



**Above:** Uruguay's transport fleet is heavily reliant on the CASA 212 (illustrated) and the Bandeirante. Both have secondary tasks, two CASA 212s being able to accept a Comint package, as evidenced by the extra aerials on this aircraft. In the past the C-212s, like the rest of the transport fleet, were also assigned civilian registrations to facilitate flights out of Uruguay, but this practice has been discontinued.

**Left:** The A-37B Dragonfly's reliability, agility and accuracy made it arguably the best close air support/light attack aircraft of its time, and it is still considered ideal to operate in Uruguay's defence from forward bases throughout the country. For 20 years the Dragonfly partnered the Lockheed AT-7-33A in Grupo/Escuadrón Aéreo No. 2, before the elderly 'T-birds' were withdrawn in June 1996.

**Right:** Escuadrón Aéreo No. 5 operates two AS 365N2 Dauphins. They can be used for SAR duties, hence the winch, and for medical evacuation. Their speed and comfort is also prized for presidential and ministerial transport.

**Below:** On at least two occasions the FAU has borrowed Pucará's from the Fuerza Aérea Argentina's Grupo 3 de Ataque. FAU226 was in service during 2002, although it was scheduled to return to Argentina later in the year.

