lors du second conflit indo-pakistanaï de 1965. Ils sont également employés lors de la troisième guerre entre les deux états, en décembre 1971, et participent à la recherche et destruction d'un sous-marin pakistanais le 5 décembre mais le 10, l'Alizé IN203 est perdu, abattu par un F104 Starfighter selon les Pakistanais mais écrasé en mer en tentant de s'échapper selon les Indiens (Lt/Cdr Roy, Lt Sirohi et Aircraftman Vijayan).

En 1977, l'Inde ne dispose plus que de six appareils opérationnels (bien que deux appareils supplémentaires aient été livrés par la France). Les Alizés indiens interviennent cependant encore de février à octobre 1988 contre le LTTE du Sri Lanka, puis pour s'opposer à une tentative de coup d'état contre le gouvernement des Maldives.

Retirés du service le 21 avril 1991, les appareils indiens n'ont pas, comme certains de leurs homologues français, été mis au standard ALM et ALH. Le IN202 est conservé au Naval Aviation Museum à Bogmalu, près de Goa.

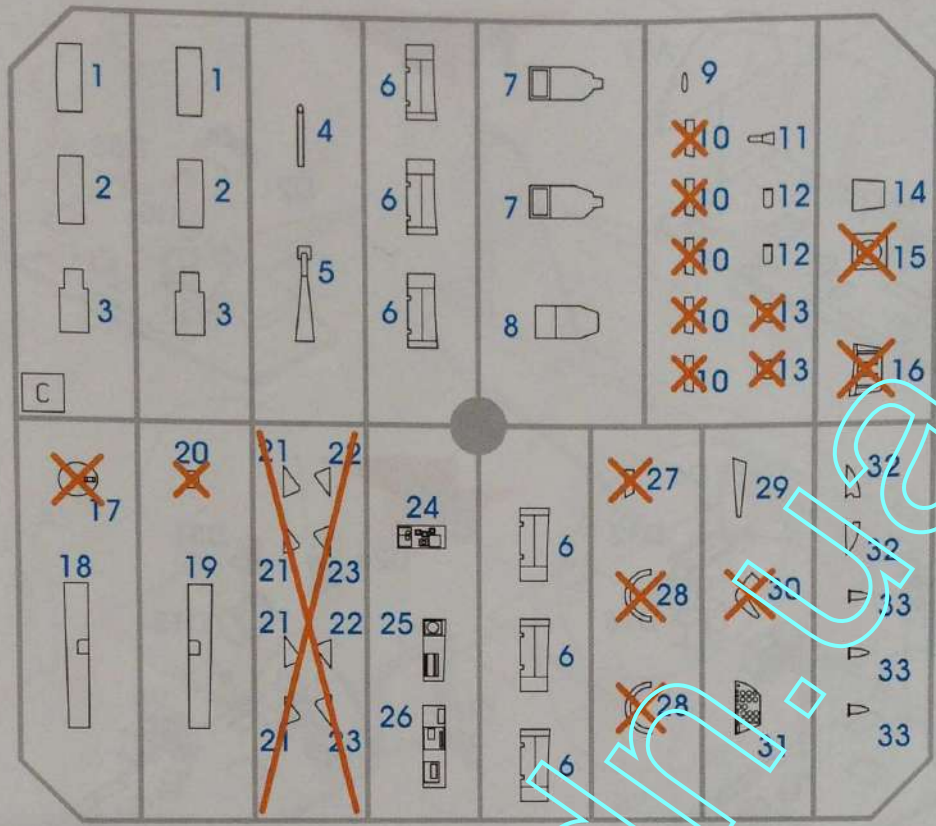
**Spécifications :** monoplan embarqué d'attaque anti sous-marins, triplace (pilote, navigateur, opérateur radar). Moteur : turbopropulseur Rolls-Royce Dart 21 de 1950 cv. Envergure 15,60 m, longueur 13,86 m, surface alaire 36 m<sup>2</sup>. Vitesse de croisière économique 182 noeuds (336 km/h), autonomie normale 4 h, distance franchissable 2500 km. Armement usuel (1G) : 6 roquettes ASM sous les ailes, 3 grenades de 160 kg en soute, d'autres combinaisons sont possibles (torpille de 700 kg en soute, bombes, roquettes SERAM, missiles filoguidés AS.12).

*The complete camouflage scheme for this page machine can be found at [www.frrom.com](http://www.frrom.com)  
Vous trouverez les camouflages complètes pour cette côté de l'avion sur [www.frrom.com](http://www.frrom.com).*

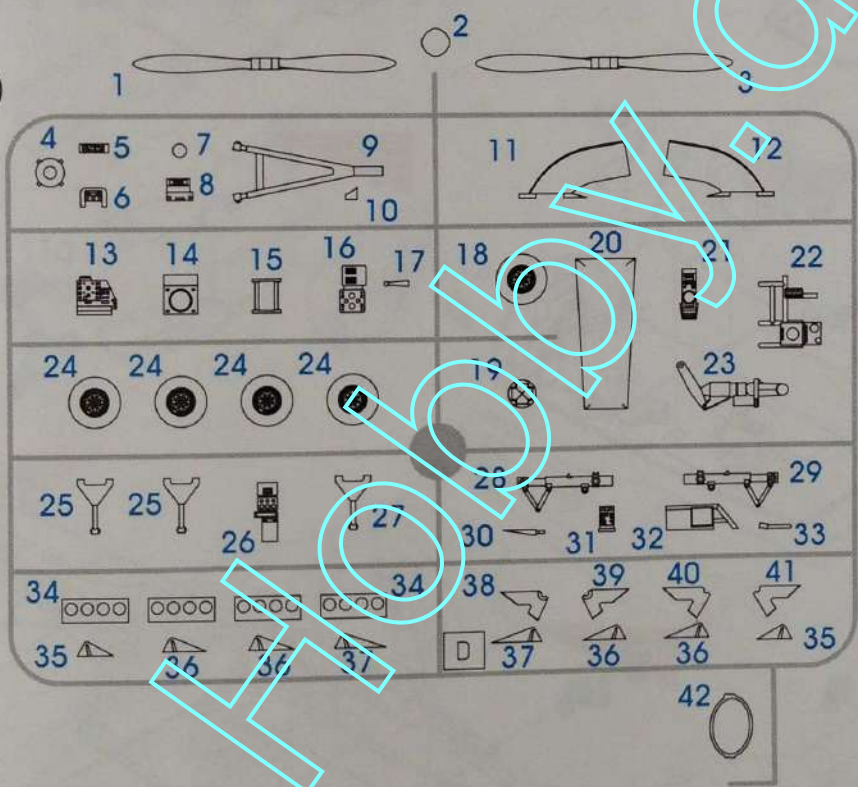


Barvy GUNZE/ GUNZE Colour No.		
①	ALUMINIUM/ ALUMINIUM	H8/C8
②	BLACK/ NOIR	H12/C33
③	BURNT IRON/ MÉTAL BRUNI	H76/C61
④	TIRE BLACK/ NOIR PNEU	H77/C137
⑤	BEIGE/ CHAMOIS	H27+H1 C44+C1
	H27/C44-TANI/ BRUN ROUX	H1/C1-WHITE/ BLANC

C

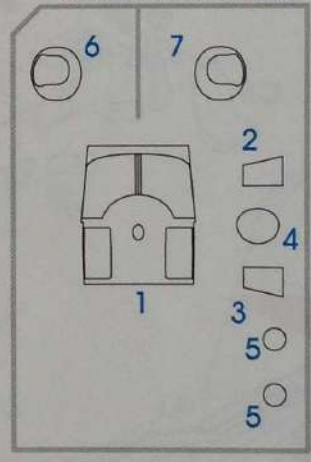


D

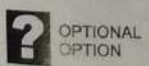


Cp

Clear Parts/ Pièces claires



**SYMBOLS**



OPTIONAL  
OPTION



SCRATCH BUILD  
ACHEVER



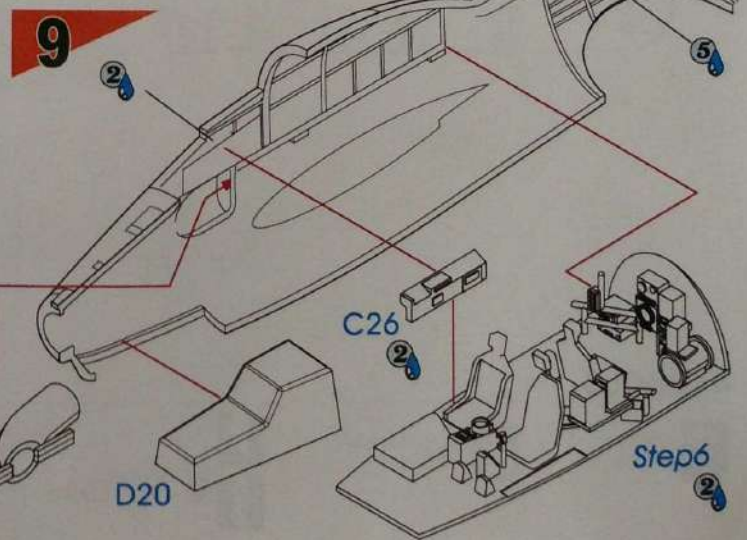
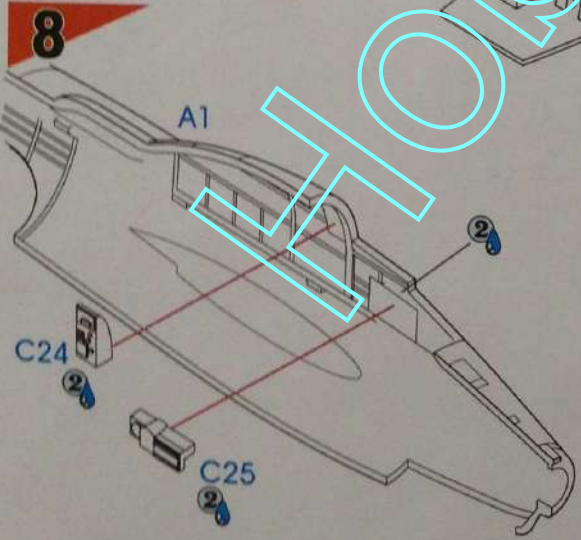
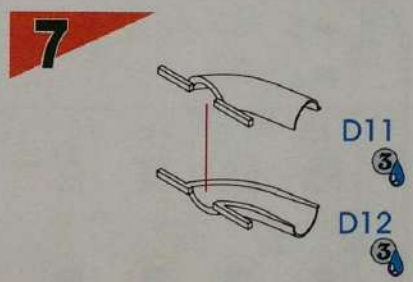
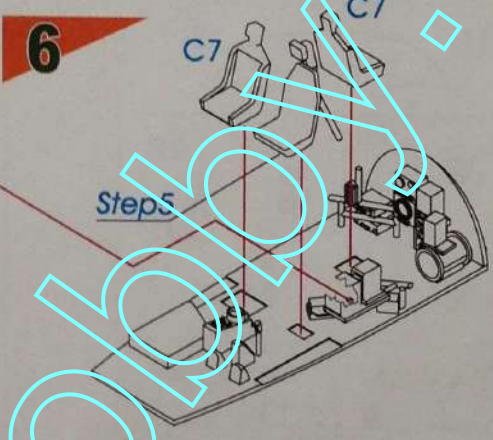
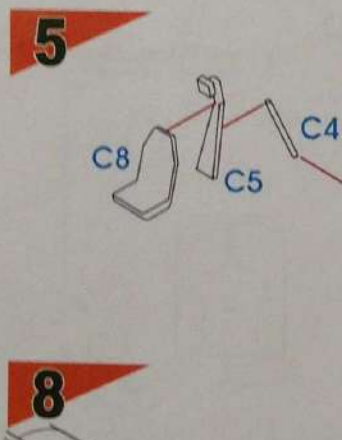
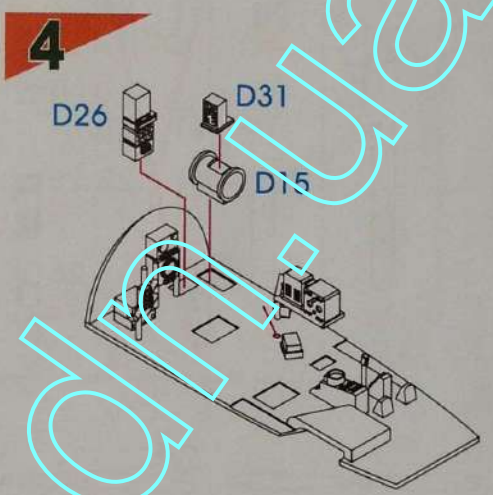
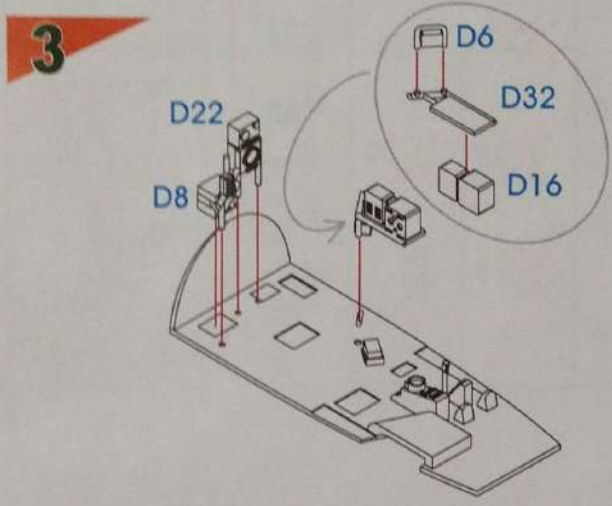
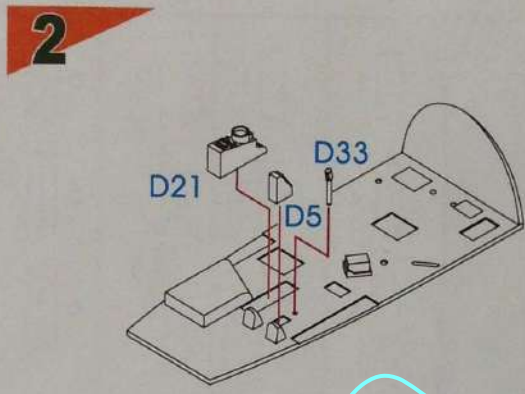
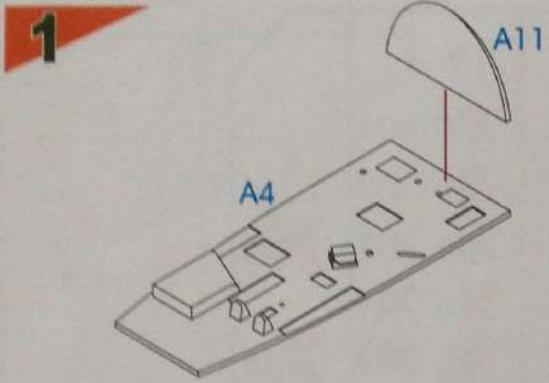
CUT OFF/DRILL  
DÉTACHER/PERCER



COLOUR  
PEINDRE

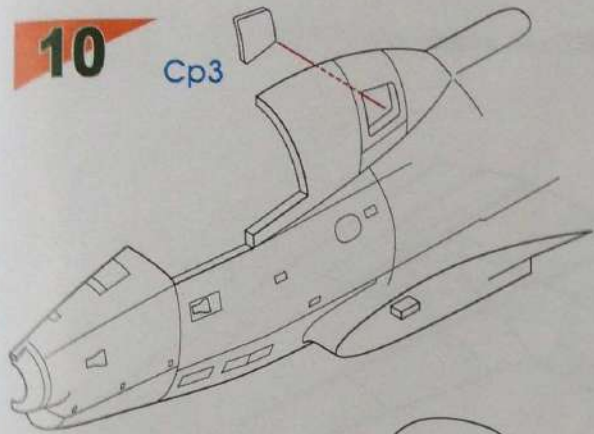


DO NOT USE THESE PARTS/  
Ces pièces ne s'appliquent pas



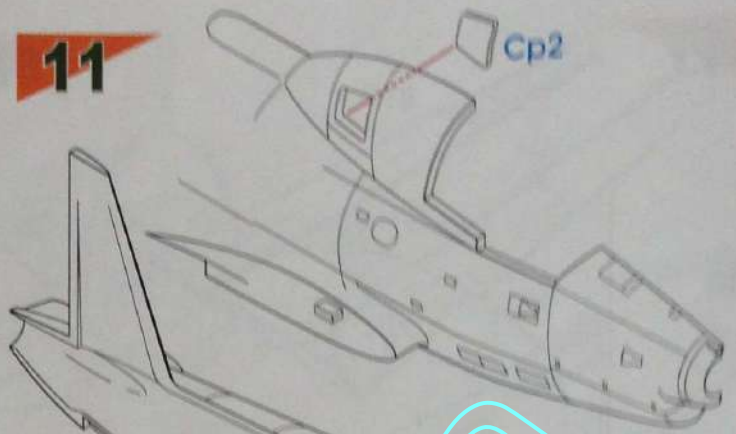
10

Cp3



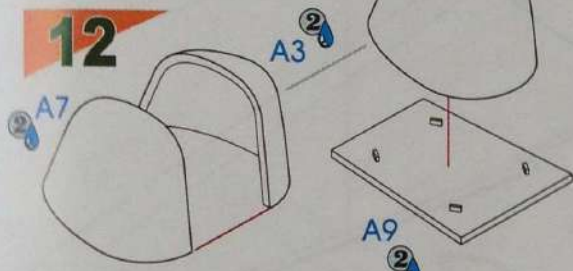
11

Cp2



12

A3



13

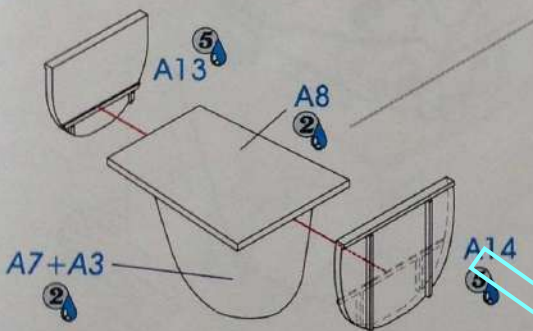
Step12



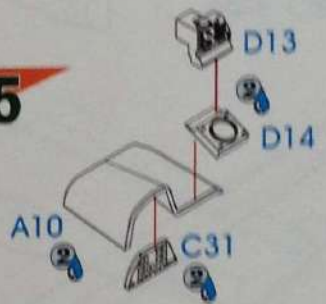
14



RADAR - extended/ sorti - flight only/ seulement en vol



15



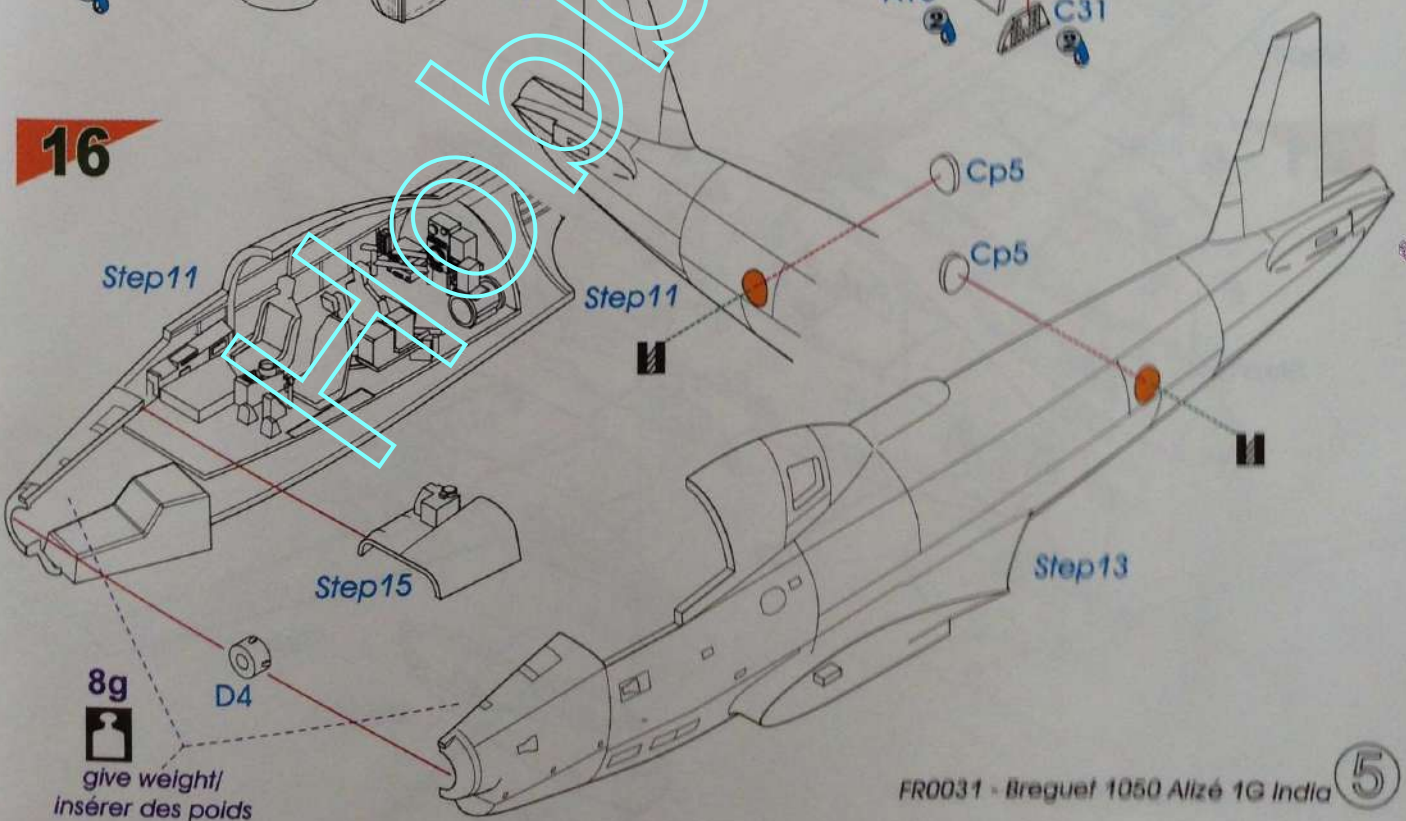
16

Step11

Step11

Step15

Step13

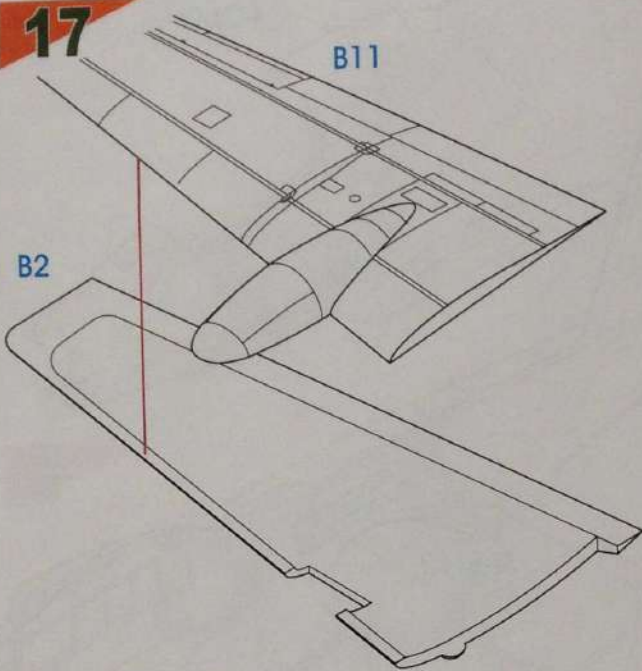


8g

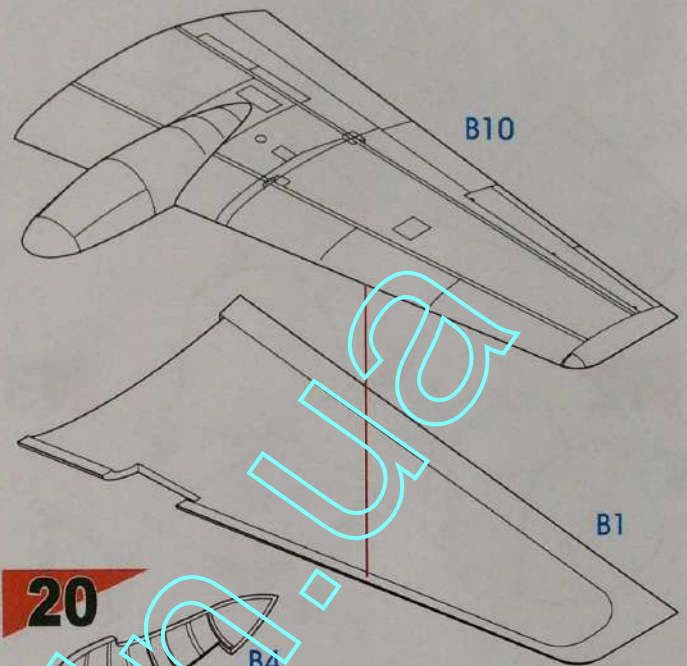
D4

give weight/ insérer des poids

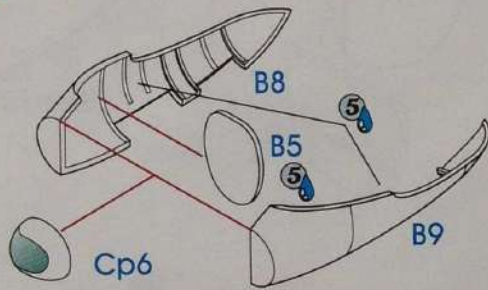
17



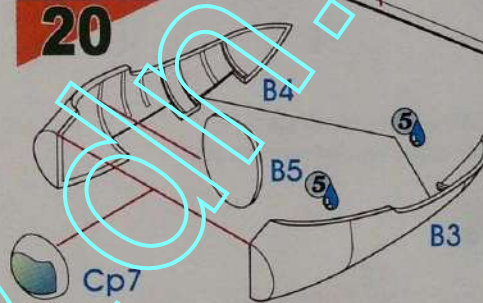
18



19



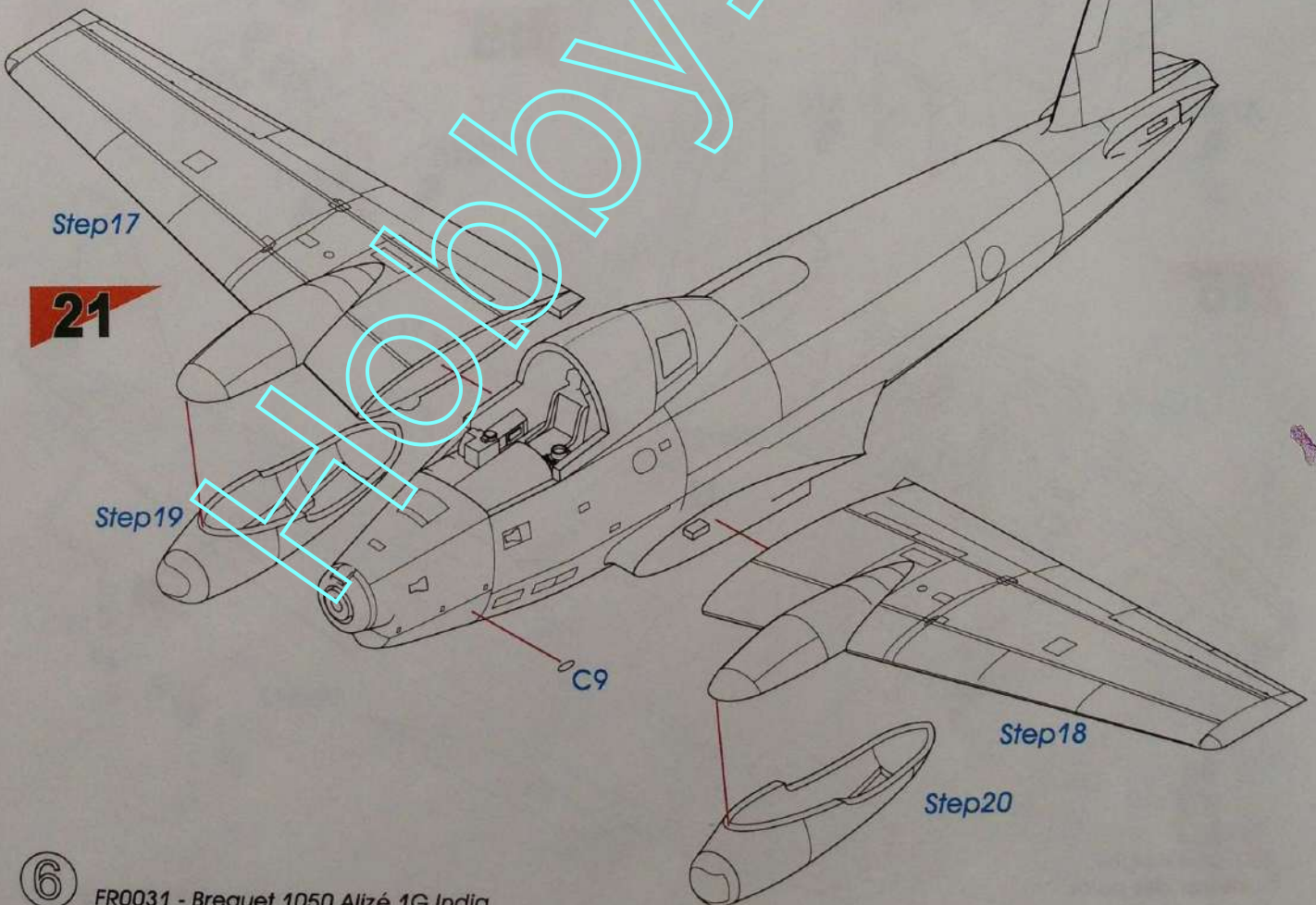
20



Step17

21

Step19



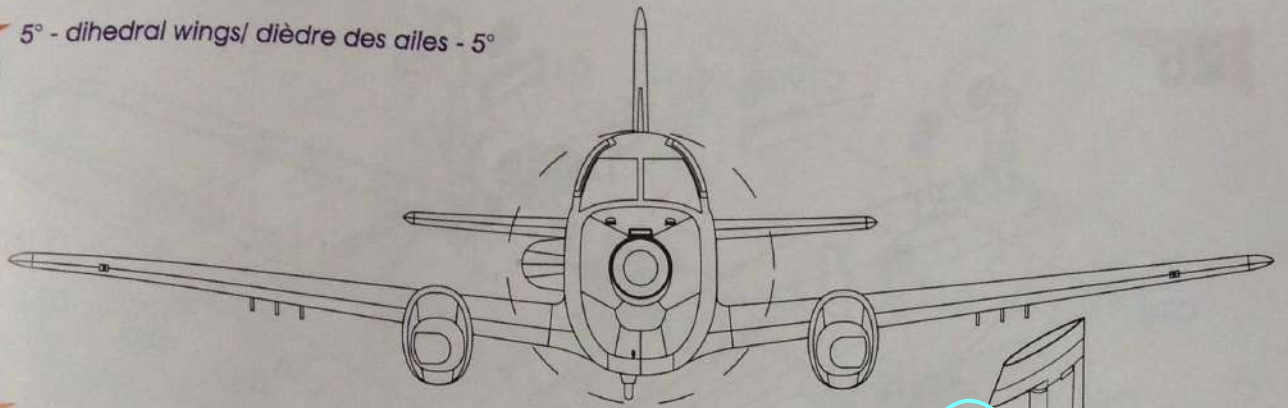
Step18

Step20

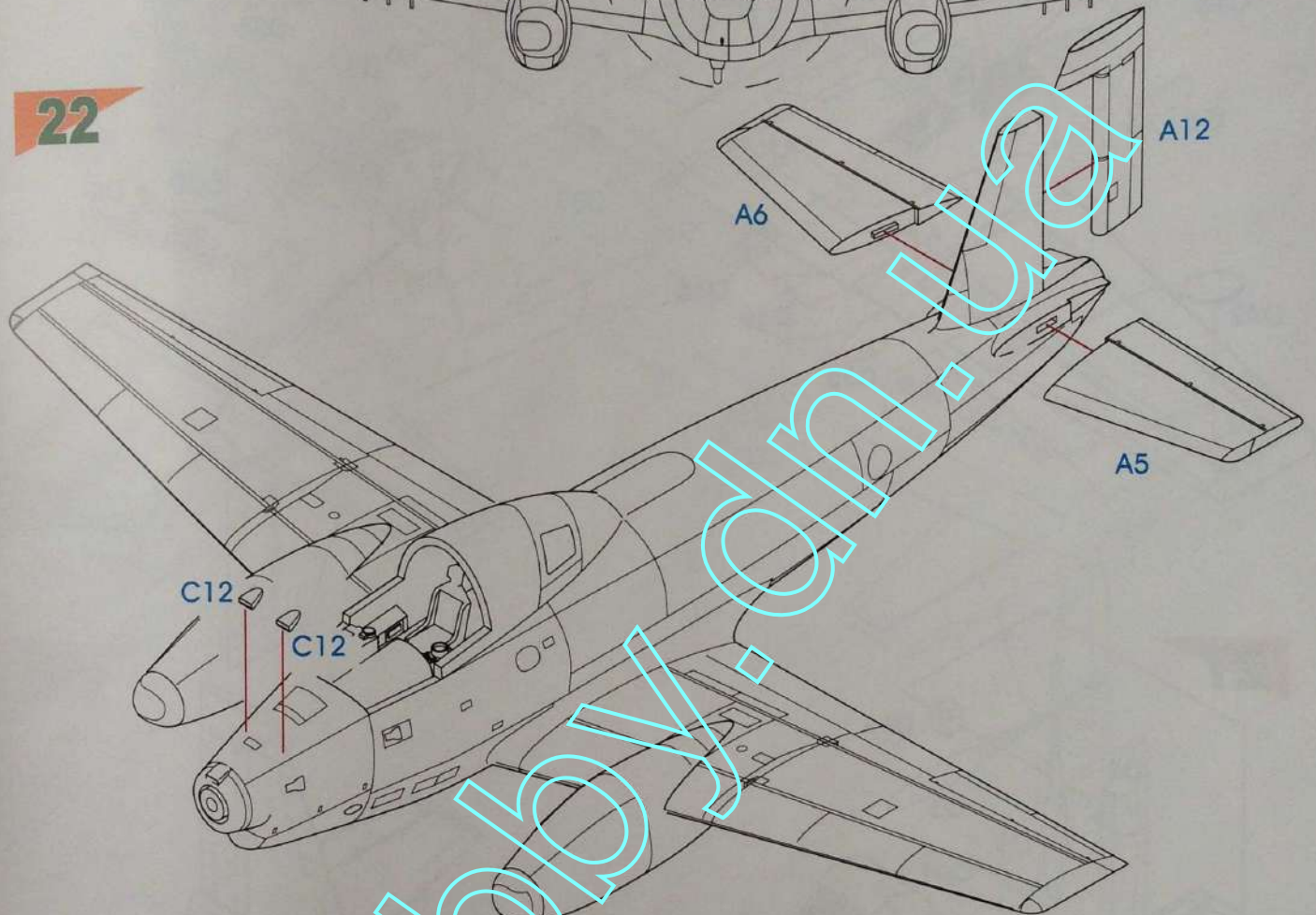
6

**info**

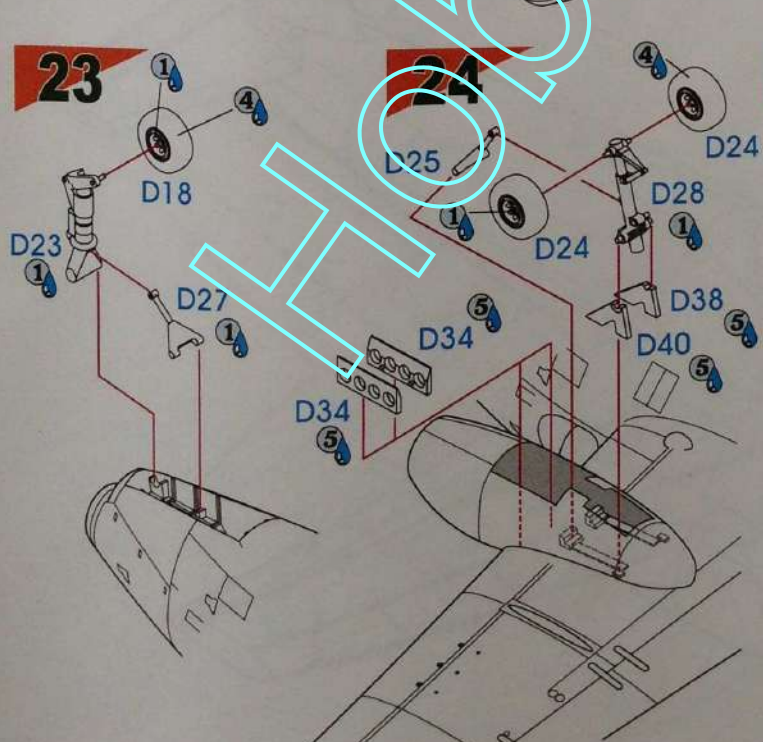
5° - dihedral wings/ dièdre des ailes - 5°



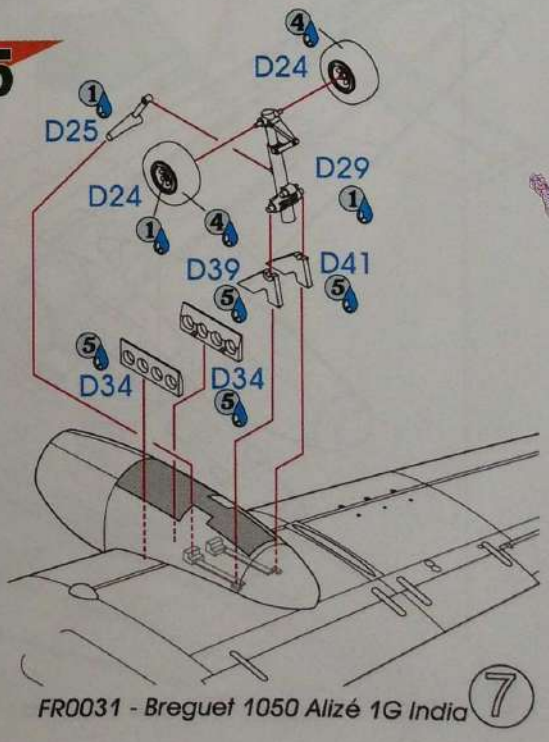
**22**



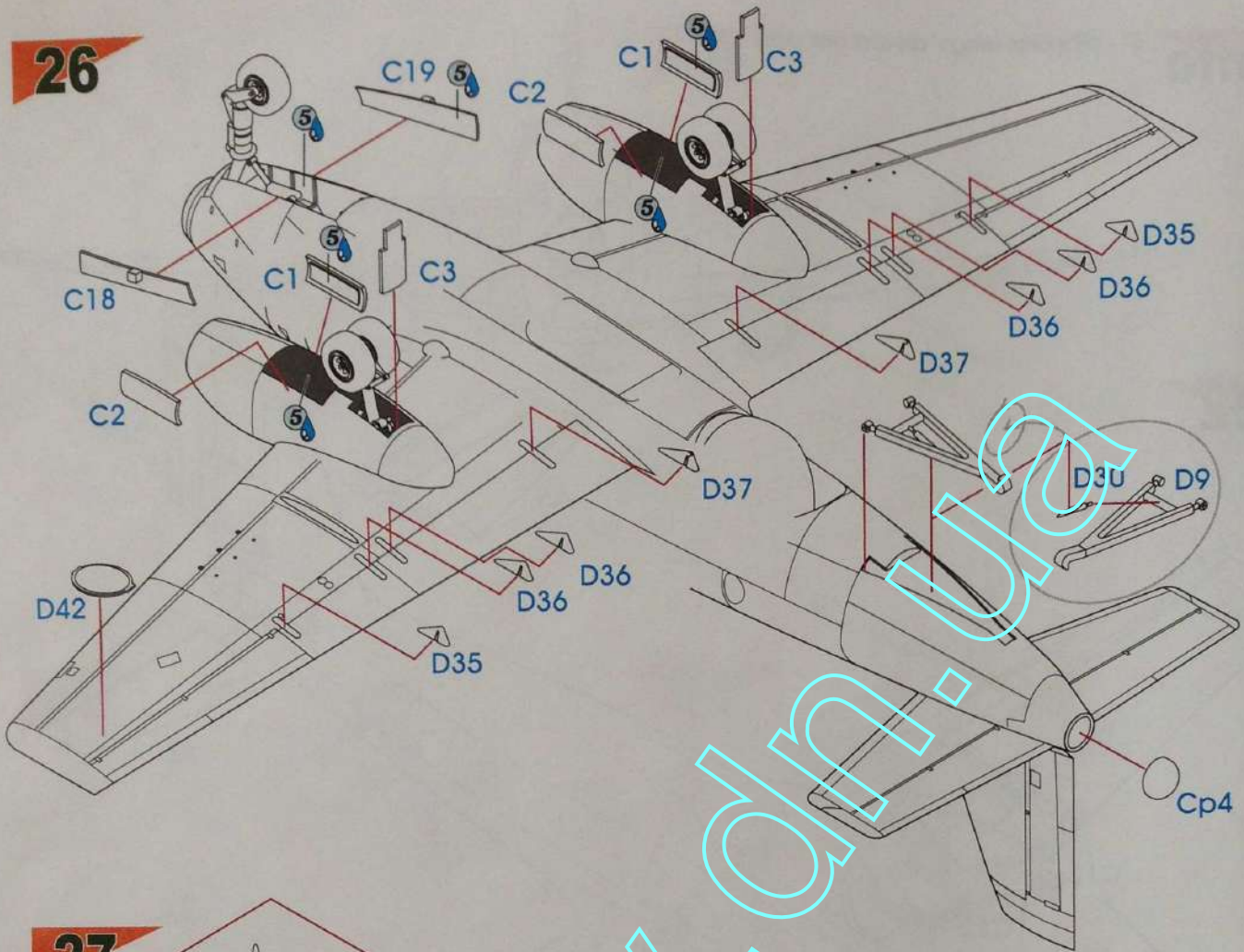
**23**



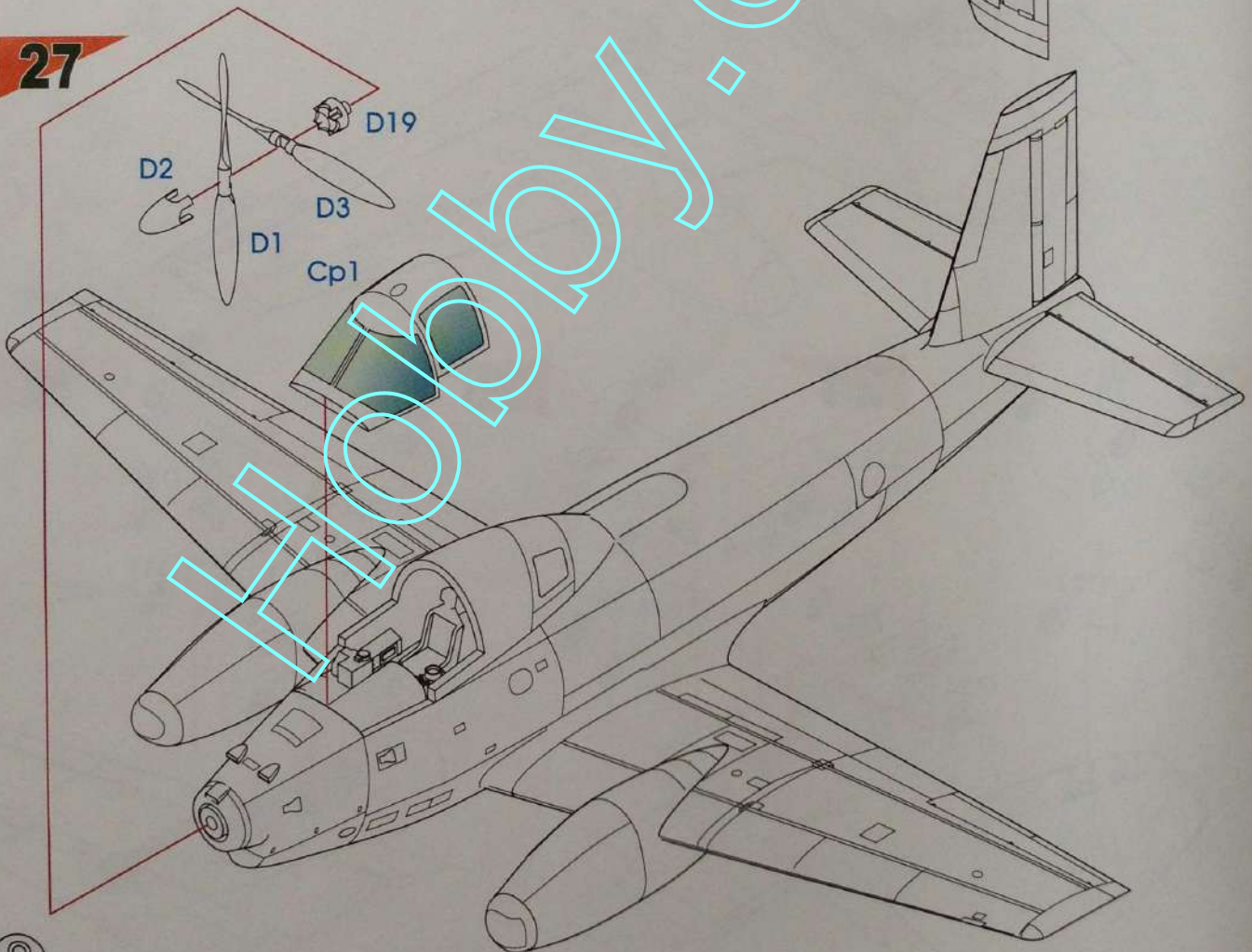
**25**



26



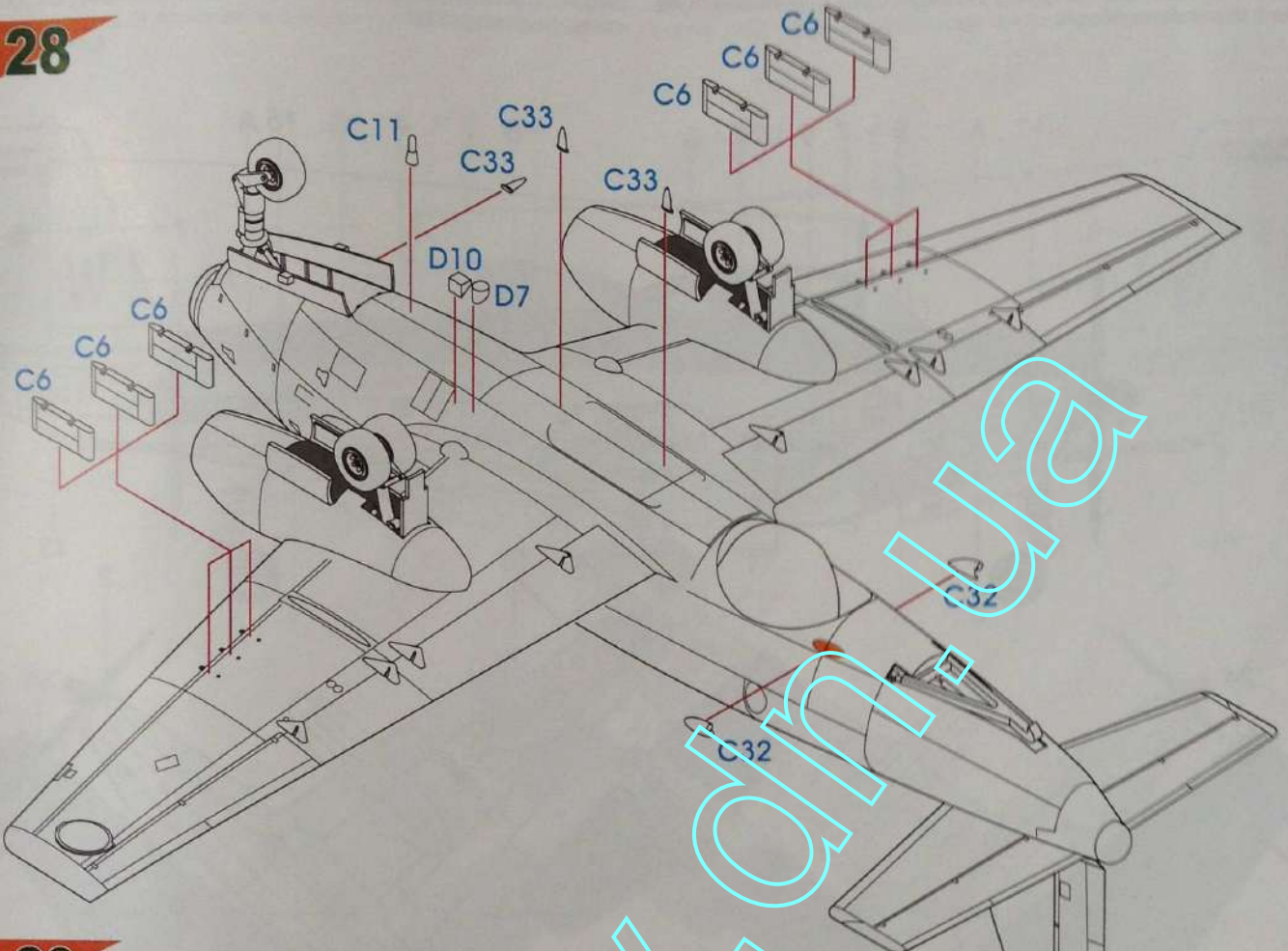
27



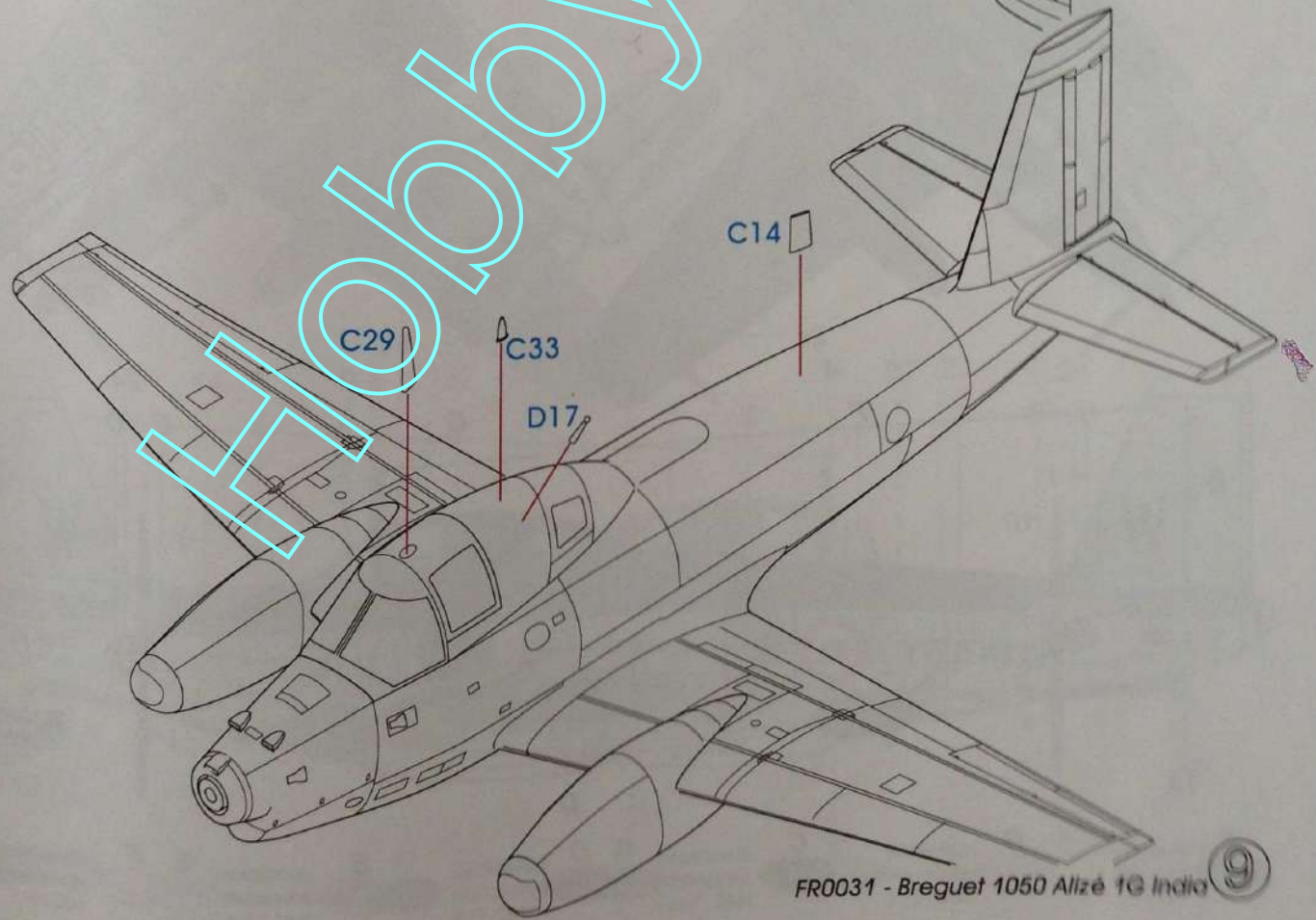
8



28



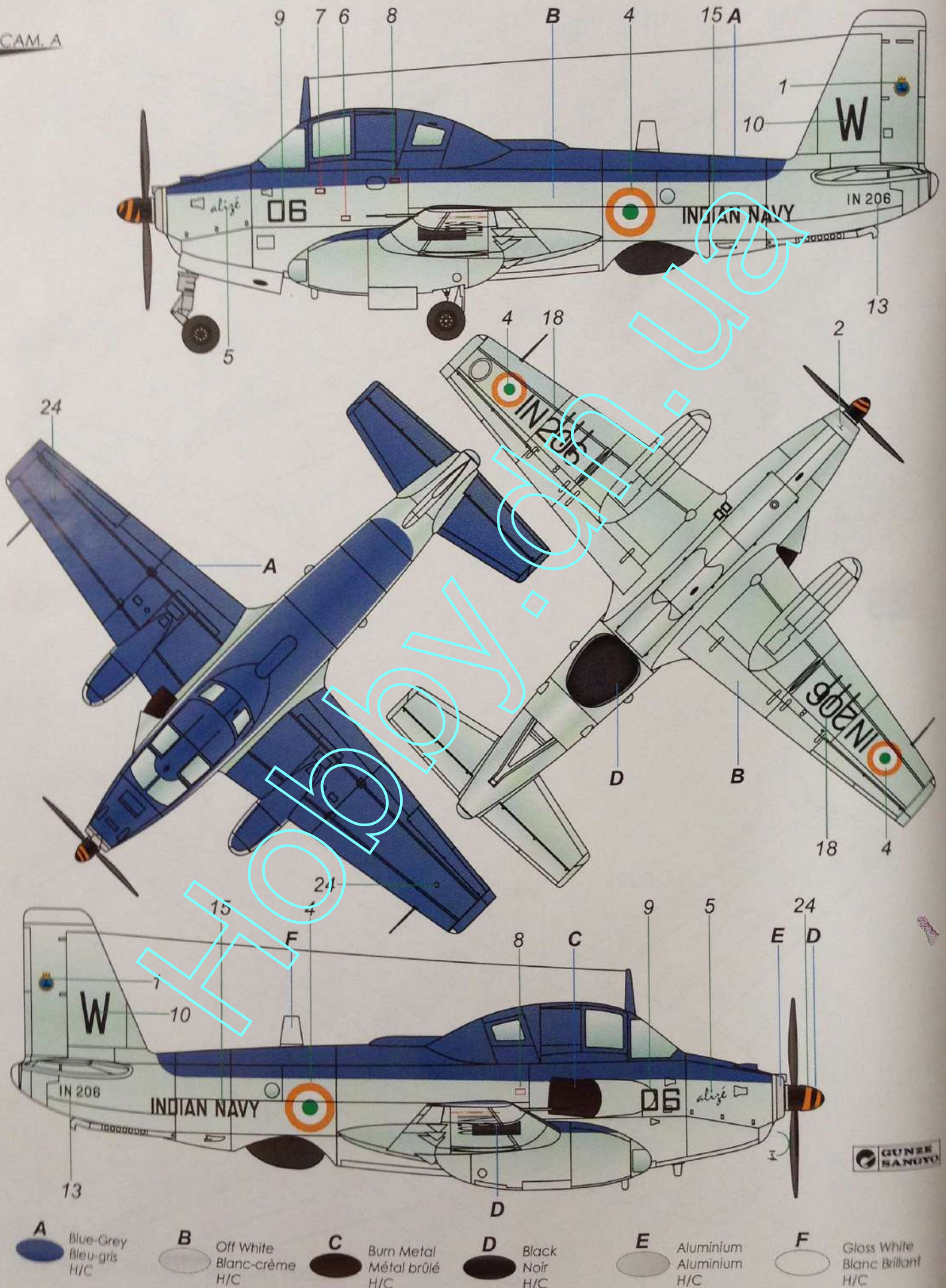
29



Breguet 1050 Alizé n°78, IN206, INAS 310 "White Cobras", porte-avions INS Vikrant, début des années 70.

Breguet 1050 Alizé Nr 78, IN206, INAS 310 "White Cobras", INS Vikrant carrier, beginning of 70.

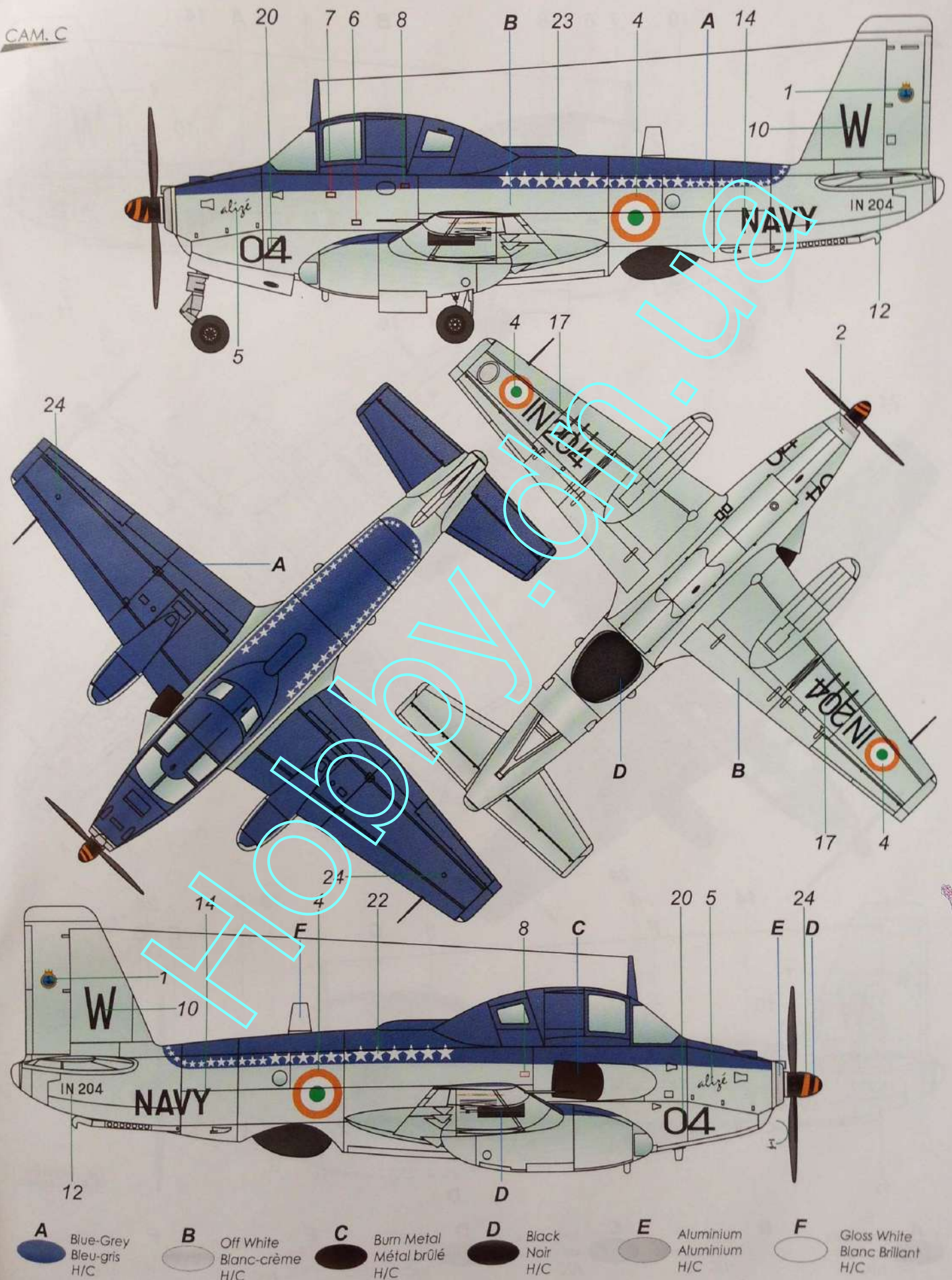
CAM. A



GUNEE SANJOYO

Breguet 1050 Alizé n°67, IN204, INAS 310 "White Cobras", porte-avions INS Vikrant, 1985. Les 24 étoiles sur le fuselage symbolisent les années de service de l'Alizé.

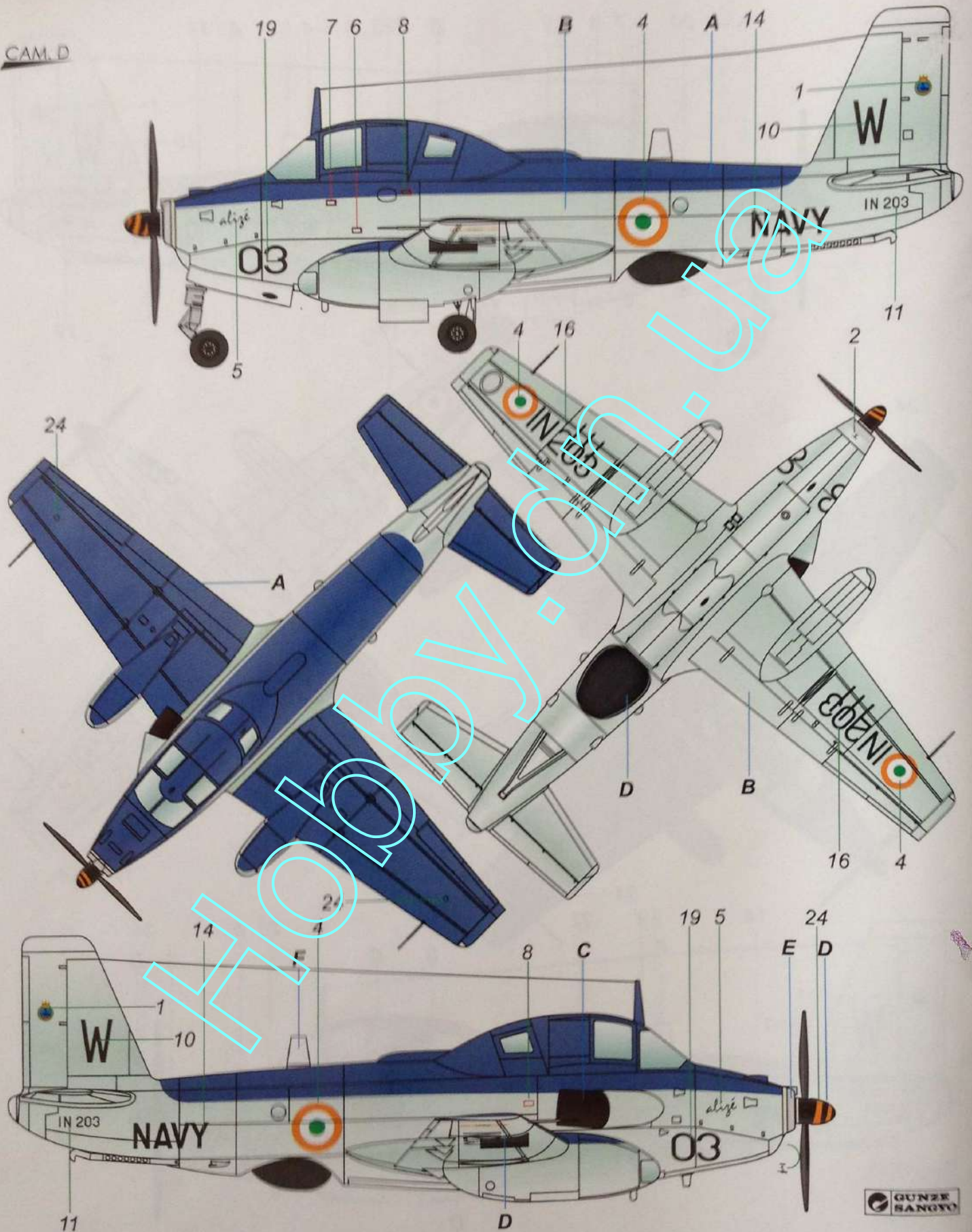
Breguet 1050 Alizé Nr 67, IN204, INAS 310 "White Cobras", INS Vikrant carrier, 1985. The 24 stars on fuselage are for the years in service.



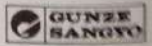
Breguet 1050 Alizé IN203, INAS 310 "White Cobras", 10 décembre 1971 (Gujrat).

Breguet 1050 Alizé IN203, INAS 310 "White Cobras", December 1971, 10 (Gujrat).

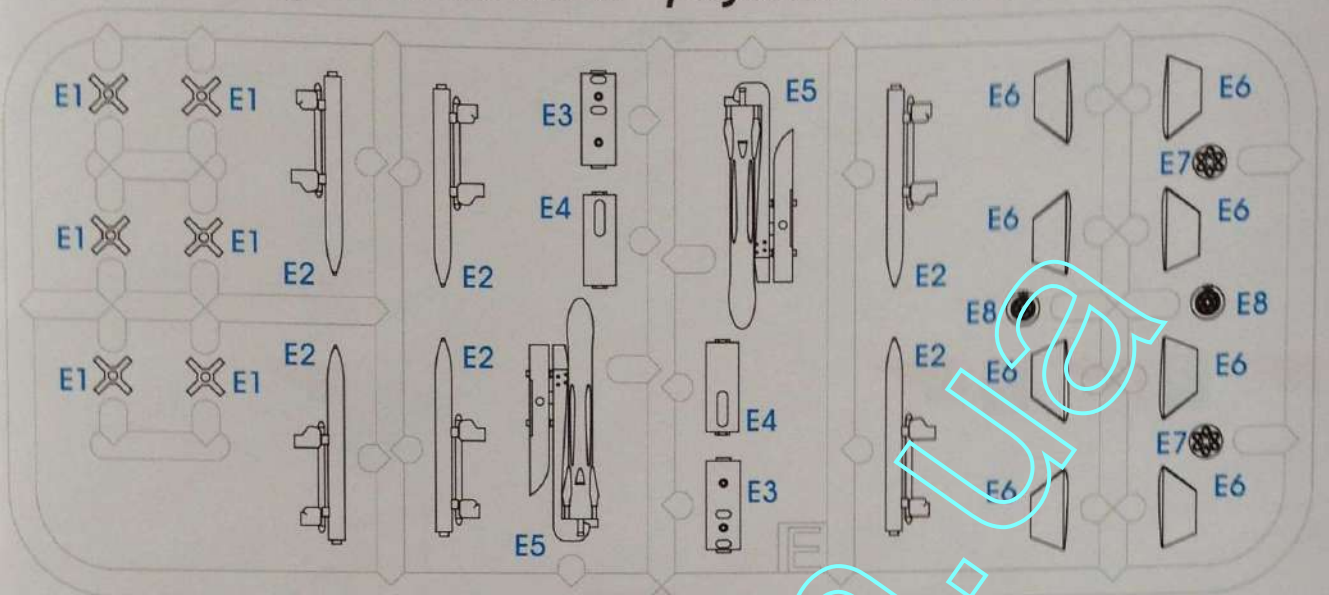
CAM.D



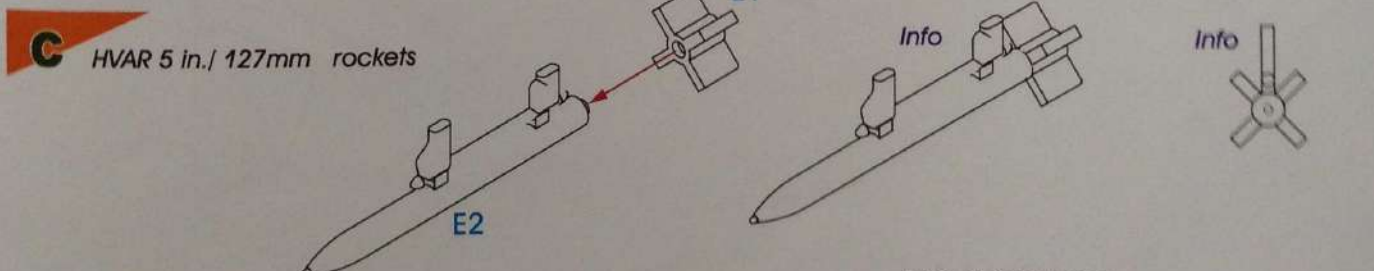
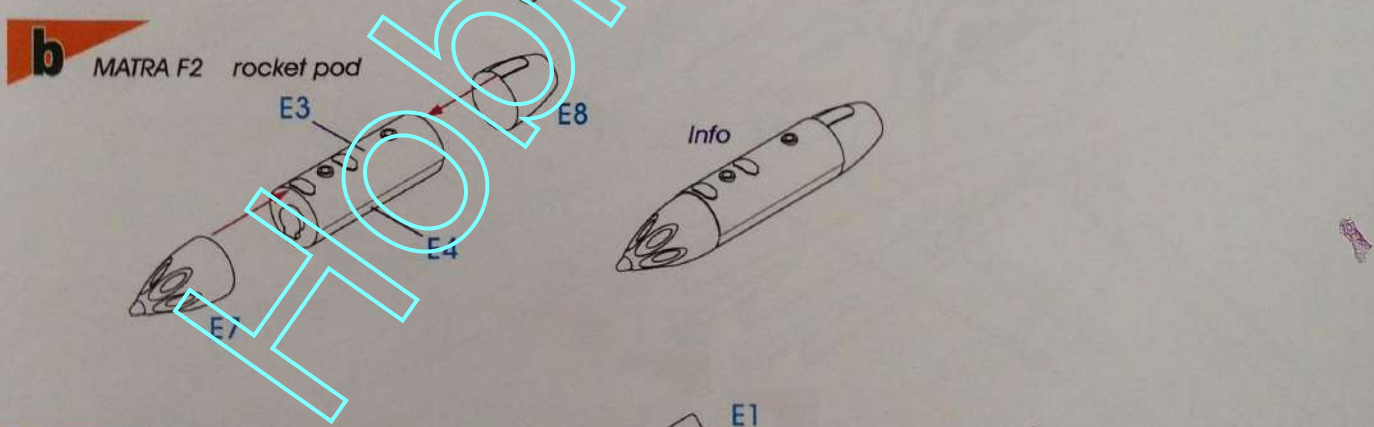
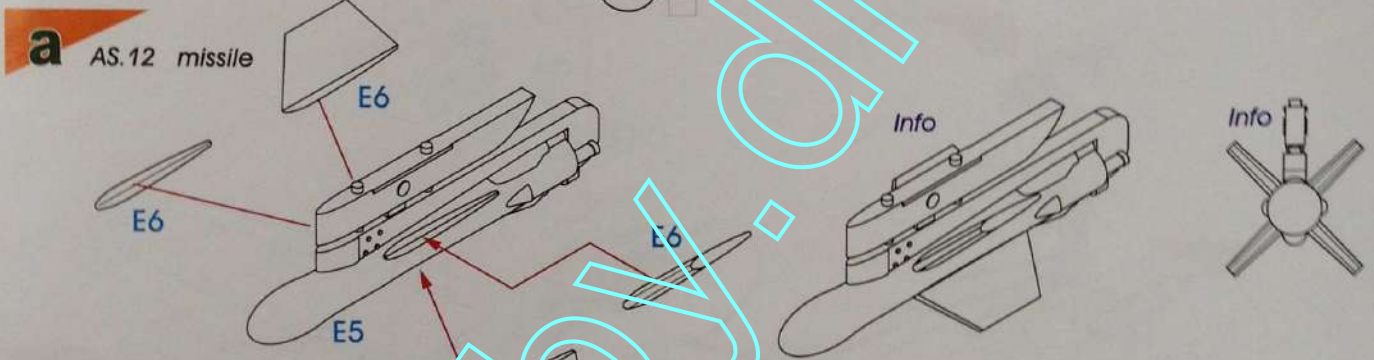
- |  |  |   |                               |  |   |
|--|--|---|-------------------------------|--|---|
| <b>A</b> Blue-Grey<br>Bleu-gris<br>H/C | <b>B</b> Off White<br>Blanc-crème<br>H/C | <b>C</b> Burn Metal<br>Métal brûlé<br>H/C | <b>D</b> Black<br>Noir<br>H/C | <b>E</b> Aluminium<br>Aluminium<br>H/C | <b>F</b> Glass White<br>Blanc Brillant<br>H/C |
|--|--|---|-------------------------------|--|---|



# Breguet 1050 Alizé - payload / armement



**E**



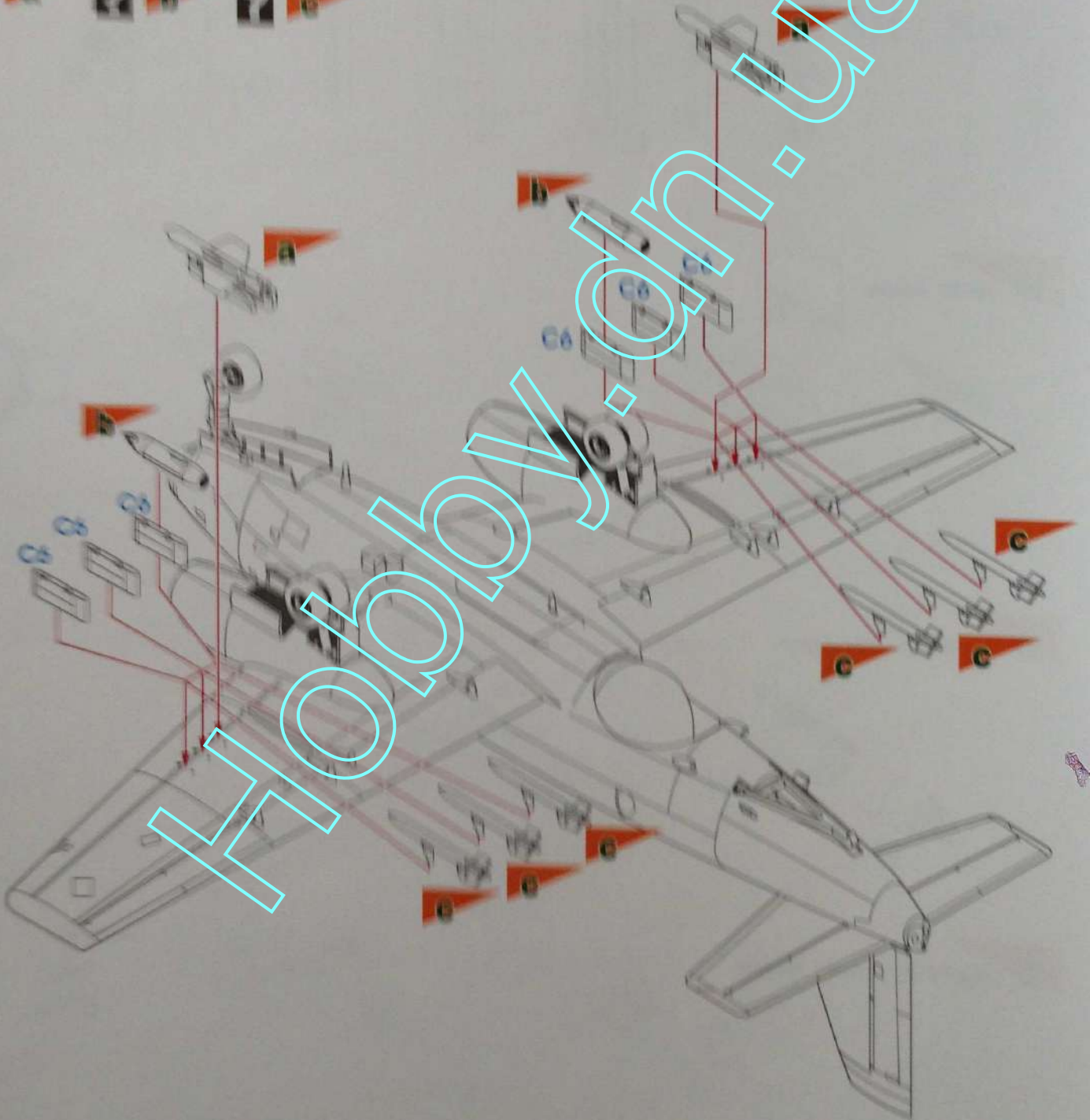
AL 59 33000



MAIRA F3 rocket pod



HVAR 5 in./ 127mm rockets



Hobby.com.ua

FR0028-0029-0031

Breguet 1050 Alizé - payload / armement